

**RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

RNTPC Paper No. 7/17

**For Consideration by
the Rural and New Town Planning Committee on 8.9.2017**

**PROPOSED AMENDMENTS TO
THE APPROVED TONG YAN SAN TSUEN
OUTLINE ZONING PLAN NO. S/YL-TYST/10**

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1. Introduction

The purposes of this paper are to seek Members' agreement that:

- (a) the proposed amendments to the approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/10 as shown on the draft Tong Yan San Tsuen OZP No. S/YL-TYST/10A (**Annex B**) and its Notes (**Annex C**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Annex D**) is an expression of the Town Planning Board (the Board)'s planning intention and objectives for various land use zones on the OZP; and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current Tong Yan San Tsuen OZP

- 2.1 On 15.4.2005, the draft Tong Yan San Tsuen OZP No. S/YL-TYST/9A was approved by the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance which was subsequently renumbered as S/YL-TYST/10. On 17.2.2006, the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 11.2.2014, the CE in C referred the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 28.2.2014 under section 12(2) of the Ordinance.

3. Background

- 3.1 It was stated in the Policy Address that the Government would adopt a multi-pronged approach to identify suitable land to meet housing and other needs. To optimize the use of land, the Government has continued reviewing various land uses and rezoning sites as appropriate and, where the original intended use is no longer required, converting the land for housing development. A site zoned "Open Space" ("O") and "Residential (Group B) 1" ("R(B)1") with a small strip of area shown as 'Road' to the west of Long Tin Road and to the north of the Tong Yan

San Tsuen Interchange and another site zoned mainly “Green Belt” (“GB”) and partly “Government, Institution or Community” (“G/IC”) to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir have been identified for public housing developments. To ascertain the technical feasibility for supporting the proposed public housing developments, the Civil Engineering and Development Department (CEDD) has undertaken two feasibility studies for the site formation and infrastructural work (i.e. Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long-Feasibility Study (LB Study) and Site Formation and Infrastructural Works for the Development near Tan Kwai Tsuen, Yuen Long-Feasibility Study (TKT Study)). The Executive Summaries of the two feasibility studies are at **Appendices 1 and 2**. A copy of the preliminary Traffic and Transport Impact Assessment (TTIA), Preliminary Environmental Review (PER), preliminary Drainage Impact Assessment (DIA), preliminary Sewerage Impact Assessment (SIA), preliminary Water Supply Impact Assessment (WSIA), preliminary Landscape and Visual Impact Assessment (LVIA), preliminary Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) and the preliminary Geotechnical Assessment (GA) reports of the aforementioned feasibility studies are deposited at the meeting for Members’ inspection.

- 3.2 The proposed amendments mainly involve rezoning of these 2 sites for the proposed public housing developments at the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange (**Amendment Items A1 and A2**), and in the vicinity of the Tan Kwai Tsuen South Fresh Water Service Reservoir (**Amendment Item B**).
- 3.3 On 17.4.2015 and 8.1.2016, the Rural and New Town Planning Committee (the Committee) of the Board agreed two section 12A planning applications (Nos. Y/YL-TYST/5 and Y/YL-TYST/6) to rezone a site at Sha Tseng Road and two sites to the northwest and southeast of Kam Lan Koon from “G/IC” to “R(B)1” respectively (**Amendment Items C and D**). To take forward the decision of the Committee, rezoning of the sites are required.

4. The Proposed Amendments

Amendment Items A1 and A2 – Proposed Public Housing Development to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange and related technical amendment (Plans 1a and 2a)

The Site and its Surroundings

- 4.1 The Item A1 site, covering a land area of about 10ha, is located to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange. The site is situated at the fringe of the Tong Yan San Tsuen OZP. To the east and north of the site are areas covered by the Yuen Long and Ping Shan OZPs respectively (**Plan 1a**).
- 4.2 The northern part of the site is currently mainly occupied by the site of the ex-Long Bin Interim Housing, whilst the southern part of the site is mainly occupied by open storage yards, warehouses, rural workshops, temporary

structures and a farm (**Plan 2a, 3a, 4a1 to 4a3**). According to LB Study, an initial estimate is that about 100 structures/temporary structures mainly for open storage/storage use and scattered residential structures will be affected. The numbers of structures/temporary structures and households being affected are subject to detail survey. The site will be developed in two phases (**Plan 2a**). Phase 1 which is currently occupied by the ex-Long Bin Interim Housing, falls within areas zoned “O” and shown as ‘Road’ and is entirely on government land. Phase 2 which is currently occupied by structures/ temporary structures mainly for open storage/storage use, scattered residential structures and a farm, fall within areas zoned “O”, “R(B)1” and shown as ‘Road’ with about 71.6% of the area on private land and about 28.4% on government land.

- 4.3 Area to the east of the Item A1 site across Long Tin Road are medium-rise residential developments (about 46mPD) which is zoned “R(B)” subject to a maximum plot ratio (PR) of 3.5 and building height (BH) of 25 storeys on the Yuen Long OZP. The area to the west is a mix of medium-rise residential developments (about 26mPD) and vegetated area covered with trees which is zoned “R(B)1” in the Tong Yan San Tsuen OZP subject to a maximum PR of 1 and a maximum BH of 4 storeys over single-storey car park. To the north and further north of the site are Castle Peak Road-Ping Shan, and low/medium-rise developments (about 15mPD to 22mPD) which is zoned “Residential(Group E)2” (Subject to a maximum PR of 0.6 and a maximum BH of 5 storeys) and site office of the Drainage Services Department which is zoned “O” on Ping Shan OZP respectively. To the south of the site are the Yuen Long Highway and Tong Yan San Tsuen Interchange. The building heights of the surrounding developments are shown on **Plan 2a**.
- 4.4 Part of the site which zoned “O”, was reserved for the development of a district open space but there is no development programme for the open space. Whilst there will be deficit on the provision of district open space in Tong Yan San Tsuen area with the proposed amendments to the OZP, the district open space provision in Yuen Long New Town nearby (about 125m away from the boundary of Tong Yan San Tsuen OZP is the Yuen Long Park) is in surplus (+9.66ha upon full development) and could help meet the shortfall in Tong Tan San Tsuen.

Rezoning Proposal

- 4.5 To take forward the proposed public housing development, it is proposed to rezone the site from “O”, “R(B)1” and an area shown as ‘Road’ to “R(A)1”, with major development parameters as follows:

	Phase 1	Phase 2
Site Area	About 10ha	
Total PR	Maximum 6.5	
Building Height (BH)	Maximum 155mPD	
Estimated No. of Storeys	About 40-45 storeys	About 41-49 storeys
Estimated No. of Blocks	About 4 blocks	About 7 blocks
	Total: About 11 blocks	
Estimated No. of Flat	About 2,800 flats	About 8,900 flats

	Total: About 11,700 flats ¹	
Estimated Population	About 8,000 persons	About 24,900 persons
	Total: About 32,900 persons	
Target Completion Date	2024/25	2028/29

Photomontages of the indicative scheme for the proposed public housing are at **Drawings 3a to 3e** for illustration purpose.

- 4.6 Various Government, institution or community (GIC) facilities including a kindergarten, a primary school, social welfare facilities, retail facilities, as well as a public transport terminus would be provided for the proposed public housing development.
- 4.7 A minor boundary adjustment at the western boundary of the proposed public housing development is also proposed to exclude a strip of land in Item A2, with a land area of about 310m², from the proposed public housing development. It is proposed to reflect the lot boundary of the existing residential development located in the adjoining “R(B)1” zone (i.e. the Villa Sunshine). The strip of land is proposed to be rezoned from “O” to “R(B)1”.

Technical Assessments

- 4.8 To ascertain the technical feasibility for supporting the proposed public housing development, CEDD has undertaken LB Study for the site formation and infrastructural works. Under LB Study, broad technical assessments on traffic, environmental and infrastructure, as well as visual and air ventilation aspects have been conducted based on a domestic PR of 6 and non-domestic PR of 0.5. The Executive Summary of LB Study of the site is at **Appendix 1**.

Traffic and Transport Aspects

- 4.9 The preliminary TTIA results indicate that the proposed public housing development will have manageable traffic impact on the nearby road links, junctions and transport facilities. The proposed development is considered acceptable from the traffic point of view.
- 4.10 Necessary road improvement measures, such as U-turn form slip road of Long Tin Road and access provision at Ma Fung Ling Road, have been identified to enhance vehicular accessibility and mitigate the potential traffic impact due to the proposed development (**Drawing 1**).
- 4.11 Also, the provision of car parking space is sufficient to meet the needs in accordance with the Hong Kong Planning Standards and Guidelines. A Public Transport Interchange (PTI) with bus bays and taxi bays was proposed to cater for the transport need.

¹ Based on the maximum sewage treatment capacity allocated for Long Bin, the maximum flat production of 11,940 is adopted in the impact assessment on infrastructures (including sewerage, water supply, traffic impact, etc.)

- 4.12 Three pedestrian footbridges (**Drawing 1**) and cycle track network surrounding the proposed housing site have been planned to enhance the proposed development's connectivity to the existing pedestrian and cycle track network.

Environmental Aspect

- 4.13 The site formation as well as the road improvement works do not constitute the project to be a Designated Project under the Environmental Impact Assessment Ordinance. A PER has been conducted to provide an initial assessment and evaluation of the environmental impacts associated with site formation and road improvement works of the proposed development, including air quality, noise, water quality, waste management, ecology and cultural heritage.
- 4.14 Regarding air quality impacts, with the implementation of appropriate dust suppression measures, such as watering of exposed areas and mitigation measures as defined in the Air Pollution Control (Construction Dust) regulation and good site practices to further reduce dust emission, potential construction dust impacts are not insurmountable. For operational phase, all air sensitive receivers are set back from adjacent roads with adequate buffer distances in accordance with HKPSG. Therefore, no adverse air quality impact is anticipated.
- 4.15 Regarding noise impact, the results of the construction noise impact assessment indicate that the noise impacts to noise sensitive receivers (NSRs), after the implementation of all practical direct mitigation measures such as using quiet and quality Powered Mechanical Equipment, movable noise barriers and enclosures will not be insurmountable with suitable mitigation measures. For operational phase, a separate Environmental Assessment Study (EAS) will be conducted by the Housing Department for the proposed development. Noise mitigation measures will be incorporated in the building design such as noise barrier, acoustic windows/balconies, acoustic fin and air conditioning system for non-domestic buildings where necessary to ensure all NSRs comply with respective criteria.
- 4.16 Regarding water quality, silty runoff from construction sites would be the major concern during the construction phase. No water quality impact during the operational phase is anticipated. Where necessary, mitigation measures required to protect the water sensitive receivers have been recommended to reduce the impacts to acceptable levels.
- 4.17 Ecological field surveys were conducted. Short-nosed fruit bats, a species of conservation concern was recorded roosting in the Chinese Fan-palms within the site. Despite, the potential impacts on the short-nosed fruit bats are predicted to be of low significance, an environmental monitoring and audit would be useful to monitor any changes during construction phase and operation phase.
- 4.18 No sites of archaeological interest, declared monuments or historic buildings have been identified in the vicinity of the site.

Infrastructure Aspect

- 4.19 According to the preliminary DIA, preliminary SIA and preliminary WSIA, the existing/planned sewerage, drainage and waterworks facilities have sufficient capacities to cater for the proposed public housing development.
- 4.20 Except retaining the existing drainage pipe under Long Tin Road, drainage pipes are proposed at northern side of the Phase 1 to divert the existing drain and to convey the surface runoff from the school site to the Yuen Long West Nullah along future road at south of the site.
- 4.21 A sewage pumping station (SPS) is proposed next to the housing site to collect the sewage from the proposed development. A section of rising mains along Castle Peak Road- Ping Shan Section will be constructed and connected to the existing sewage network. The future sewage flow will be ultimately conveyed to the San Wai Sewage Treatment Works through the sewerage network.
- 4.22 Tan Kwai Tsuen North Fresh Water Service Reservoir has sufficient capacity to provide additional fresh water demand arising from the proposed development as well as the temporary flushing water supply through temporary mains for flushing. No upgrading works to TKTNFWSR is therefore required.

Geotechnical Aspect

- 4.23 The anticipated geotechnical works of the development include mainly earthworks, slope works and piling works. The site formation works involve excavation and deposition of soil materials for forming levelled platforms, with the provision of retaining walls and cut and fill slopes. No significant effects to the existing surrounding permanent buildings are anticipated due to the site formation works. Man-made slopes and retaining walls, both existing and newly formed, affect or be affected by the proposed development shall be reviewed with more detailed in the next stage. According to the GA, it is considered that the geotechnical works and site formation works for the site are technically feasible.

Landscape and Visual Aspects

- 4.24 A preliminary LVIA has been conducted. A total of 858 trees, which were of primarily common species, including exotic species such as *Leucaena leucocephala*, *Senna siamea* and native species such as *Cinnamomum burmannii* and *Macaranga tanarius* var. *tomentosa*. According to the preliminary findings, 172 trees could be preserved by onsite retention while another 80 affected trees would be transplanted. About 606 trees would be felled due to unavoidable conflicts with the proposed development. No rare/protected/endangered species, or Leisure and Cultural Services Department Champion Tree, or Registered Old and Valuable Tree was found within the subject site. On the other hand, 5

numbers of existing trees are identified as “Important Tree”² to be retained and preserved (**Drawing 2**). Regarding the tree felling, in accordance with the prevailing tree preservation policy, the proposed compensatory planting proposal should be of a ratio not less than 1:1 in terms of quality and quantity within and/or off the site as far as practicable. A detailed tree survey and tree preservation and removal proposal will be prepared in accordance with the Development Bureau Technical Circular (Works) No. 7/2015, at detailed design stage.

- 4.25 Most of the existing trees identified would be affected/lost due to possible major site formations and road works. The overall landscape character will also be changed from combination of Urban Fringe Landscape, Rural Fringe Landscape and Urban Landscape to Urban Landscape solely. Nevertheless, with the possible landscape mitigation measures, the residual landscape impact can be reduced.
- 4.26 Mitigation measures, including aesthetic design of the proposed development, amenity/compensatory plant, screen and buffer planting, building separation/visual corridors, building set back and stepped building height profile, are proposed to alleviate the possible visual impacts. With the implementation of recommended mitigation measures, the significance of visual impact would be reduced to slight. The overall visual impact is considered acceptable with mitigation measures (**Drawings 3a to 3e**). Photomontages of all viewpoints and the relevant analysis extracted from the study report are at **Appendix 3**.

Air Ventilation Aspect

- 4.27 A preliminary AVA-EE has been conducted to assess the air ventilation impact of the proposed public housing development and to recommend appropriate mitigation measures. The annual prevailing wind directions identified for the region are from north-northeast, east and south-southeast, whereas the summer prevailing wind directions are south-southeast, south and southwest.
- 4.28 To minimize the ventilation impact to the surrounding area, the proposed development has adopted (i) two 15m-wide NBAs; (ii) three 15m-wide building separations, one of which with a wind entrance in form of an NBA; and (iii) 20m and 10m building setbacks from Long Tin Road and hilly range respectively. These design features would enhance local ventilation within the proposed development and its neighborhood to cater for the annual and summer prevailing winds. According to the preliminary AVA-EE, the proposed development may result in potential adverse air ventilation impact on the pedestrian wind environment at Green Lodge and the adjacent residential development under construction, Jasper Court, the proposed primary school next to the housing site,

² In accordance with DEVB TCW No. 07/2015, an “Important Tree” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or trees with trunk diameter equal to or exceeding 1m) (measured at 1.3m above ground level), or with height/canopy spread equal to or exceeding 25m.

Villa Sunshine, Hong Ping Villa, Scenic Gardens and Park Royale etc.. Further mitigation measures including (i) empty bays with minimum height of one-storey at the ground level of residential blocks; and (ii) elevated podium with minimum height of one-storey at non-domestic block along air paths, which can also serve as emergency vehicular access or pedestrian passages. The details of these measures would be explored at the detailed design stage for alleviating the potential adverse air ventilation impact on the pedestrian environment. The proposed public housing developments will be guided by a planning brief. Quantitative AVAs should be carried out at the detailed design stage. The requirements of the mitigation measures and quantitative AVA will be incorporated in the planning brief for implementation as appropriate. Such requirements are also incorporated in the ES of the OZP (paragraph 9.2.6 in **Annex D**).

Amendment Item B – Proposed Public Housing Development to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir (Plans 1b and 2b)

The Site and its Surroundings

- 4.29 The Item B site, covering a land area of about 10.6ha, is located to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir. The site is entirely on government land, and currently mainly occupied by vegetated area covered with trees. A number of existing structures and a farm are found in the south-western part of the site (**Plan 2b, 3b and 4b1 to 4b3**). According to TKT Study, an initial estimate is that about 30 structures/temporary structures mainly for domestic use will be affected. The numbers of structures/temporary structures and households being affected are subject to detail survey.
- 4.30 Area to the south-west of the site is currently occupied by open storage of sand and plant nursery which is zoned “GB”. To the north of the site is the Tan Kwai Tsuen South Fresh Water Service Reservoir and the Tan Kwai Tsuen Salt Water Service Reservoir which are zoned “G/IC” and to the north-west of the site is the Yuen Long Highway. To the east and south of the site is vegetated area covered with trees which is zoned “GB”.

Rezoning Proposal

- 4.31 To take forward the proposed public housing development, the site is proposed to be rezoned from “GB” and “G/IC” to “R(A)2”, with major development parameters as follows:

Site Area	About 10.6ha
Total PR	Maximum 6.5
BH	Maximum 205mPD
Estimated No. of Storeys	About 41 storeys
Estimated No. of Blocks	About 7 blocks
Estimated No. of Flat	About 7,400 flats
Estimated Population	About 20,600 persons
Target Completion Date	2028/29

Photomontages of the indicative scheme for the proposed public housing are at **Drawings 6a to 6e** for illustration purpose.

- 4.32 Various GIC facilities including a kindergarten, a primary school, social welfare facilities, a community hall, retail facilities, as well as a public transport terminus would be provided for the proposed public housing development.
- 4.33 Two new service reservoirs (one for fresh water supply and one for flushing water supply) and an associated pumping station would be provided to support the proposed public housing development.

Technical Assessments

- 4.34 To ascertain the technical feasibility for supporting the proposed public housing development, CEDD has undertaken TKT Study for the site formation and infrastructural works. Under TKT Study, broad technical assessments on traffic, environmental and infrastructure, as well as visual and air ventilation aspects have been conducted based on a domestic PR of 6 and non-domestic PR of 0.5. The Executive Summary of TKT Study of the site is at **Appendix 2**.

Traffic and Transport Aspects

- 4.35 The preliminary TTIA results confirm that with the proposed road/junction improvement schemes and pedestrian network, the highway and transport systems can accommodate the traffic demand from the proposed development and no insurmountable traffic impact on the nearby road links, junctions and transport facilities is anticipated. A new single 2-lane public road running parallel to and along the southern side of Yuen Long Highway is proposed to connect the proposed development to the existing road networks. This proposed road will connect to the existing Shun Tat Street at its southern end near the existing North West New Territories Refuse Transfer Station and extend northwards to connect with the existing slip roads at Tin Shui Wai West Interchange (**Drawing 4**).
- 4.36 Based on the estimated public transport demand, a PTI with bus bays and public light bus / taxi bay are recommended to ensure a comprehensive coverage of the public transport services for the proposed development.
- 4.37 Also, the provision of car parking space is sufficient to meet the needs in accordance with the HKPSG.

Environmental Aspect

- 4.38 The site formation as well as the infrastructure works including the proposed road works, sewerage works, etc. will not constitute the project to be a Designated Project under the Environmental Impact Assessment Ordinance. A PER has been conducted to provide an initial assessment and evaluation of the environmental impacts associated with site formation and infrastructure works of the proposed development, including air quality, noise, water quality, waste management, ecology and cultural heritage.

- 4.39 Regarding air quality impacts, with the implementation of appropriate dust suppression measures, such as watering of exposed areas and mitigation measures as defined in the Air Pollution Control (Construction Dust) regulation and good site practices to further reduce dust emission, potential construction dust impacts are not insurmountable. For operational phase, all air sensitive receivers are set back from adjacent roads with adequate buffer distances in accordance with HKPSG. Therefore, no adverse air quality impact is anticipated.
- 4.40 Regarding noise impacts, the results of the construction noise impact assessment indicate that the noise impacts to NSRs, after the implementation of all practical direct mitigation measures such as using quiet and quality Powered Mechanical Equipment, movable noise barriers and enclosures, the construction noise impacts are not insurmountable. The results of the traffic noise impact assessment indicate that the newly proposed access road will not have adverse traffic noise impact on the NSRs. For operational phase, a separate EAS will be conducted by the Housing Department for the proposed development. Noise mitigation measures will be incorporated in the building design, such as acoustic windows/balconies and air conditioning system for non-domestic buildings where necessary, to ensure all NSRs comply with respective criteria.
- 4.41 Regarding water quality, silty runoff from construction sites would be the major concern during the construction phase. Mitigation measures such as the provision of suitable drainage system and wheel washing bays, temporary sanitary facilities, regular clearing of solid waste, etc. will be proposed to protect the water sensitive receivers to reduce the impacts to acceptable levels. No water quality impact during the operational phase is anticipated.
- 4.42 A preliminary ecological impact assessment has been conducted for the proposed site formation and associated infrastructure works. Four plant species protected under Cap. 96 and Cap. 586 were identified including *Aquilaria sinensis*, *Gnetum luofuenses*, *Nepenthes mirabilis* and *Rhododendron simsii*. Impact to *Nepenthes mirabilis* and *Rhododendron simsii* will be avoided. While three numbers of *Aquilaria sinensis* would be in direct conflict with the proposed development. Two of them are proposed to be preserved by transplanting with one in poor health condition and thus its removal is considered to be a minor impact. *Gnetum luofuenses* is a very common species with widespread distribution throughout the territory. No significant adverse impact due to the unavoidable conflict on the species is anticipated. A total of 15 fauna species of conservation interest were identified and two of them have onsite record: Crested Goshawk and *Somanniathelphusa zanklon*. Crested Goshawk was found flying over the project area and it is anticipated that impact to this species is negligible due to the high mobility of birds. The freshwater crabs *Somanniathelphusa zanklon* will be affected due to the loss of a stream section. This crab species is recommended to be preserved by relocation. Ecological considerations are recommended to be taken into account in the compensatory tree planting plan. Native species should be used and the planting area should be properly located to better provide ecological buffer function to the surrounding undisturbed areas. With the full implementation of the recommended mitigation measures, all identified ecological impacts are expected to be within acceptable level.

- 4.43 No sites of archaeological interest, declared monuments or historic buildings have been identified within and in the vicinity of the site. Therefore, no cultural heritage impact will be anticipated.

Infrastructure Aspect

- 4.44 According to the preliminary DIA, preliminary SIA and preliminary WSIA, the existing / planned sewerage, drainage and waterworks facilities have sufficient capacities to cater for the proposed public housing development.
- 4.45 New underground drainage pipes, u-channels and stormwater retention tank are proposed to convey surface runoff from the proposed development site and upstream catchments to the downstream drainage system. To facilitate the formation of housing platforms, two existing stream courses (about 1 to 2m wide and about 200 to 250m long) within the housing site will be removed. The upstream stormwater flowing to these stream courses will be intercepted by proposed peripheral u-channels and conveyed to underground drainage. There is an increase in surface runoff after the proposed development. A stormwater retention tank is proposed for temporary storage of the stormwater runoff.
- 4.46 New gravity sewers will be constructed from the site and connect with the existing sewerage at Shun Tat Street. Some existing sewers will be upgraded to cater for the additional sewage flow from the proposed development. Also, it is confirmed that the Ha Tsuen Sewage Pumping Station and San Wai Sewage Treatment Works at the downstream of our proposed sewerage will have sufficient ultimate capacity to cater for the additional sewage from the proposed development.
- 4.47 Due to the high platform level of the proposed development, there will be inadequate head for the existing low level Tan Kwai Tsuen South Fresh Water and Salt Water Service Reservoirs to cater for the additional demand from the proposed development. Therefore, one new high level fresh water service reservoir and one high level flushing water service reservoir and an associated pumping station will be provided at the sites to the east and north of the Tan Kwai Tsuen South Fresh Water Service Reservoir (**Drawing 4**) for supplying fresh and flushing water to the proposed development. It is proposed to use the reclaimed water output from Yuen Long South Potential Development Area (YLS PDA) as the ultimate source of flushing water supply. However, due to programme mis-match of the commissioning of the YLS PDA and the population intake of the proposed development, an interim arrangement of using fresh water for flushing will be adopted. According to the preliminary WSIA, Tan Kwai Tsuen South Fresh Water Service Reservoir and YLS PDA should have enough capacities to provide temporary supply for flushing and long-term reclaimed water respectively to cater for the additional flushing water demand arising from the proposed development.

Geotechnical Aspect

- 4.48 According to the results of the preliminary GA (including the assessment on the existing ground investigation works, geological condition, and geotechnical constraints), it is considered that the proposed geotechnical works for the site

formation and infrastructure construction are technically feasible. A detailed GA will be carried out at the later investigation / detailed design stages of the project to define the scope and programme of the required geotechnical works. The design of the proposed works will incorporate appropriate construction methods and measures to prevent disturbance to the existing waterworks installation in the vicinity.

Landscape and Visual Aspects

- 4.49 A preliminary LVIA has been conducted. A total of about 1,450 trees were identified (**Drawing 5**). No Registered Old and Valuable Trees were identified. According to the preliminary findings, about 215 trees could be preserved by onsite retention while another about 100 affected trees would be preserved by transplanting. About 1,135 trees would require felling due to unavoidable conflicts with the proposed development. According to the preliminary proposal, about 4.13 ha of area have been reserved for amenity / tree planting. The proposed compensatory planting proposal should be of a ratio not less than 1:1 in terms of quality and quantity within the site.
- 4.50 Most of the existing trees identified would be affected/lost due to possible major site formations and road works of which the resulting landscape impact significance would be significantly adverse. The overall landscape character will also be changed from Rural Landscape to Rural Fringe Landscape character.
- 4.51 Mitigation measures, including consideration of building height to allow buffer zone to preserve the ridgeline, visual corridors between building blocks, proper detailed design to ensure visual compatibility to the surroundings, amenity/compensatory planting and buffer planting are proposed to alleviate the possible visual impacts.
- 4.52 Whilst the proposed Development will result in some negative effects on most of the identified public viewing points, the overall residual visual impact is reduced to “slightly adverse” with the implementation of the recommended measures (**Drawings 6a to 6e**). Photomontages of all viewpoints and the relevant analysis extracted from the study report are at **Appendix 4**.
- 4.53 In conclusion, there are no substantial landscape and visual impacts after implementation of all mitigation measures, such as avoidance of impact on the Tan Kwai Tsuen Stream, slope landscaping, greening area and open space provision, aesthetic design for buildings, tree transplantation and compensation are implemented. It is considered that the proposed development will be acceptable with mitigations, in terms of landscape and visual impacts.

Air Ventilation Aspect

- 4.54 A preliminary AVA-EE has been conducted to assess the air ventilation impact of the proposed public housing development and to recommend appropriate mitigation measures. The AVA-EE indicate that the annual prevailing wind directions identified for the region are from north-northeast, northeast and east, whereas the summer prevailing wind directions are from south-southeast to

south-southwest. Yuen Long Highway is identified as the major northeast to southwest wind corridor.

- 4.55 To minimize the air ventilation impact on the surrounding areas, the proposed development has adopted the following: (i) setback distances of over 21 m from Yuen Long Highway; (ii) six 15 m wide building separations between the residential blocks at various levels; (iii) a minimum 30 m wide separation between the residential blocks at the lower and middle platforms; and (iv) other building separations of various widths amongst the non-domestic blocks. These design features would enhance local air ventilation within the proposed development and its neighborhood to cater for the annual and summer prevailing winds. The proposed public housing development will be guided by a planning brief. Quantitative AVA should be carried out at the detailed design stage. The requirements of the mitigation measures and quantitative AVA will be incorporated in the planning brief for implementation as appropriate. Such requirements are also incorporated in the ES of the OZP (paragraph 9.2.6 in **Annex D**).

Others Amendment Items - Agreed Section 12A Planning Applications

Amendment Item C – Proposed Residential Development at Sha Tseng Road (Plans 1a, 2c, 3c and 4c)

- 4.56 On 17.4.2015, the Committee agreed to a section 12A planning application (No. Y/YL-TYST/5) for the development of one residential house on the site. The indicative scheme considered by the Committee has a gross floor area of about 688m², a PR of 1, a site coverage (SC) of about 37.65% and a building height of 3 storeys (10.5m). The applicant also proposed a setback of about 6.5m from the southern lot boundary to allow a buffer from the adjoining lot to its south, private open space of about 429m² and a parking space.
- 4.57 To take forward the Committee's decision, the site (about 630m²) is proposed to be rezoned from "G/IC" to "R(B)1", subject to the same development restrictions as other "R(B)1" sites on the OZP, i.e. maximum PR of 1, maximum SC of 40% and maximum building height of 4 storeys over single-storey car park (15m).

Amendment Item D – Proposed Residential Development to the south of Park Villa (Plans 1b, 2d, 3d, 4d1 and 4d2)

- 4.58 On 8.1.2016, the Committee agreed to a section 12A planning application (No. Y/YL-TYST/6) for the development of a comprehensive low-density residential development. The site comprised two portions (northern and southern portions) and was part of a larger "G/IC" zone which covered an existing Taoist Temple known as Kam Lan Koon. The site and the adjoining private land parcels within the concerned "R(B)1" zone were owned by the applicant. To facilitate a comprehensive low-density residential development with a more efficient layout design, the applicant intended to develop the site with the adjoining land parcels.
- 4.59 To take forward the Committee's decision, the site (about 780m²) is proposed to be rezoned from "G/IC" to "R(B)1", subject to the same development restrictions

as other “R(B)1” sites on the OZP, i.e. maximum PR of 1, maximum SC of 40% and maximum building height of 4 storeys over single-storey car park (15m).

5. Provision of Open Space and Government, Institution and Community (GIC) Facilities

- 5.1 The provision and GIC facilities within the planning scheme area of the OZP have been assessed. The provision of open space and major community facilities in the planning area is detailed at **Appendix 5**. Based on the HKPSG requirements and a planned population of about 72,047 persons, including the estimated population of the proposed public housing developments, the local open space, kindergarten/nursey, as well as integrated children and youth services centre are adequate to meet the need of the planned population.
- 5.2 The GIC facilities are generally sufficient except secondary school (-29.59 classrooms), hospital beds (-396.27 beds), sports centre (-1.1), leisure centre (-1.43), as well as district open space (-7.13ha)³. For the shortfall in secondary classrooms, its provision is assessed on a wider district basis by the Education Bureau, who has no objection to the rezoning proposals. Hospital beds are determined on a regional basis and the regional deficit of hospital beds would be served by the Pok Oi Hospital. Also, provided that it is located in the proximity of Yuen Long Town, the slight shortfall of sports centre and leisure centre could be served by the provision of sports centre of Yuen Long Town (+2.11 upon full development). Whilst there will be deficit on the provision of district open space in Tong Yan San Tsuen area with the proposed amendments to the OZP, the district open space provision in Yuen Long New Town nearby (about 125m away from the boundary of Tong Yan San Tsuen OZP is the Yuen Long Park) is in surplus (+9.66ha upon full development) and could help meet the shortfall in Tong Tan San Tsuen.

6. Proposed Amendments to matters shown on the Plan

The proposed amendments as shown on the draft Tong Yan San Tsuen OZP No. S/YL-TYST/10A (**Annex B**) are as follows:

(a) **Amendment Item A1 (Site Area: About 10ha) (Plans 1a and 2a)**

Rezoning of an area to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange from “O”, “R(B)1” and an area shown as ‘Road’ to “R(A)1” to facilitate a public housing development.

(b) **Amendment Item A2 (Site Area: About 310m²) (Plans 1a and 2a)**

Rezoning of a strip of land from “O” to “R(B)1” for a minor boundary adjustment at the western boundary of the proposed public housing development in Amendment Item A1. It is proposed to reflect the lot boundary of the existing

³ Based on HKPSG requirement, provision of 1m² District Open Space per person is required.

residential development located in the adjoining “R(B)1” zone (i.e. the Villa Sunshine).

(c) Amendment Item B (Site Area: About 10.6ha) (Plans 1b and 2b)

Rezoning of an area to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir from “GB” and “G/IC” to “R(A)2” to facilitate a public housing development.

(d) Amendment Item C (Site Area: About 630m²) (Plans 1a and 2c)

Rezoning of a site at Sha Tseng Road, which is the subject of an approved s.12A application under Application No. Y/YL-TYST/5, from “G/IC” to “R(B)1” to facilitate a residential development.

(f) Amendment Item D (Site Area: About 780m²) (Plans 1b and 2d)

Rezoning of a site comprising two portions to the south of Park Villa, which is the subject of an approved s.12A application under Application No. Y/YL-TYST/6 from “G/IC” to “R(B)1”.

7. Proposed Amendments to the Notes of the Approved Tong Yan San Tsuen OZP

- 7.1 The Notes of the “R(A)” zone is amended to include remarks for sub-zones “R(A)1” and “R(A)2”, to reflect the PR restriction of 6.5 and BH restrictions of 155mPD and 205mPD as mentioned in paragraphs 4.5 and 4.31 above and other technical amendments.
- 7.2 The Remarks of the Notes of the “Comprehensive Development Area”, “R(A)”, “R(B)”, “Residential (Group C)” and “Residential (Group D)” zones are amended for the exemption clause for PR or site coverage calculation in relation to caretaker’s quarters to tally with the Master Schedule of Notes.
- 7.3 A copy of the revised Notes is attached at **Annex C** with the proposed amendments highlighted (with addition in ***bold and italics*** and deletion in ~~crossed out~~) for Members’ consideration.

8. Explanatory Statement of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in paragraphs 6 and 7 above and to reflect the latest status and planning circumstances of the OZP. A copy of the revised ES is attached at **Annex D** (with addition in ***bold and italics*** and deletion in ~~crossed-out~~) for Members’ consideration.

9. Plan Number

Upon gazetting, the draft OZP will be renumbered as S/YL-TYST/11.

10. Consultation

Consultation with the Rural Committee, District Council and affected villagers of Tan Kwai Tsuen

- 10.1 The Ping Shan Rural Committee (PSRC) was consulted on 24.5.2017 regarding the proposed amendments to the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10. An extract of minutes of the meeting is at **Appendix 6**. PSRC members generally objected the proposed public housing developments from the traffic and transport point of view. They are of the view that the carrying capacity of the road networks in Ping Shan Heung and public transport, such as the West Rail Line of the Mass Transit Railway, were already saturated, especially at the peak hours. Adding population to the area in Ping Shan Heung would worsen the situation. The affected villagers of Tan Kwai Tsuen, namely 丹桂村坑尾寮屋, had also participated in the meeting and requested to exclude the existing village dwellings located at the northwestern part of the site from the proposed public housing development.
- 10.2 The Yuen Long District Council (YLDC) was consulted on 21.2.2017 and 27.6.2017 regarding the proposed amendment to the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10. Extracts of minutes of meeting with YLDC on 21.2.2017 is at **Appendix 7**.
- 10.3 On 27.6.2017, YLDC members generally objected to the proposed public housing developments at Item A1 and Item B sites mainly on the grounds that the increase in population would aggravate the existing traffic congestion problem including the congested West Rail Line in Yuen Long, inadequate traffic improvement measures were proposed to solve the problem, “GB” zone was not suitable for housing development, and no rehousing/compensation package was provided for discussion, although some YLDC members were not against the Phase 1 development of Item A1 site which would be on the already vacated former Long Bin Interim Housing site.
- 10.4 Invited by a concern group named 丹桂村坑尾寮屋關注組, the Planning Department, CEDD, the Housing Department and the Lands Department participated in a consultation meeting with villagers of Tan Kawi Tsuen on 23.6.2017. The villagers had no objection to increase the supply of public housing to relieve the housing shortage in Hong Kong provided that it would not affect the grassroots and “no removal no clearance” (“不遷不拆”). The affected villagers requested to exclude the existing village dwellings located at the northwestern part of the site from the proposed housing development. The concern group raised that brownfield sites should be prioritised for development as the timing and cost to develop a brownfield site would be lower than those of a greenfield site and that there were three vacant sites near Tan Kwai Tsuen available for public housing

development. Also, the villagers opined that the carrying capacity of the road networks and public transport in Yuen Long were already saturated and adding the population would further worsen the situation.

- 10.5 In response, the assessments in paragraphs 4 and 5 above have demonstrated that the proposed developments are technically feasible and the provision of open space and G/IC facilities are generally adequate to meet the demand of the planned population. According to TKT Study, it has already minimised affecting the existing structures as far as possible. On the concern on operation and rehousing arrangement, the Government will offer compensation, Ex gratia Allowances and/or rehousing arrangements to the eligible affected parties in accordance with prevailing policies.

Departmental Consultation

- 10.6 Relevant bureau and departments are consulted on the proposed amendments to the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10. They have no objection to or no adverse comment on the proposed amendments, and their comments have been incorporated in the above paragraphs where appropriate.

- (a) Secretary of Development
- (b) Secretary for Transport and Housing
- (c) Secretary for Education;
- (d) District Lands Officer/Yuen Long;
- (e) Chief Building Surveyor/New Territories West, Buildings Department;
- (f) Director of Environmental Protection;
- (g) Director of Agriculture, Fisheries and Conservation;
- (h) Commissioner for Transport ;
- (i) Chief Highway Engineer/New Territories West, Highways Department;
- (j) Head of Geotechnical Engineering Office, Civil Engineering and Development Department
- (k) Project Manager/New Territories West, Civil Engineering and Development;
- (l) Chief Engineer/Housing Project 2, Civil Engineering and Development;
- (m) Chief Engineer/Mainland North, Drainage Services Department;
- (n) Chief Engineer/Development 2, Water Supplies Department;
- (o) Chief Architect/Central Management Division 2, Architectural Services Department;
- (p) Director of Electrical and Mechanical Services;
- (q) District Officer (Yuen Long), Home Affairs Department;
- (r) Director of Social Welfare;
- (s) General of Civil Aviation;
- (t) Government Property Administrator;
- (u) Director of Food and Environmental Hygiene;
- (v) Director of Fire Services;
- (w) Director of Leisure and Cultural Services;
- (x) Antiquities and Monuments Office, Leisure and Cultural Services Department;
- (y) Director of Hong Kong Observatory;
- (z) Director of Housing;
- (aa) Director of Health;

- (bb) Commissioner of Police;
- (cc) Chief Town Planner/Urban Design and Landscape, Planning Department;
and
- (dd) Chief Engineer/Cross-Boundary Infrastructure and Development, Planning Department.

Public Consultation

10.7 If the proposed amendments were agreed by the Committee, the draft OZP (to be re-numbered as S/YL-TYST/11 upon exhibition) and its Notes will be suitable for exhibition under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The YLDC and PSRC will be further consulted during the concerned OZP exhibition period.

11. Decision Sought

Members are invited to:

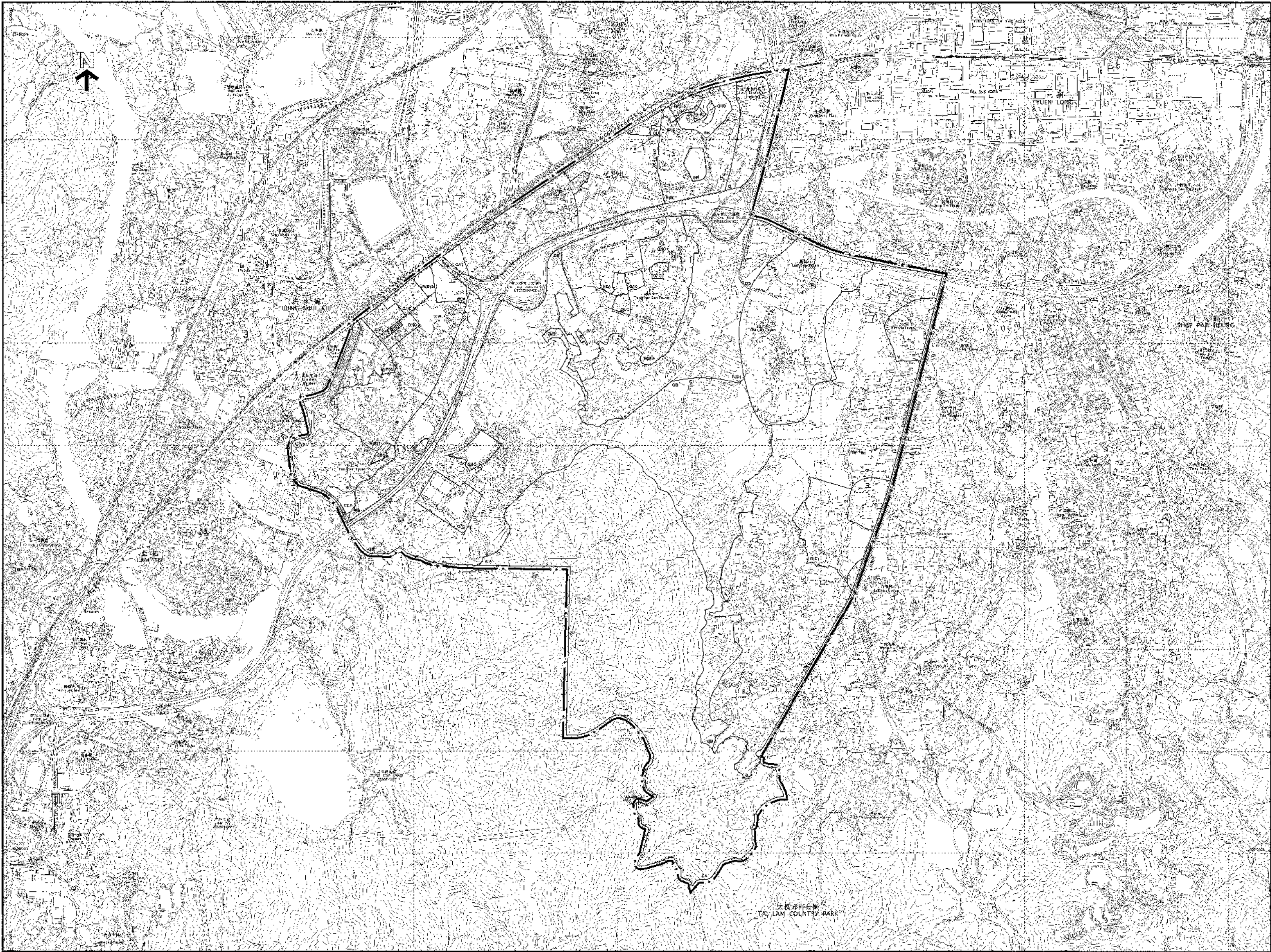
- (a) agree to the proposed amendments to the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 and that the draft Tong Yan Shan Tsuen OZP No. S/YL-TYST/10A (to be renumbered as S/YL-TYST/11) at **Annex B** and its Notes at **Annex C** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (c) adopt the revised ES at **Annex D** for the draft Tong Yan Shan Tsuen OZP No. S/YL-TYST/10A (to be renumbered as S/YL-TYST/11) as an expression of the planning intention and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the draft OZP.

12. Attachments

Annex A	Approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 (A-3 size)
Annex B	Draft Tong Yan San Tsuen OZP No. S/YL-TYST/10A
Annex C	Notes of the draft Tong Yan San Tsuen OZP No. S/YL-TYST/10A
Annex D	Explanatory Statement of the draft Tong Yan San Tsuen OZP No. S/YL-TYST/10A
Appendix 1	Executive Summary of LB Study
Appendix 2	Executive Summary of TKT Study
Appendix 3	Photomontages of All Viewpoints and Relevant Analysis Extracted from the Final Preliminary LVIA Report of LB Study
Appendix 4	Photomontages of All Viewpoints and Relevant Analysis Extracted from the Final Preliminary LVIA Report of TKT Study
Appendix 5	Provision of Open Space and Major GIC facilities in the Tong Yan San Tsuen OZP

Appendix 6	Extract of Minutes for Meeting with PSRC on 24.5.2017
Appendix 7	Extract of Minutes for Meeting with YLDC on 21.2.2017
Drawing 1	Proposed Layout Plan under Amendment Item A
Drawing 2	Landscape Resources Location Plan under Amendment Item A
Drawings 3a to 3e	Photomontages of the Indicative Scheme for the Proposed Public Housing Development under Amendment Item A
Drawing 4	Proposed Layout Plan under Amendment Item B
Drawing 5	Landscape Resources Location Plan under Amendment Item B
Drawings 6a to 6e	Photomontages of the Indicative Scheme for the Proposed Public Housing Development under Amendment Item B
Plans 1a and 1b	OZP Comparisons
Plans 2a to 2d	Site Plan of Amendment Items A to D
Plans 3a to 3d	Aerial Photos of Amendment Items A to D
Plans 4a1 to 4d2	Site Photos of Amendment Items A to D

**PLANNING DEPARTMENT
SEPTEMBER 2017**



圖例
NOTATION

ZONES		地帶
COMPREHENSIVE DEVELOPMENT AREA	DDA	綜合發展區
RESIDENTIAL (GROUP A)	RA	住宅(第一類)
RESIDENTIAL (GROUP B)	RB	住宅(第二類)
RESIDENTIAL (GROUP C)	RC	住宅(第三類)
RESIDENTIAL (GROUP D)	RD	住宅(第四類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
INDUSTRIAL (GROUP 1)	IC1	工業(第一類)
OPEN STORAGE	OS	貨倉貯地
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OL	其他指定用途
UNDETERMINED	U	未定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區

COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION	———	主要道路及路口

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	———	規劃區界線
PROPOSED BUS STATION	BS	巴士站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	土地用途及面積		用途
	公頃 HECTARES	百分比 %	
COMPREHENSIVE DEVELOPMENT AREA	2.20	3.5	綜合發展區
RESIDENTIAL (GROUP A)	1.81	2.9	住宅(第一類)
RESIDENTIAL (GROUP B)	84.28	13.0	住宅(第二類)
RESIDENTIAL (GROUP C)	12.78	1.9	住宅(第三類)
RESIDENTIAL (GROUP D)	49.18	7.8	住宅(第四類)
VILLAGE TYPE DEVELOPMENT	59.88	9.5	鄉村式發展
INDUSTRIAL	14.88	2.3	工業
INDUSTRIAL (GROUP 1)	10.61	1.6	工業(第一類)
OPEN STORAGE	4.75	0.7	貨倉貯地
GOVERNMENT, INSTITUTION OR COMMUNITY	15.48	2.4	政府、機構或社區
OPEN SPACE	7.88	1.2	休憩用地
OTHER SPECIFIED USES	0.44	0.0	其他指定用途
UNDETERMINED	21.64	3.4	未定用途
GREEN BELT	35.89	5.6	綠化地帶
CONSERVATION AREA	19.11	2.9	自然保育區
WATERWAY CHANNEL	2.43	0.4	水道
MAJOR ROAD ETC	20.64	3.2	主要道路等
TOTAL PLANNING SCHEME AREA	647.1	100.0	規劃區總面積

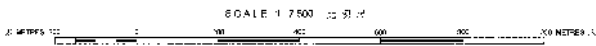
本圖的《註釋》是這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

此圖表經香港規劃委員會於2015年2月7日審議通過
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER
SECTION 10(1) OF THE TOWN PLANNING ORDINANCE ON
7 FEBRUARY 2015

LAM Chik-ting, Tony
CLERK TO THE EXECUTIVE COUNCIL

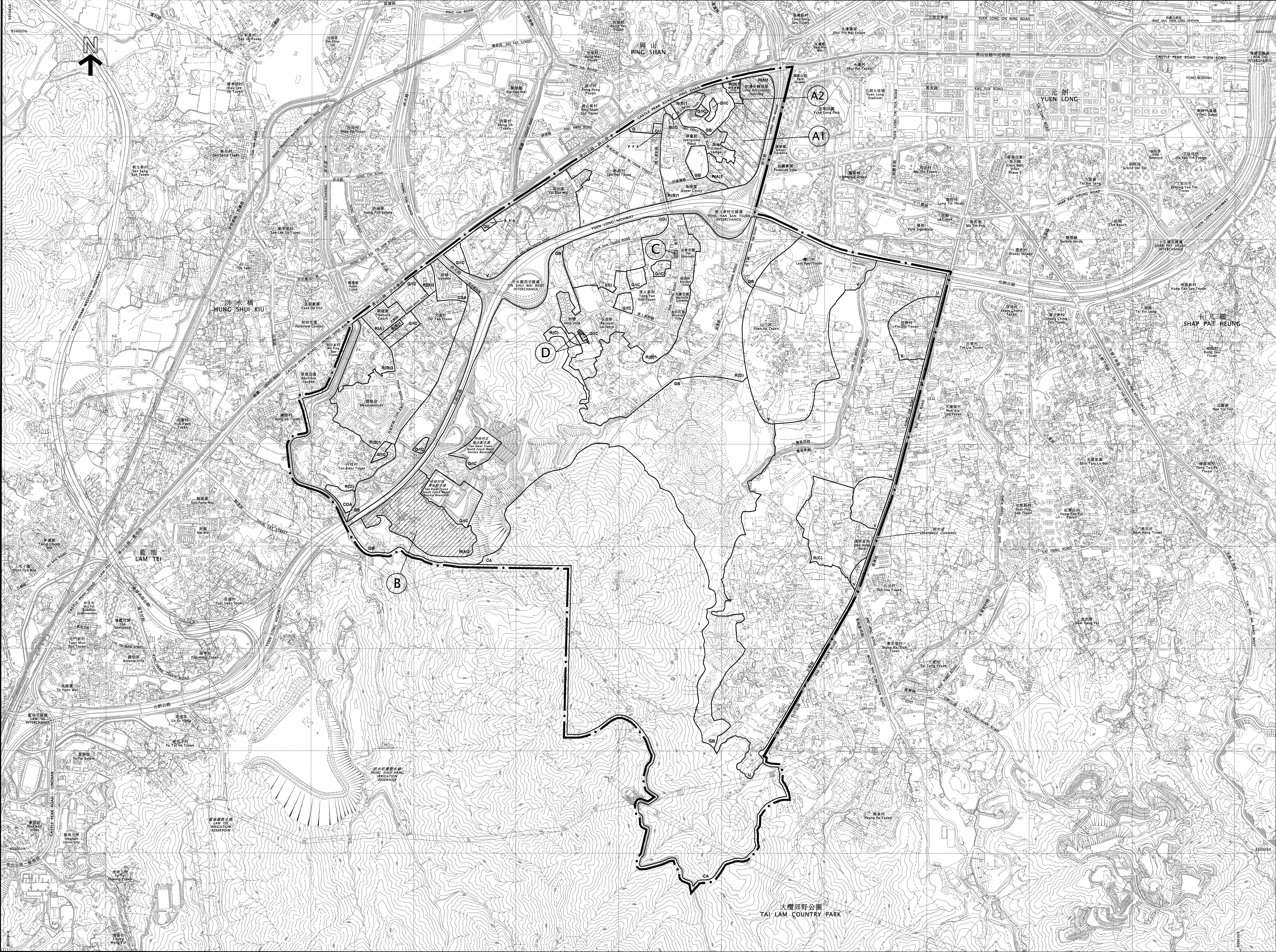
林錫廷
行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的唐人新村分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TONG YAN SAN TSUEN - OUTLINE ZONING PLAN



此圖表經香港規劃委員會於2015年2月7日審議通過
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/YL-TYST/10



圖例
NOTATION

ZONES		地帶
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP D)	R(D)	住宅（丁類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
INDUSTRIAL (GROUP D)	I(D)	工業（丁類）
OPEN STORAGE	OS	露天貯物
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
UNDETERMINED	U	未決定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
MAJOR ROAD AND JUNCTION		主要道路及路口
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMPREHENSIVE DEVELOPMENT AREA	3.32	0.51	綜合發展區
RESIDENTIAL (GROUP A)	22.89	3.51	住宅（甲類）
RESIDENTIAL (GROUP B)	61.93	9.57	住宅（乙類）
RESIDENTIAL (GROUP C)	12.78	1.97	住宅（丙類）
RESIDENTIAL (GROUP D)	48.19	7.45	住宅（丁類）
VILLAGE TYPE DEVELOPMENT	59.86	9.25	鄉村式發展
INDUSTRIAL	14.80	2.29	工業
INDUSTRIAL (GROUP D)	10.51	1.62	工業（丁類）
OPEN STORAGE	4.75	0.73	露天貯物
GOVERNMENT, INSTITUTION OR COMMUNITY	14.35	2.22	政府、機構或社區
OPEN SPACE	0.99	0.15	休憩用地
OTHER SPECIFIED USES	0.44	0.07	其他指定用途
UNDETERMINED	101.04	15.61	未決定用途
GREEN BELT	129.22	19.97	綠化地帶
CONSERVATION AREA	129.11	19.95	自然保育區
DRAINAGE CHANNEL	2.43	0.38	排水道
MAJOR ROAD ETC.	30.70	4.75	主要道路等
TOTAL PLANNING SCHEME AREA	547.11	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/YL-TYST/10 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-TYST/10

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂
AMENDMENT ITEM A1	修訂項目 A 1 項
AMENDMENT ITEM A2	修訂項目 A 2 項
AMENDMENT ITEM B	修訂項目 B 項
AMENDMENT ITEM C	修訂項目 C 項
AMENDMENT ITEM D	修訂項目 D 項

（參看附表）
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第 5 條展示的
核准圖編號 S/YL-TYST/10 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-TYST/10 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY
TOWN PLANNING BOARD
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的唐人新村分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TONG YAN SAN TSUEN - OUTLINE ZONING PLAN

SCALE 1:7500 比例尺
METRES 200 0 200 400 600 800 1000 METRES

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/YL-TYST/10A

APPROVED DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/10A

(Being an *Approved Draft* Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) No action is required to make the use of any land or building which was in existence immediately before the first publication in the Gazette of the notice of the draft development permission area plan conform to this Plan, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (4) A use or development of any land or building permitted under an earlier draft or approved plan including development permission area plan for the area and effected or undertaken during the effective period of that plan is always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (5) Except to the extent that paragraph (3) or (4) applies, any use or development falling within the boundaries of the Plan and also within the boundaries of the draft development permission area plan, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without permission from the Town Planning Board.
- (6) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (7) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

- (8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned “Conservation Area”:
- (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer and drain;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building, i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- (9) In areas zoned “Conservation Area”,
- (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (iii) provision of amenity planting by Government; and
 - (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road, toll plaza, on-street vehicle park, railway station and railway track.

- (11) (a) Except in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- (b) Except as otherwise provided in paragraph (11)(a), and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (12) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (13) In the "Undetermined" zone, all uses or developments except those specified in paragraphs (8) and (11)(a) above require permission from the Town Planning Board.

- (14) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

**APPROVED DRAFT TONG YAN SAN TSUEN
OUTLINE ZONING PLAN NO. S/YL-TYST/10A**

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COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks

- (a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor areas for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscaping and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic *and transport* impact assessment report to examine any possible traffic problems *and impact on public transport service and facilities provisions* that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area and a maximum building height specified below:

<u>Location of CDAs</u>	<u>Maximum Gross Floor Area</u>	<u>Maximum Building Height</u>
"CDA" west of Hung Tin Road	69,000m ²	17 storeys
"CDA" in Tan Kwai Tsuen	9,925m ²	4 storeys over single-storey car park

- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (e) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, **and** caretaker's office, **and-or** caretaker's quarters, ~~or-and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Religious Institution (Ancestral Hall only)	Petrol Filling Station
Residential Institution	Place of Entertainment
Rural Committee/Village Office	Private Club
School (in free-standing purpose-designed building only)	Public Convenience
Social Welfare Facility	Public Transport Terminus or Station (not elsewhere specified)
Utility Installation for Private Project	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified)
	School (not elsewhere specified)
	Shop and Services
	Training Centre

In addition, the following uses are always permitted
(a) on the lowest three floors of a building, taken to
include basements; or (b) in the purpose-designed
non-residential portion of an existing building, both
excluding floors containing wholly or mainly car
parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (a) *On land designated "Residential (Group A)" ("R(A)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5, a maximum site coverage of 42% and a maximum building height of 12 storeys (36m), or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater. The lowest three floors could have a maximum site coverage of 100%.*
- (b) *On land designated "R(A)1" and "R(A)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio and maximum building height specified below, or the plot ratio and height of the existing building, whichever is the greater, ~~or the plot ratio of the existing building in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.~~*

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Building Height</u>
R(A)1	6.5	155mPD
R(A)2	6.5	205mPD

- (bc) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) *and* (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (ed) In determining the maximum plot ratio and site coverage for the purposes of paragraphs (a) *and* (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, *and* caretaker's office, ~~*and-or*~~ caretaker's quarters, ~~*or-and*~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. ~~*Any floor space that is constructed or intended for use solely as public transport facilities and Government, institution or community facilities (GIC), as required by the Government, may also be disregarded.*~~
- (e) *In determining the maximum plot ratio ~~and site coverage~~ for the purposes of paragraphs (a) ~~and~~ (b) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by the Government shall be deducted in calculating the relevant site area.*

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only)	Hospital
Utility Installation for Private Project	Hotel
	Institutional Use (not elsewhere specified)
	Market
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Rural Committee/Village Office
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u>	<u>Maximum Building Height</u>	
			<u>No. of Storey</u>	<u>Building Height</u>
R(B)1	1	40%	4 storeys over single-storey car park	15m
R(B)2	1.26	40%	6 storeys over single-storey car park	21m
R(B)3	1	40%	12 storeys including car park	36m

- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, **and** caretaker's office, **and-or** caretaker's quarters, ~~or-and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Institutional Use (not elsewhere specified)
	Library
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	Rural Committee/Village Office
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, **and** caretaker's office, **and-or** caretaker's quarters, ~~or-and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

RESIDENTIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (Redevelopment; Addition, Alteration and/or Modification to existing house only) On-Farm Domestic Structure Rural Committee/Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Library Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

Planning Intention

This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP D) (cont'd)

Remarks

- (a) No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m), or the building area and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) No development including redevelopment for 'Flat' and 'House' (except 'New Territories Exempted House') uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m).
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, *and* caretaker's office, *and-or* caretaker's quarters, ~~or~~ *and* recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Burial Ground Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

(Please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

INDUSTRIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Broadcasting, Television and/or Film Studio
Bus Depot	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Concrete Batching Plant
Eating Place (Canteen, Cooked Food Centre only)	Container Vehicle Park/Container Vehicle Repair Yard
Government Refuse Collection Point	Dangerous Goods Godown
Government Use (not elsewhere specified)	Educational Institution (ground floor only except in wholesale conversion of an existing building)
Industrial Use (not elsewhere specified)	Exhibition or Convention Hall
Information Technology and Telecommunications Industries	Industrial Use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Off-course Betting Centre
Public Convenience	Offensive Trades
Public Transport Terminus or Station	Office (not elsewhere specified)
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment (ground floor only except in wholesale conversion of an existing building)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	Place of Recreation, Sports or Culture
Recyclable Collection Centre	Private Club
Research, Design and Development Centre	Religious Institution (ground floor only except in wholesale conversion of an existing building)
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom [#] which may be permitted on any floor)
Utility Installation for Private Project	Training Centre
Vehicle Repair Workshop	Vehicle Stripping/Breaking Yard
Warehouse (excluding Dangerous Goods Godown)	Wholesale Trade

(Please see next page)

INDUSTRIAL (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

(Please see next page)

INDUSTRIAL (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3 and a maximum building height of 4 storeys (15m), or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

INDUSTRIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Cargo Handling and Forwarding Facility (not elsewhere specified) Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use (not elsewhere specified) Open Storage (not elsewhere specified) Public Convenience Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Rural Workshop Shop and Services (Service Trades only) Utility Installation for Private Project Vehicle Repair Workshop Warehouse (other than Dangerous Goods Godown) Wholesale Trade	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, Logistics Centre only) Concrete Batching Plant Container Storage/Repair Yard Container Vehicle Park/ Container Vehicle Repair Yard Dangerous Goods Godown Eating Place (not elsewhere specified) Offensive Trades Open Storage of Cement/Sand Open Storage of Chemical Products/ Dangerous Goods Petrol Filling Station Refuse Disposal Installation (Refuse Transfer Station only) Shop and Services (not elsewhere specified) Vehicle Stripping/Breaking Yard

Planning Intention

This zone is intended primarily for industrial uses that cannot be accommodated in conventional flat factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

(Please see next page)

INDUSTRIAL (GROUP D) (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

OPEN STORAGE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Cargo Handling and Forwarding Facility (Container Freight Station, Logistics Centre only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Cement Manufacturing
Eating Place (Canteen only)	Concrete Batching Plant
Government Refuse Collection Point	Container Storage/Repair Yard
Government Use (not elsewhere specified)	Container Vehicle Park/ Container Vehicle Repair Yard
On-Farm Domestic Structure	Dangerous Goods Godown
Open Storage (not elsewhere specified)	Eating Place (not elsewhere specified)
Public Convenience	Industrial Use (not elsewhere specified)
Public Utility Installation	Open Storage of Cement/Sand
Public Vehicle Park (excluding container vehicle)	Open Storage of Chemical Products/ Dangerous Goods
Rural Workshop	Petrol Filling Station
Shop and Services (Service Trades only)	Shop and Services (not elsewhere specified)
Utility Installation for Private Project	Vehicle Stripping/Breaking Yard
Vehicle Repair Workshop	Wholesale Trade
Warehouse (excluding Dangerous Goods Godown)	

Planning Intention

This zone is intended primarily for the provision of land for appropriate open storage uses and to regularize the already haphazard proliferation of open storage uses. It provides for the orderly development of land for open storage uses that cannot be accommodated in conventional godown premises.

Remarks

Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Firing Range
Government Use (not elsewhere specified)	Flat
Hospital	Funeral Facility
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
Place of Recreation, Sports or Culture	Off-course Betting Centre
Public Clinic	Office
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Entertainment
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre	Refuse Disposal Installation (Refuse Transfer Station only)
Religious Institution	Residential Institution
Research, Design and Development Centre	Sewage Treatment/Screening Plant
Rural Committee/Village Office	Shop and Services
School	Utility Installation for Private Project
Service Reservoir	Zoo
Social Welfare Facility	
Training Centre	
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

Remarks

Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Petrol Filling Station” only

Petrol Filling Station

Government Use
Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of petrol filling station serving the needs of local residents as well as the general public.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Burial Ground
Nature Reserve	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Trail	Crematorium (within a Religious Institution or extension of existing Crematorium only)
On-Farm Domestic Structure	Field Study/Education/Visitor Centre
Picnic Area	Firing Range
Public Convenience	Flat
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	Government Use (not elsewhere specified)
	Helicopter Landing Pad
	Holiday Camp
	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project

(Please see next page)

GREEN BELT (cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

- (a) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (b) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/8 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery)	Barbecue Spot
Nature Reserve	Field Study/Education/Visitor Centre
Nature Trail	Government Refuse Collection Point
On-Farm Domestic Structure	Government Use (not elsewhere specified)
Wild Animals Protection Area	Holiday Camp
	House (Redevelopment only)
	Picnic Area
	Public Convenience
	Public Utility Installation
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure project with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan.
- (b) Any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/8 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

***APPROVED DRAFT* TONG YAN SAN TSUEN
OUTLINE ZONING PLAN NO. S/YL-TYST/10A**

EXPLANATORY STATEMENT

EXPLANATORY STATEMENT

APPROVED DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/10A

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APPROVED DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO.
S/YL-TYST/10A

(Being ~~an Approved~~ a *Draft* Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the approved Plan.

1. **INTRODUCTION**

This Explanatory Statement is intended to assist an understanding of the ~~approved draft~~ Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/10A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. **AUTHORITY FOR THE PLAN AND PROCEDURE**

- 2.1 The land covered by the Tong Yan San Tsuen OZP was previously included in the Tong Yan San Tsuen Development Permission Area (DPA) Plan.
- 2.2 On 18 June 1993, the draft Tong Yan San Tsuen DPA Plan No. DPA/YL-TYST/1 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).
- 2.3 On 28 May 1996, the then Governor in Council approved the draft DPA Plan under section 9(1)(a) of the Ordinance. The approved DPA Plan No. DPA/YL-TYST/2 was notified in the Gazette on 7 June 1996.
- 2.4 On 13 March 1995, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP for the area of Tong Yan San Tsuen.
- 2.5 On 14 June 1996, the draft Tong Yan San Tsuen OZP No. S/YL-TYST/1 was exhibited for public inspection under section 5 of the Ordinance. Since then, the OZP has been amended three times and exhibited for public inspection under section 7 of the Ordinance.
- 2.6 On 19 September 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tong Yan San Tsuen OZP, which was subsequently renumbered as S/YL-TYST/5. On 25 September 2001, the CE in C referred the approved Tong Yan San Tsuen OZP No. S/YL-TYST/5 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

- 2.7 On 22 October 2002, the CE in C under section 9(1)(a) of the Ordinance, approved the draft Tong Yan San Tsuen OZP, which was subsequently renumbered as S/YL-TYST/7. On 16 December 2003, the CE in C referred the approved Tong Yan San Tsuen OZP No. S/YL-TYST/7 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.8 On 11 June 2004, the draft Tong Yan San Tsuen OZP No. S/YL-TYST/8, incorporating amendments to the Notes of the Plan in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, no objection was received.
- 2.9 On 15 April 2005, the draft Tong Yan San Tsuen OZP No. S/YL-TYST/9, incorporating mainly amendment to the definition of “existing building” in the covering Notes, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, no objection was received.
- 2.10 On 7 February 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tong Yan San Tsuen OZP, which was subsequently renumbered as S/YL-TYST/10. On 17 February 2006, the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 (~~the Plan~~) was exhibited under section 9(5) of the Ordinance. *On 11 February 2014, the CE in C referred the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 28 February 2014 under section 12(2) of the Ordinance.*
- 2.11 *On XX XXXX 2017, the draft Tong Yan San Tsuen OZP No. S/YL-TYST/11 (the Plan), incorporating amendments mainly to rezone areas to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange from “Open Space” (“O”), “Residential (Group B) 1” (“R(B)1”) and area shown as ‘Road’ to “Residential (Group A) 1” (“R(A)1”) and to rezone an area to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir from “Green Belt” (“GB”) and “Government, Institution or Community” (“G/IC”) to “R(A)2” to facilitate planned public housing developments; and to rezone a site at Sha Tseng Road and a site comprising two portions to the south of Park Villa from “G/IC” to “R(B)1”, was exhibited for public inspection under section 5 of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land-use zonings for Tong Yan San Tsuen area so that development and redevelopment within the Area can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.
- 3.2 The Plan is to illustrate the broad principles of development and control only. It is a small scale plan and the road alignments and boundaries between the land-use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 *Since the plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio or site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Area and not to overload the road network in this Area.*

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) covered by the Plan is about 647 ha. It is located in the south-western part of the North West New Territories (NWNT) and in the immediate south-west of the Yuen Long New Town and north-east of the Tuen Mun New Town. It is bounded by Castle Peak Road - Hung Shui Kiu to Ping Shan Sections to the north, Yuen Long New Town and Tai Tong area to the east, Lam Tei and Yick Yuen area to the west and the range of hills leading to Tai Lam Country Park to the south. The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 The boundary of the Area is delineated having regard to physical and topographical features such as roads, drainage channels and hills. Therefore, the Area boundary does not necessarily follow the Heung boundaries which are

used for administration purpose only. Also, the name of the Plan is to follow that of the geographical area and would not cause implications on development rights, particularly Small House applications.

- 5.3 The Area is hilly on the south-west and relatively flat towards Castle Peak Road and Yuen Long New Town. It comprises a variety of land uses including farmland, village settlements, and areas with residential houses intermingled with industrial undertakings. Some of the farmlands are still under active cultivation particularly those to the south-west of Shan Ha ~~Tsuen~~.
- 5.4 Along Castle Peak Road at Hung Shui Kiu ~~near the light rail station~~ is a group of ~~121 to 19~~-storey commercial/residential buildings/houses and two secondary schools. They ~~form part of the Hung Shui Kiu New Development Area~~ ~~which~~ provides social and community service facilities for the population at the neighbouring areas ~~along the Tuen Mun – Yuen Long Corridor (the Corridor area)~~.
- 5.5 To the south of Yuen Long Highway along Sha Tseng Road and Tong Yan San Tsuen Road are groups of 2 to 3-storey residential buildings. ~~In the last few years, a~~ A number of 4-storey residential buildings have also been built in the area. Moreover, a number of large scale residential developments to the north of Yuen Long Highway at Tan Kwai Tsuen have been completed. Industrial developments are found at the San Hei Tsuen industrial area where infrastructures and road network have been provided to cater for the future industrial development.
- 5.6 In recognition of the traditional burial rights of the indigenous villagers, some burial grounds have been preserved in areas near the existing recognized villages.
- 5.7 ~~The Cheung Ancestral Hall which was constructed in 1815 in Shan Ha Tsuen has been declared as a historical building under the Antiquities and Monuments Ordinance. Besides, several historical buildings in the Area, though not classified as monuments by the Government, are worthy of preservation. They include the Ping Shan Lands Office constructed in 1910 (Grade 2), the Yeung Hau Temple constructed in early 18th century (Grade 3), Wai Yuen and Cheuk Yuen in Tan Kwai Tsuen and another two historical buildings at No. 7 and No. 8, San Hei Tsuen. Apart from the above buildings, there are four historical villages in the Area. They include Lam Hau Tsuen, Shan Ha Tsuen, Fui Sha Wai and Tin Liu Tsuen. They are worthy of preservation and any developments affecting these historical buildings and villages should be avoided as far as possible.~~

6. POPULATION

- 6.1 ~~According to the 2001~~Based on the 2011 Population Census, ~~the total population in the Area was around 12,600~~the population of the Area was estimated by the Planning Department as about 13,200. It is estimated that the total planned population of the Area would be about 72,047. The population concentrates in three recognized villages, namely Fui Sha Wai, Lam Hau Tsuen and Shan Ha ~~Tsuen~~, as well as residential areas at Tan Kwai Tsuen

and, Tong Yan San Tsuen and along Castle Peak Road - Hung Shui Kiu Section, as well as the two proposed public housing developments to the west of Long Tin Road and to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir.

- 6.2 Apart from the natural growth in the existing villages, future population growth of the Area will come from the planned residential developments ~~along Castle Peak Road - Hung Shui Kiu Section~~, at Tan Kwai Tsuen, ~~and around Ma Fung Ling Road and~~ Sha Tseng Road in Tong Yan San Tsuen, ~~to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange, to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir. It is estimated that the planned population in the Area will be about 34,760.~~

7. OPPORTUNITIES AND CONSTRAINTS

7.1 Opportunities

- 7.1.1 Owing to its central location among Tuen Mun New Town, Yuen Long New Town and Tin Shui Wai New Town, the Area is easily accessible by means of road transport. The completion of the New Territories Circular Road, Yuen Long Highway, Hung Tin Road, Long Tin Road and Light Rail Transit (LRT) network has enhanced the accessibility of the Area. In addition, with the completion of Route 3, the inter-regional link of the Area with the main urban area has been further improved. This will increase the development potential of the Area and there will be an increasing demand for residential and industrial developments in the Area.

~~7.1.2 In areas along Castle Peak Road and in particular at Hung Shui Kiu, infrastructures have been planned or provided under the development programme. Developments can be proceeded through the implementation of the layout plans.~~

- 7.1.32 With the gradual decline of agricultural activities in the Territory, a large amount of agricultural land and farm structures have been abandoned. As all the agricultural land in the Area are categorized as fair and they are not expected to have profitable agricultural development, there is opportunity for converting the derelict agricultural land into alternative uses, such as housing and industry. However, the area to the further south of Shan Ha Tsuen are *mostly* occupied by *a few* poultry farms and ~~a few~~ pockets of agricultural land to the south-west of Shan Ha Tsuen are still under active cultivation. The rural character of this area should be retained.

7.2 Constraints

- 7.2.1 With the improvement in accessibility, there has been a rapid proliferation of open storage uses (e.g. storage of building materials, machinery) and car stripping yards in the Area, particularly along Castle Peak Road, Tan Kwai Tsuen Road and Kung Um Road. Such uses

have prejudiced the Government's land-use intention in the Area.

- 7.2.2 The proliferation of open storage and workshop uses has led to a degradation of the environment and created a number of problems such as air and stream pollution, flooding, traffic congestion and visual blight. More orderly development of land for open storage uses that cannot be accommodated in conventional godown premises is necessary to cater for the growing demand.
- 7.2.3 Although the Area ranks comparatively high priority in the provision of infrastructure, notably sewerage and land drainage, the programmed works only covers a portion of the Area to the north of Yuen Long Highway. There is no programme to serve the wider countryside. Therefore, ~~only low-density or small-scale developments will be permitted outside the area with committed/planned infrastructure and~~ developments are subject to the provision of satisfactory arrangements for water supply, sewage treatment and disposal, drainage, flood mitigation and access provision.
- 7.2.4 There are extensive flood fringes to the east of Shan Ha ~~Tsuen~~ and to the west of Long Tin Road. ~~Whilst~~ Drainage improvement works ~~will not be were~~ completed ~~until in~~ early 2006, ~~D~~development in these areas should be subject to the conduction of a satisfactory drainage impact assessment and the provision of adequate drainage facilities and effective flood mitigation measures.
- 7.2.5 Since there are three recognized villages in the Area, sufficient land has to be reserved for the future expansion of these existing villages.
- 7.2.6 Potential development areas will be confined to the gentle foothills. The steeper slopes are more suitable for conservation uses and are zoned "Conservation Area".
- 7.2.7 Several highways including Yuen Long Highway, Hung Tin Road and Long Tin Road run through the Area. These highways will have substantial traffic noise impact on the adjoining areas.

8. GENERAL PLANNING INTENTION

- 8.1 A large portion of the rural area in Tong Yan San Tsuen is undergoing an "urban transition" and has been converted to open storage, godown and workshop uses. ~~As the areas along the Corridor area fall outside new towns and has not been given priority in Government's overall development strategy, public expenditure on the provision of major infrastructure facilities will be limited.~~ With the improvement in accessibility due to the committed and planned transport links, there is potential in the long run for more compatible ~~sub~~-urban development in the Area through public and private initiatives. In order to maximize the use of committed and planned infrastructure, the general planning intention for Tong Yan San Tsuen area is:
- (a) to designate ~~sub~~-urban developments to appropriate locations where

basic infrastructures have either been planned or been available;

- (b) to encourage upgrading of the environment through comprehensively planned development;
- (c) to preserve the rural character of the Area by retaining the active agricultural land and the natural hill slope;
- (d) to reserve sufficient land for village expansion; and
- (e) to contain and improve the less undesirable open storage and industrial uses currently operating along the major accesses.

8.2 The area adjoining Castle Peak Road - Hung Shui Kiu Section is intended for higher-density development so as to be in line with the intention for developing Hung Shui Kiu ~~as the district centre~~ for the provision of relatively higher order commercial and ancillary facilities ~~for the Corridor area~~. A relatively lower-density development is proposed in areas further away from Castle Peak Road - Hung Shui Kiu and Ping Shan Sections. It is also the general planning intention to concentrate population growth along committed and planned infrastructure.

8.3 In designating various zones on the Plan, considerations have been given to the natural environment, physical landform, existing settlements, land status, availability of infrastructure, local development pressures, ~~the Territorial Development Strategy Review and~~ the North West New Territories (Yuen Long District) Development Statements Study (NWNT DSS) under the NWNT Development Strategy Review. Other than the above, buildings and places of historical significance in the Area should be preserved as far as possible.

9. LAND-USE ZONINGS

9.1 Comprehensive Development Area ("CDA") : Total Area : 3.32 ha

9.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Although existing uses are tolerated, any development/redevelopment proposal on sites under this zoning should be submitted to the Board in the form of a Master Layout Plan (MLP) for consideration, except as otherwise expressly provided that it is not required by the Board. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection in the Land Registry. The two "CDA" sites designated on the OZP are as follows :

9.1.2 "CDA" zone to the west of Hung Tin Road

A site of about 2.30 ha at the junction of Castle Peak Road and Hung Tin

Road is zoned “CDA”. ~~*Part of the site (about 1.66 ha) is the subject of a residential development cum kindergarten has been developed for residential use, known as Uptown, at a plot ratio of 3 approved by the Board.*~~—Development in the site is restricted to a total gross floor area (GFA) not exceeding 69,000m² (equivalent to a plot ratio of 3) and a maximum building height of 17 storeys. *Major part of the site has been developed for residential use, known as Uptown.*

9.1.3 “CDA” zone in Tan Kwai Tsuen

A site of about 1 ha to the south of Tan Kwai Tsuen is the subject of a residential development approved by the Board. Development in the site is restricted to a total GFA not exceeding 9,925m² (equivalent to a plot ratio of 1) and a maximum building height of 4 storeys over single-storey car park.

9.1.4 To provide flexibility for innovative design adopted to the characteristics of particular sites, minor relaxation of the above restrictions for the two “CDA” zones may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.1.5 As the areas along Castle Peak Road - Hung Shui Kiu Section, Hung Tin Road and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.2 Residential (Group A) (“R(A)”) : Total Area : ~~1.91~~ 22.69 ha

9.2.1 *This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.*

~~9.2.1 Based on the NWNT Base Strategy Studies and the NWNT DSS, Hung Shui Kiu is designated as a district centre, and a higher development intensity is proposed with the provision of community services and retail facilities to support the population in the Corridor area.~~

9.2.2 A site along Castle Peak Road - Hung Shui Kiu Section is designated ~~for~~ as “R(A)” ~~for high density residential development. use and has been developed namely Treasure Court. This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.~~ Development within this zone is restricted to a maximum plot ratio of 5, a maximum site coverage of 42% and a maximum building height of 12 storeys (36m). The ~~non-residential portion of the development can be developed to lowest three floors could have~~ a maximum site coverage of 100%. ~~To provide flexibility for innovative design adapted to the~~

~~*characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. Development in details is guided by the Hung Shui Kiu Layout Plan.*~~

- 9.2.3 As the areas along Castle Peak Road - Hung Shui Kiu Section would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.
- 9.2.4 *The “R(A)1” site located to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange, and the “R(A)2” site located to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir are intended for public housing developments. Development of these sites are subject to a maximum plot ratio of 6.5.*
- 9.2.5 *Various Government, institution or community (GIC) facilities including kindergartens, primary schools and social welfare facilities, retail facilities, as well as public transport termini would be provided within the developments of the “R(A)1” and “R(A)2” sites.*
- 9.2.6 *Two Air Ventilation Assessments-Expert Evaluation (AVAs-EE) have been carried out for the sites within “R(A)1” and “R(A)2” sites. It is found that design measures, including non-building area, building separations and setbacks, would alleviate the potential air ventilation impacts on the surrounding wind environment. Quantitative AVAs should be carried out at the detailed design stage. Requirements of the design measures and quantitative AVAs will be incorporated in the planning brief for implementation as appropriate.*
- 9.2.7 *To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio, site coverage and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.*

9.3 Residential (Group B) (“R(B)”) : Total Area : ~~64.80~~ **61.93** ha

- 9.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.3.2 As the areas along Castle Peak Road - Hung Shui Kiu Section and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.
- 9.3.3 There are three sub-areas within this zone. Development in these areas is guided by the Tong Yan San Tsuen North Layout Plan, Tong Yan San Tsuen South Layout Plan and Hung Shui Kiu Layout Plan.

- (a) Residential (Group B)1 (“R(B)1”) : Total Area : ~~59.11~~ **56.24** ha

~~Four~~ **Five** areas are zoned “R(B)1”. **One is located to the south of Castle Peak Road - Ping Shan Section which is known as Villa Sunshine and is occupied by a number of 4-storey (over single-storey car park) houses. ~~One~~ The second one** is located to the south of Castle Peak Road - Ping Shan Section **at Ping Shan Lane** which is occupied by a number of 3-storey houses. The ~~second~~ **third** one is located to the west of Long Tin Road at Ma Fung Ling Road. **Evergreen Place, Green Lodge and Jasper Court are found in this area.** The ~~third~~ **fourth** one is located at Tong Yan San Tsuen to the south of Yuen Long Highway. **The Eldorado, Kisland Villa, Marbella Gardens and Windsor Villa along Sha Tseng Road as well as Recours La Serre and Park Villa along Tong Yan San Tsuen Road are located within this area.** The latter two areas are largely occupied by 2 to 3-storey residential buildings mixed with vacant farmland and open storage uses. Four-storey developments are mainly found along Ma Fung Ling Road and Sha Tseng Road. The ~~fourth~~ **fifth** “R(B)1” zone covers the area to the east and west of Tan Kwai Tsuen Road and west of Tai Tao Tsuen. Existing 4-storey developments such as the Meadowlands and the Osmanthus Garden are found at Tan Kwai Tsuen while a mixture of residential developments, open storage and workshops in temporary structures are located near Tai Tao Tsuen. Development within this zone is restricted to a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 4 storeys over single-storey car park (15m).

- (b) Residential (Group B)2 (“R(B)2”) : Total Area : 0.97 ha

The area zoned “R(B)2” is located near the junction of Castle Peak Road - Hung Shui Kiu Section and Hung Tin Road. Development within this zone is restricted to a maximum plot ratio and site coverage of 1.26 and 40% respectively, and a maximum building height of 6 storeys over single-storey car park (21m).

- (c) Residential (Group B)3 (“R(B)3”) : Total Area : 4.72 ha

The area zoned “R(B)3” is located to the south of Castle Peak Road – Hung Shui Kiu Section in Tan Kwai Tsuen. Development within this zone is restricted to a maximum plot ratio and site coverage of 1 and 40% respectively, and a maximum building height of 12 storeys including car park (36m).

- 9.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.4 Residential (Group C) (“R(C)”) : Total Area : 12.78 ha

- 9.4.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.4.2 In order to maintain the rural character of the Area, development within this zone is restricted to a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.4.3 Two areas are zoned “R(C)”. One is located at the foothill to the south of the interchange of Yuen Long Highway and Hung Tin Road. The area is largely occupied by on-farm domestic structures, vacant pigsties and fallow farmland. The other one is located to the north-west of Pak Sha Tsuen and west of Kung Um Road which is mainly occupied by open storage yards, workshops, vacant farms and fallow agricultural land. Private initiatives would be needed to clear up the undesirable land uses and to put derelict land into active use in these areas. ***One Hyde Park is located within this area.***

9.5 Residential (Group D) (“R(D)”) : Total Area : 48.19 ha

- 9.5.1 This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board. Replacement housing for temporary structures shall not result in a total redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m).
- 9.5.2 To be in line with the intensity and built-form of existing domestic structures within the zone, residential development other than New Territories Exempted House shall not result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m). Generally, the applicant has to prove to the Board that the proposed development would have no or minimal adverse impacts on the environment. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.5.3 Two areas are zoned “R(D)”. One is located at Tan Kwai Tsuen where traffic loading on Tan Kwai Tsuen Road is a major problem. The other one is located on the flat land to the south of Yuen Long Highway

between Shan Ha ~~Tsuen~~ and Tong Yan San Tsuen where basic infrastructure is not yet available and the existing open storage uses in the area are incompatible with the adjacent “R(B)1” zone. Owing to the above-mentioned infrastructural constraint and environmental reasons, only very low-density residential development may be considered in these areas.

- 9.5.4 As the area along Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.6 Village Type Development (“V”) : Total Area : 59.86 ha

- 9.6.1 The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small House by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructure and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.
- 9.6.2 The boundaries of the “V” zones are drawn up having regard to the existing village “environs”, the anticipated Small House demand for the next ten years, topography, site constraints and the provision of public services. Village expansion areas and other infrastructure improvements will be guided by detailed layout plans where applicable.
- 9.6.3 Recognized villages within the Area including Fui Sha Wai, Lam Hau Tsuen and Shan Ha ~~Tsuen~~ are zoned “V”. In addition, three pieces of land to the west of Kung Um Road are zoned “V” to reserve land for the village expansion of Tin Liu Tsuen and Pak Sha Tsuen, which are located just outside the Area in Tai Tong.
- 9.6.4 ~~According to the 2001 Census, there were about 2,400 persons living in the recognized villages in the Area.~~—Adequate land has been reserved to cater for ultimate population built-up within the “V” zone upon full development.
- 9.6.5 As the areas along Castle Peak Road - Hung Shiu Kiu Section and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

9.7 Industrial (“I”) : Total Area : 14.80 ha

- 9.7.1 This zone covers the northern part of the Area where a lot of industrial

developments have been developed. It is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are always permitted in this zone. However, general commercial and office uses other than those permitted under Column 1 and in the purpose-designed non-industrial portion on the lower floors of an existing building, will require planning permission from the Board. It should also be noted that the purpose-designed non-industrial portion of an existing building does not include basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. Some industrial uses such as concrete batching plant, and container freight station, etc. will also require planning permission from the Board.

- 9.7.2 Development in this zone is subject to a maximum plot ratio of 3 and a maximum building height of 4 storeys (15m) so as to conform with the surrounding low-rise development. Development within this zone is guided by the Tong Yan San Tsuen North Layout Plan. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.8 Industrial (Group D) ("I(D)") : Total Area : 10.51 ha

- 9.8.1 This zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.
- 9.8.2 New industrial developments are encouraged to be constructed in permanent materials. Each establishment shall be provided with water supply and connections for sewage disposal. To avoid pollution, new sites shall be connected to a Government reticulatory sewer system or contain satisfactory on-site sewage treatment facilities. New industrial developments should demonstrate that the nature of their operations could not be accommodated in conventional flatted factory premises. Developments within the "I(D)" zone are guided by the Tong Yan San Tsuen South Layout Plan. Development in this zone is subject to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 9.8.3 The area to the south of Yuen Long Highway at Tong Yan San Tsuen Road is zoned "I(D)". There is a high concentration of temporary structures for warehouse, industrial workshops and open storage uses

within this zone. Apart from reflecting the existing land-use situation, the zoning aims at providing sufficient land for informal industrial development to support the industrial activities in San Hei Tsuen industrial area to the immediate north.

9.9 Open Storage (“OS”) : Total Area : 4.75 ha

9.9.1 This zone is intended primarily for the provision of land for appropriate open storage uses and to regularize the already haphazard proliferation of open storage uses. It provides for the orderly development of land for open storage uses that cannot be accommodated in conventional godown premises.

9.9.2 Some specified open storage uses, container storage/repair yard, vehicle stripping/breaking yard, dangerous goods godown, etc. which may cause environmental nuisance, safety hazards or transport problems require permission from the Board. Development proposals for such purposes have to clearly demonstrate that they would have no adverse environmental, drainage, traffic and other impacts on the surrounding areas. Other open storage uses (not elsewhere specified) which are unlikely to cause adverse environmental impacts or transport problems are always permitted in this zone. Due regard should be given to minimize the potential environmental impacts on the surrounding areas when developing these areas.

9.9.3 An area to the south of Yuen Long Highway near Lam Hau Tsuen is zoned “OS”. It is currently largely occupied by open storage yards and is subject to severe traffic noise impact from the adjacent Yuen Long Highway. It is expected that mitigation measures would be provided in the development to prevent environmental degradation.

9.10 Government, Institution or Community (“G/IC”) : Total Area : ~~15.48~~ 14.35 ha

9.10.1 This zone is intended primarily for the provision of Government, institution or community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

9.10.2 Several “G/IC” sites are designated for institution or community uses in the Area. They include the Girl Guides Recreation Centre and the social services centre of the Richmond Fellowship of Hong Kong near Ping Shan Lane; ~~three~~ **two** existing ~~monasteries-temples~~ (*i.e. Kam Lan Koon and Chuk Lam Ming Tong*), a proposed home for the aged and a proposed primary school in Tong Yan San Tsuen South; two existing secondary schools, two proposed primary schools and a proposed sub-divisional fire station near Castle Peak Road at Hung Shui Kiu; and an existing church and a ~~primary~~ **vacant** school in Tan Kwai Tsuen. ~~According to the NWNT Base Strategy, the shortfall of GIC facilities in the Corridor area will be compensated by the provisions in the Hung~~

Shui Kiu district centre.

9.10.3 Several “G/IC” sites are designated for public utility installations. *Two electricity substations are built within this zone, one located A site* to the east of Hung Tin Road and another *located site* at the junction of Ma Fung Ling Road and Ping Shan Lane ~~are reserved for the provision of two electricity substations.~~ The “G/IC” site adjacent to Yuen Long Highway near Tan Kwai Tsuen has been developed for the Tan Kwai Tsuen Fresh Water Pumping Station. At the ex-quarry sites at Tan Kwai Tsuen, two “G/IC” sites are designated for the Tan Kwai Tsuen *South* Fresh Water Service Reservoir and the Tan Kwai Tsuen North Fresh Water Service Reservoir.

9.11 Open Space (“O”) : Total Area : ~~7.89~~ 0.99 ha

9.11.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

9.11.2 ~~Two~~ *One* sites ~~are~~ *is* zoned “O” in the Area. ~~The “O” site to the west of Long Tin Road is reserved for the development of a district open space, while the “O” site which is located~~ to the south of Castle Peak Road - Ping Shan Section ~~is to that~~ reflects an existing local open space.

9.12 Other Specified Uses (“OU”) : Total Area : 0.44 ha

This zone is intended primarily for the provision of petrol filling station serving the needs of local residents as well as the general public. Two existing petrol filling stations are zoned “OU” annotated “Petrol Filling Station”. One of them is located to the south of Castle Peak Road - Hung Shui Kiu Section near Fui Sha Wai. The other one is located to the west of Tong Yan San Tsuen Road near the San Hei Tsuen industrial area.

9.13 Undetermined (“U”) : Total Area : 101.04 ha

9.13.1 A large piece of land to the west of Kung Um Road is zoned “U”. The area to the east of Shan Ha ~~Tsuen~~ is recommended in the Yuen Long Plain Development Statement for open storage use as a solution space for decanting the illegal and incompatible container storage sites in Ha Tsuen Development Permission Area. The planning intention of the “U” zone for this area is to cater for the continuing demand for open storage which cannot be accommodated in conventional godown premises. ~~However,~~ ~~the northern portion of the area near Yuen Long Highway falls within a flood fringe and drainage improvement works in the area will not be were~~ completed ~~until early in~~ 2006. ~~Moreover~~ ~~However~~, Kung Um Road is insufficient to cater for the heavy goods vehicular traffic generated from the proposed development. The area is ~~therefore zoned “U” pending further detailed studies on both drainage and traffic impacts and the preparation of detailed layout plan. Government-led actions may be required to acquire land and provide access and infrastructural services for the site now being reviewed under the Planning and Engineering~~

Study for Housing Sites in Yuen Long South.

9.13.2 In view of the rapid decline of agricultural activities in the area in recent years and the conversion of more and more agricultural land and farms to non-conforming uses such as open storage yards and workshops, the area to the west and south-west of Pak Sha Tsuen is also zoned “U” pending further detailed studies on the appropriate long-term land use for the area.

9.13.3 Any proposed developments within the zone should demonstrate that they will not have significant traffic, drainage and environmental impacts on the area and should propose adequate infrastructure for approval by the Board.

9.14 Green Belt (“GB”) : Total Area : ~~138.86~~ 129.22 ha

9.14.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. Area zoned “GB” may include foothills, lower hill slopes, spurs, isolated knolls, woodland, traditional burial ground or vegetated land which are found at the urban fringe. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

9.14.2 The “GB” zone covers the foothills and slope of the mountain range at the south-western portion of the Area including the ex-quarry sites and areas with natural vegetation, woodlands, hill slopes and graves. It also covers the foothills and fallow agricultural land in the central part of the Area and two knolls near Ma Fung Ling Road to the south of Castle Peak Road - Ping Shan Section. The “GB” zone along the north-western side of Yuen Long Highway serves as a buffer to the residential areas to its north-west.

9.14.3 As filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

9.15 Conservation Area (“CA”) : Total Area : 129.11 ha

9.15.1 This zone is intended to protect and retain the existing natural landscapes, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development.

9.15.2 There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are

essential infrastructure project with overriding public interest may be permitted.

9.15.3 The “CA” zone covers the hill slopes at the southern portion of the Area. Such hill slopes, which join those of the Tai Lam Country Park at some distance southwards, are worthy of preservation.

9.15.4 Filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment. In view of the conservation value of the area within this zone, permission from the Board is required for such activities.

10. COMMUNICATION

10.1 Roads

10.1.1 With the completion of a number of highway projects ~~in the last few years~~, the accessibility of the Area has been greatly enhanced. Castle Peak Road and Yuen Long Highway are the two major access roads providing vehicular access to the Area. Linking up with Yuen Long Highway are Hung Tin Road and Long Tin Road which are the main vehicular access roads to the Deep Bay coastal area and Tin Shui Wai New Town to the north. Moreover, the completion of Route 3 also enhances the inter-regional link of the Area with the main urban area.

10.1.2 In the wider countryside, the village settlements are linked up by sub-standard tracks which will be improved and upgraded whenever possible under the programmes of Rural Public Works.

10.2 Public Transport

The Area is served by road-based public transport including LRT, buses, minibuses and taxis linking to Tin Shui Wai New Town, Hung Shui Kiu to the west and Ping Shan to the north and Yuen Long New Town to the east.

11. UTILITY SERVICES

11.1 Water Supply

The capacity of the existing water treatment works available in NWNT has already been committed. Further water treatment works capacity, if required, will be made available from the future extension to the Ngau Tam Mei Water Treatment Works.

11.2 Sewerage and Sewage Treatment

There are existing public sewer networks within the zoned areas. Development proposals in the Area would need to demonstrate that they have satisfactory arrangements for making connection to the existing sewerage system. In area where sewer connection is not feasible, stringent effluent treatment standards for the proper treatment and disposal of sewage will be required in the interim

period before connection can be made to the Government sewer.

11.3 Electricity

The Area has long been supplied with electricity. Two primary stations, one located to the east of Hung Tin Road and the other at the junction of Ma Fung Ling Road and Ping Shan Lane, have been constructed to cope with the increase in electricity demand. It is anticipated that there will not be any problem in the provision of electricity supply to the Area.

11.4 Gas

Gas mains have been laid from Yuen Long New Town to Tuen Mun New Town along the Yuen Long Highway. Therefore, piped gas supply will be made available in the Area when future developments take place.

12. CULTURAL HERITAGE

12.1 Within the boundary of the Area, there is a declared monument, namely Cheung Ancestral Hall in Shan Ha, and a number of graded historic buildings in the “List of the 1,444 Historic Buildings in Building Assessment”. All of the above declared monument, and graded historic buildings are worthy of preservation. The Antiquities Advisory Board (AAB) also released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>.

12.2 Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above declared monument, graded historic buildings and their immediate environs.

123. IMPLEMENTATION

123.1 The Plan provides a broad land-use framework for development control and implementation of planning proposals. More detailed plans will be prepared as a basis for public works programme and to facilitate private developments.

123.2 At present, there is no overall programme for the provision of infrastructure within the Area. Implementation will be carried out in stages and may stretch over a long period depending on the availability of resources. It will be undertaken through the participation of both the public and private sectors.

123.3 The provision of infrastructure, such as road widening and laying of services, will be implemented through the Public Works Programme and the Rural Public Works as and when resources are available. Private developments will be effected principally through private sector initiative to develop or redevelop their properties in accordance with the zoned uses indicated on the Plan, provided that their proposals can meet Government requirements.

134. PLANNING CONTROL

- 134.1** The types of permitted developments and uses within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 134.2** Uses of land or building which were in existence immediately before the first publication in the Gazette of the notice of the draft development permission area plan and which are not in compliance with the terms of the Plan may have adverse impact on the environment, drainage and traffic of the Area. Although no action is required to make such use conform to this Plan, any material change of such use or other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board.
- 134.3** Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.
- 134.4** Any development, other than those referred to in paragraph 134.1 above or in conformity with this Plan or with the permission of the Board, undertaken or continued on or after 18 June 1993 on land included in the Tong Yan San Tsuen Development Permission Area Plan, may be subject to enforcement proceedings under the Ordinance. Any filling of land/pond and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

**Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural Works
for the Development at Long Bin, Yuen Long
– Feasibility Study**

Final Executive Summary (English)

(Ref: REP-048-03)



August 2017

ARUP

Civil Engineering and Development
Department

**Agreement No. CE 26/2015 (CE)
Site Formation and
Infrastructural Works for the
Development at Long Bin, Yuen
Long – Feasibility Study**

Final Executive Summary (English)

245467-REP-048-03

Final | August 2017

This report takes into account the particular
instructions and requirements of our client.

It is not intended for and should not be relied
upon by any third party and no responsibility
is undertaken to any third party.

Job number 245467

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Figure

245467/ES/1001 Public Housing Development and Associated Infrastructures
Layout Plan

1 INTRODUCTION

1.1 Project Background

1.1.1 In the 2015 Policy Address, the Chief Executive announced the new housing target as recommended by the Long Term Housing Strategy Steering Committee. To meet this policy objective, a number of potential public housing sites have been identified by the Government and the site at Long Bin is one of the potential sites (the Development). Civil Engineering and Development Department (CEDD) is tasked to conduct an engineering feasibility study (EFS) to examine the engineering feasibility of developing public housing at the site at Long Bin (the Site).

1.2 Proposed Development

1.2.1 The Development for public housing, covering an area of about 10 hectares including a school and a Public Transport Interchange (PTI), is located at west of Long Tin Road and north of Tong Yan San Tsuen Interchange in Yuen Long and is currently zoned as “Open Space” and “Residential (Group B)I” on the approved Tong Yan San Tsuen Outline Zoning Plan S/YL-TYST/10. Prior to the Development, Zoning Amendment for the Site from "Open Space"/"Residential (Group B)I" to "Residential (Group A) 1" is proposed.

1.2.2 The Development is proposed to be developed in two phases. Phase 1 involves development in the area occupied by the existing Long Bin Interim Housing which is being demolished in 2017 and Phase 2 involves the development occupying the southern side of the Site. The target population intake of the Development for Phase 1 and Phase 2 are 2024/25 and 2028/29 respectively. Options would be explored in the next stage of the project with a target to bring forward the population intake to 2027/28 for Phase 2 to meet the medium to long term demand of public housing in Hong Kong.

1.2.3 The maximum anticipated numbers of flats is 11,940 based on a Plot Ratio of 6.0 (domestic) + 0.5 (non-domestic). The actual number of flats to be taken forward is subject to the final site area, technical assessments and detailed design.

1.3 Project Scope

- 1.3.1** EFS is required to determine the scope of the infrastructural works including the site formation works (the Project) to make available the formed and clean land for the Development, to assess the various impacts due to the provision of these site formation and infrastructural works and to recommend the mitigation measures to keep the potential impacts due to the Development within the acceptable level of the current standard/regulation and to the satisfaction of relevant Government Bureaux/ Departments (B/Ds).

1.4 Purpose of this Report

- 1.4.1** This Executive Summary provides the key findings, recommendations and conclusions of the site formation and infrastructural works for the Development.

2 TRAFFIC AND TRANSPORTATION IMPACT ASSESSMENT

- 2.1.1** A series of capacity analysis based on the Transport Planning and Design Manual were carried out at 9 key junctions and 11 road links within the area of influence to evaluate the existing and future traffic condition.
- 2.1.2** A well validated Local Area Transport Model was developed to provide quantitative input to the road capacity analysis of the major road corridors and junctions in the design year. Necessary road improvement measures have been identified to enhance vehicular accessibility and mitigate the potential traffic impact due to the proposed Development.
- 2.1.3** Parking provision for Subsidized Sales Flats (Phase 1) and Public Rental Housing (Phase 2) were estimated based on Standard, Guidelines and comments from B/Ds.
- 2.1.4** A Public Transport Interchange (PTI) has been proposed to cater for the transport need arising from the proposed development. Detailed design of PTI and associated public transport will be carried out in the detailed design stage.
- 2.1.5** Road improvement measures have been proposed, including widening works for the U-turn lane at Long Tin Road, slip roads connecting Ma Fung Ling Road to Yuen Long Highway and Long Tin Road near the Tong Yan San Tsuen Interchange. All the proposed improvement measures are subject to further review in the detailed design stage.
- 2.1.6** Three numbers of pedestrian footbridges and a cycle track network surrounding the housing site have been planned to enhance the Development's connectivity to the existing pedestrian and cycle track network.
- 2.1.7** Construction traffic impact of the Development had been assessed and discussed qualitatively. More detailed assessment should be carried out in the detailed design stage when more mature information on construction traffic volume and construction methods/sequences become available.
- 2.1.8** The proposed Development will have manageable traffic impact on the nearby road links, junctions and transport facilities. Mitigation

measures had been studied and proposed whenever necessary.
Therefore the proposed Development is considered acceptable from the
traffic point of view.

3 PRELIMINARY ENVIRONMENTAL REVIEW

3.1 General

- 3.1.1** The site formation as well as the road improvement works under the Project do not constitute the Project to be a Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO). Environmental Permit (EP) is therefore not required for the construction phase and operation.
- 3.1.2** The proposed sewage pumping station (SPS) is classified as Item F.3 of Schedule 2 of EIAO and constitute a DP under EIAO. An Environmental Permit (EP) is required for the construction phase and operation of the proposed sewage pumping station.
- 3.1.3** The preliminary environmental report has been prepared to provide an initial assessment and evaluation of the environmental impacts associated with site formation and infrastructural works, including: Air Quality, Noise, Water Quality, Waste Management, Ecology and Cultural Heritage.

3.2 Air Quality

- 3.2.1** Planned and existing air sensitive receivers have been identified within the boundary of the Site and within the 500m assessment area.
- 3.2.2** Implementation of the dust suppression measures, such as watering and good site practices, will further reduce the dust emission. Therefore, potential construction dust impacts are not insurmountable.
- 3.2.3** For operational phase, all the air sensitive receivers are setback from adjacent road with adequate buffer distances in accordance with HKPSG requirement. Therefore, no adverse air quality impact is anticipated.
- 3.2.4** The proposed SPS would be an odour emission sources during operational phase. With the appropriate odour mitigation measures, such as activated carbon deodorizers with regular maintenances, adverse odour impacts from the operation of the SPS are not anticipated.

3.3 Noise

3.3.1 Existing noise sensitive receivers (NSRs) have been identified within the boundary of the Site and within the 300m assessment area.

3.3.2 For construction phase, construction noise impacts will not be insurmountable given the separation distance from notional centre and NSRs, along with suitable noise mitigation measures such as movable noise barrier, enclosure and Quality Powered Mechanical Equipment (QPME).

3.3.3 For the operational phase, a separate Environmental Assessment Study (EAS) will be carried out by the Housing Department in the detailed design stage to determine the detailed layout and to identify suitable mitigation measures to ensure compliance with relevant environmental planning standards for the proposed housing development. With the incorporation of noise mitigation measures, such as noise barriers, acoustic windows/balconies, and acoustic fins, no adverse noise impact is anticipated.

3.3.4 The proposed SPS would be a fixed noise source during operational phase. Fixed plant equipment, such as pumps, mechanical screens, and exhaust fans, should be housed inside the reinforced concrete structure with acoustic louvers at exhaust openings of fan, if found necessary. With such appropriate noise mitigation measures, adverse fixed noise impacts due to the operation of the SPS are not anticipated.

3.4 Waste Management

3.4.1 It is recommended to minimise waste arising and for the offsite disposal of each type of waste. For operational phase, general refuses generated from the operation of the associated infrastructural works are not significant. With the implementation of proper waste management procedures recommended, there would be no significant environmental impact anticipated.

3.5 Ecology

3.5.1 Ecological field surveys were conducted. Short-nosed Fruit Bats, a species of conservation concern was recorded roosting in three Chinese Fan-palms in Phase 1. Four other Chinese Fan-palms within Phase 1 are identified as potential roost, where bite marks made by Short-nosed

Fruit Bats have been observed. Potential impacts arising from the construction and operation of the Project are predicted to be low significance, and low to medium for Chinese Fan-palms and Short-nosed Fruit Bats in Phase 1. Despite the low significance level, an environmental monitoring and audit would be useful to monitor any changes during construction phase and operational phase.

3.6 Archaeological Interest

3.6.1 No sites of archaeological interest, declared monuments or historic buildings have been identified within or in the vicinity of the Site. No significant impact associated with the construction and operational works is anticipated.

3.7 Summary

3.7.1 According to the study findings and mitigation measures mentioned above, no significant environmental impacts are observed on environmental aspects including noise, air, waste management, water, during both construction and operation phases.

4 DRAINAGE, SEWERAGE AND WATER SUPPLY IMPACT ASSESSMENT

4.1 Drainage Impact Assessment

4.1.1 The Site is currently served by some existing drainage systems which involved existing channel, underground drainage pipe underneath Long Tin Road discharging to the Yuen Long West Nullah.

4.1.2 The existing drainage pipe under Long Tin Road discharging to Yuen Long West Nullah has been assessed. Apart from retaining the existing drainage pipes underneath Long Tin Road, additional drainage pipes are proposed in order to accommodate the flow from the sites of Phase 1 and Phase 2 respectively. Moreover, drainage pipes are proposed at northern side of the Phase 1 to divert the existing drain and to convey the runoff from the school site to the Yuen Long West Nullah along future road at south of Site.

4.1.3 It is proposed to construct these proposed pipes by pipe jacking method to minimize the traffic impact on the Long Tin Road during the construction. In view that the paved area and the surface runoff within the Development at the construction stage will be relatively small, it is anticipated that it will not have unacceptable drainage impact during the construction stage as well.

4.1.4 With proper implementation of drainage mitigation measures, such as the implementation of drainage improvement works and the proposed greening measures within the housing site, it is concluded that there is minimal / acceptable drainage impact due to the development.

4.2 Sewerage Impact Assessment

4.2.1 A new Sewage Pumping Station (SPS) is proposed on the north side of the Site (outside the housing site boundary). The proposed SPS is designed with an adequate capacity to collect the sewage from the Development and the adjacent existing sewage discharges. Moreover, the proposed SPS is fully enclosed for reducing noise and odour impact.

4.2.2 Since discharge through housing site is not allowed, pumping facility is proposed at the school site. The scheme would be subject to review together with the site formation upon the project proponent of the school site. The terminal manhole from the proposed school would be

discharged to the existing sewers at Ma Fung Ling Road near Jasper Court. The proposed sewer from Phase 1 would be connected directly to the proposed SPS. The sewer from Phase 2 would run along future footpath along Long Tin Road and connected to the proposed SPS.

4.2.3 The future sewerage flow generated from the Development will be ultimately conveyed to the San Wai Sewage Treatment Works (SWSTW) through existing sewerage network.

4.2.4 It is concluded that the capacity of the proposed sewers are adequate and there is no adverse sewerage impact due to the Development.

4.3 Water Supply Impact Assessment

4.3.1 With consideration of fresh water demand from existing and future development in Tin Shui Wai area, Tan Kwai Tsuen North Fresh Water Service Reservoir (TKTNFWSR) has sufficient capacity to provide additional fresh water demand arising from the Development, as well as the temporary flushing water supply through temporary mains for flushing. No upgrading works to TKTNFWSR is therefore required.

5 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

5.1.1 Preliminary LVIA has been conducted. A total of 858 trees, which were of primarily common species, including *Leucaena leucocephala*, *Cinnamomum burmannii*, *Senna siamea* and *Macaranga tanarius* var. *tomentosa*. According to the preliminary findings, 172 trees could be preserved by on-site retention while another 80 affected trees would be transplanted. About 606 trees would be felled due to unavoidable conflicts with the proposed development. 5 nos. existing trees are identified as “Important Tree”^{*} to be retained and preserved. No rare/protected/endangered species, Leisure and Cultural Services Department Champion Trees, or Registered Old and Valuable Tree was found within the subject site. Regarding the tree felling, in accordance with the prevailing tree preservation policy, the proposed compensatory planting proposal would be of a ratio not less than 1:1 in terms of quality and quantity within and/or off the site as far as practicable. A detailed tree survey and tree preservation and removal proposal will be prepared in accordance with the Development Bureau Technical Circular (Works) No. 7/2015, at detailed design stage.

5.1.2 Most of the existing trees identified would be affected/lost due to possible major site formations and road works. The overall landscape character will also be changed from combination of Urban Fringe Landscape, Rural Fringe Landscape and Urban Landscape to Urban Landscape. Mitigation measures, including aesthetic design for the proposed development, amenity/compensatory plant, screen and buffer planting, building separation/visual corridors, building set back and stepped building height profile, are proposed for the Project. After all the mitigation measures implemented and carried out after 10 years of operation, it is considered that the overall visual impact of the Site would be slightly adverse. It would be inevitable to result in significant

^{*} Remarks:

In accordance with DEVB TCW No. 07/2015, an “Important Tree” refers in trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- a) Trees of 100 years old or above;
- b) Trees of cultural, historical or memorable significance, e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- c) Trees of precious or rare species;
- d) Trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or trees with trunk diameter equal to or exceeding 1.0 meter (m) (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.

visual changes to the surroundings and visual context, due to the building bulk and height of about 40-49 storeys to accommodate the number of flats for public housing development.

5.1.3

It is recommended that in the next stage, the overall layout, building height, building separations, screen planting and architectural design in terms of façade treatment and colour scheme should be taken into consideration in order to effectively mitigate the visual impact.

6 AIR VENTILATION ASSESSMENT IN THE FORM OF EXPERT EVALUATION

- 6.1.1** Among various sources of available wind data, the annual prevailing wind directions identified for the region are NNE, E and SSE while the summer ones are SSE, S and SW.
- 6.1.2** To minimize the ventilation impact to the surrounding area, the proposed development has adopted (i) two 15m- wide Non-Building Areas (NBAs); (ii) three 15m- wide building separations, one of which with a wind entrance in form of an NBA; and (iii) 20m and 10m building setbacks from Long Tin Road and hilly range respectively. These design features would enhance local ventilation within the proposed development and its neighbourhood to cater for the annual and summer prevailing winds. Further mitigation measures including (i) empty bays with minimum height of one-storey at the ground level of residential blocks; and (ii) elevated podium with minimum height of one-storey at non-domestic block along air paths, which can also serve as emergency vehicular access or pedestrian passages. The details of these measures would be explored at the detailed design stage for alleviating the potential adverse air ventilation impact on the pedestrian environment. The proposed public housing developments will be guided by a planning brief.
- 6.1.3** A quantitative air ventilation assessment (in form of initial study) by means of Computational Fluid Dynamics (CFD) technique shall be exercised for the proposed development at the detailed design stage to assess the effectiveness of the proposed measures as well as to optimize the building arrangement.

7 GEOTECHNICAL AND SITE FORMATION ASSESSMENT

- 7.1.1** The anticipated geotechnical works of the Development include mainly earthworks, slope works and piling works. The site formation works involve excavation and deposition of soil materials for forming levelled platforms, with the provision of retaining walls and cut and fill slopes. No significant effects to the existing surrounding permanent buildings are anticipated due to the site formation works. Man-made slopes and retaining walls, both existing and newly formed, affect or be affected by the Development shall be reviewed with more detailed in next stage of the Development.
- 7.1.2** Site formation works involving slopes and retaining walls are proposed near the Primary School Site and adjacent to the Green Lodge. Retaining walls and slopes are also proposed where necessary, such as along the Long Tin Road and Castle Peak Road – Ping Shan.
- 7.1.3** The proposed site formation levels and the slope works have been critically studied to minimise the generation of excavated materials and maximise the on-site reuse of the generated materials. On-site sorting and treatment, reuse and recycling of different excavated materials have been suggested.
- 7.1.4** In conclusion, the net import volume is approximately 4,100 m³.
- 7.1.5** The mapping of the area and a ground investigation exercise that included some boreholes with depths reaching up to 400 m led to the Designated Area being redefined as Scheduled Area No. 2 in Schedule 5 of the Building Ordinance, for which the Site falls within. Further ground investigation works of the Site were proposed in view of the existing ground investigation works, and the latest development and infrastructure plans.
- 7.1.6** According to the assessment based on existing ground investigation works, geological condition, and geotechnical constraints, it is considered that the geotechnical works and site formation works for the Site are technically feasible.

8 LAND REQUIREMENT STUDY

- 8.1.1** The total land area within the works limit, required for the implementation of housing development, road and infrastructural works at the Development, including permanent and temporary land, is approximately 145,700 m².
- 8.1.2** In summary, the proposed Site Formation and Infrastructural Works at Long Bin Phase 1 housing site area is mainly on government land while at Phase 2 housing site area are mainly on private lots.
- 8.1.3** In Phase 1 housing site, about 28,300 m² government land will be affected, which is mainly occupied by the existing Long Bin Interim Housing.
- 8.1.4** In Phase 2 housing site, about 51,800 m² land will be affected, among which 41,800 m² (about 80%) owned by private land lots.
- 8.1.5** Other than Phase 1 and 2 housing site, 65,600 m² area within the proposed infrastructural works limits is required. Most of the area is public area (58,200 m², about 89%), which will be affected by road works. 7,400 m² (about 11%) private land will be required for the proposed primary school site, the proposed public transport interchange (PTI) and road improvement works.

9 LAND CONTAMINATION AND REMEDIATION STUDY

- 9.1.1** The land contamination assessment examined the potential contaminative land use within the Site. The assessment involved desktop review, site surveys and the proposed environmental site inspection at next stage.
- 9.1.2** Environmental site inspection was proposed for a total of 22 potentially contaminated sites at next stage.
- 9.1.3** Potential land contamination issue is not anticipated for Phase 1 of the Site. For Phase 2 of the Site, it should be noted that the majority of area where there are industrial activities actively being operated are private lots. Considering the issue on safety, privacy and rights of the land ownership, site inspection and photographs could only been taken outside the boundary of the industrial premises. Peripheral inspection was therefore conducted around the premises instead.
- 9.1.4** Although the site inspection results are not available at this moment, the contaminated land use types have already been identified. Possible remediation methods according to site conditions are suggested in the report which is subject to Contamination Assessment Report at next stage.

10 PRELIMINARY UTILITIES IMPACT STUDY

- 10.1.1** All telecommunications cable within the Site will be decommissioned. The existing utilities that conflict with the proposed retaining wall shall be diverted in advance prior to the commencement of the site formation works.
- 10.1.2** There are no critical conflicts between the Development with major utilities.
- 10.1.3** Various diversion schemes are proposed, and it is considered that diversion of the existing water mains, gas mains (medium-pressure), and power cables are technically feasible.
- 10.1.4** According to the result of Quantitative Risk Assessment, the societal risk for operational phase lies within the “Acceptable” region and the maximum offsite individual risk is found to comply with Risk Guidelines. Therefore, no specific mitigation measures are required on the Hong Kong and China Gas Company Limited (HKCG) high pressure town gas pipeline running along the Yuen Long Highway and Long Tin Road.

11 PRELIMINARY SUSTAINABILITY ASSESSMENT

- 11.1.1** The Sustainability Assessment has shown that the Development will bring about improvements to the economy and housing issues. The improvements made on the Site are categorized as part of infrastructure upgrades and can be considered as gross domestic fixed capital investment. Meanwhile, it creates job opportunities for technical and craft workers during construction stage. Moreover, future government public housing development at the Site would have positive impacts on adequate housing, housing waiting time, private rental, living space and safety net.
- 11.1.2** The construction of engineering works would inevitably generate the construction waste and have limited impact on environment but due to the size of the Development and possible mitigation measures, it is considered the impacts will be relatively small.
- 11.1.3** The sustainability implications of the Project have been examined. The assessment shows that the Project presents enhancement in aspects of economy, housing and leisure and cultural vibrancy. It has nevertheless highlighted its limited impacts on the environment and natural resources which falls within acceptable extent.

12 PROGRAMME AND PHASING

12.1.1 The Project will be divided into two works packages, as listed below:

1) 1st Works Package – infrastructural works for the Phase 1 area, access road to Phase 1 site, three footbridges, portion of cycle facilities, retaining walls and noise barrier in Phase 1 area, the rising main of the sewerage system.

2) 2nd Works Package – It will be separated further into two sub-packages: (i) land resumption, ground investigation; (ii) site formation and the infrastructural works for the Phase 2 area, including the proposed slip road improvement works connecting the Tong Yan San Tsuen Interchange to the Ma Fung Ling Road.

12.1.2 The main task groups are summarized as: Statutory Procedures; Investigation Phase; Detailed Design Phase; Tender Phase; and Construction Phase.

12.1.3 The implementation programme of the Site Formation and Infrastructural Works for the Development is summarized as follow:

- Construction Stage (including commissioning):
 - 1st Works Package: April 2021 – June 2024
 - 2nd Works Package: July 2023 – September 2028

12.1.4 The following items are found to be on the critical path:

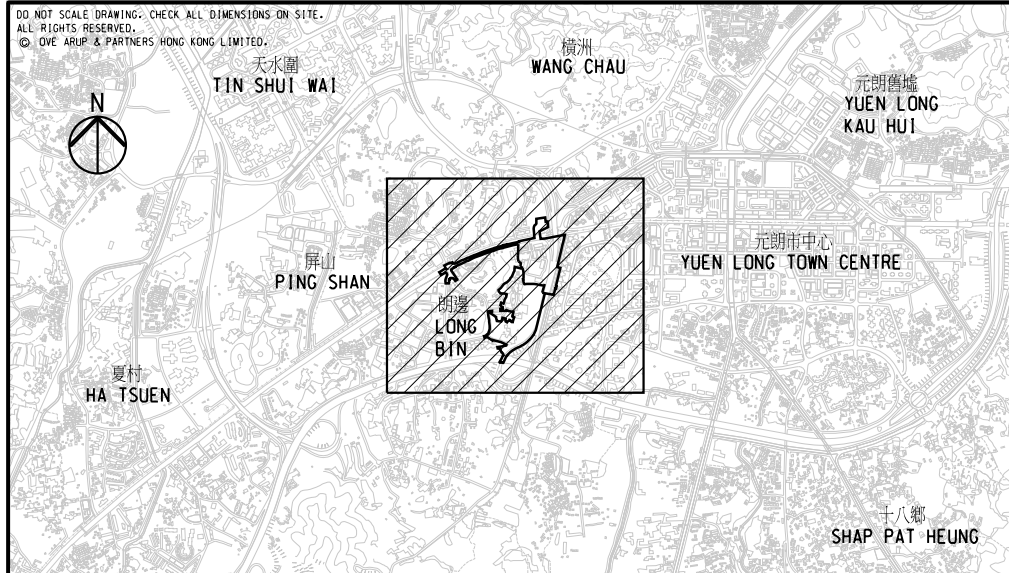
- Completion of Feasibility Study;
- Tendering and Detailed Design;
- Land Resumption and Clearance;
- Ground Investigation and Land Contamination Investigation;
- Site Formation Works for Development Platforms; and
- Piling and Building Construction by Housing Department

13 FINAL RECOMMENDATION AND CONCLUSION

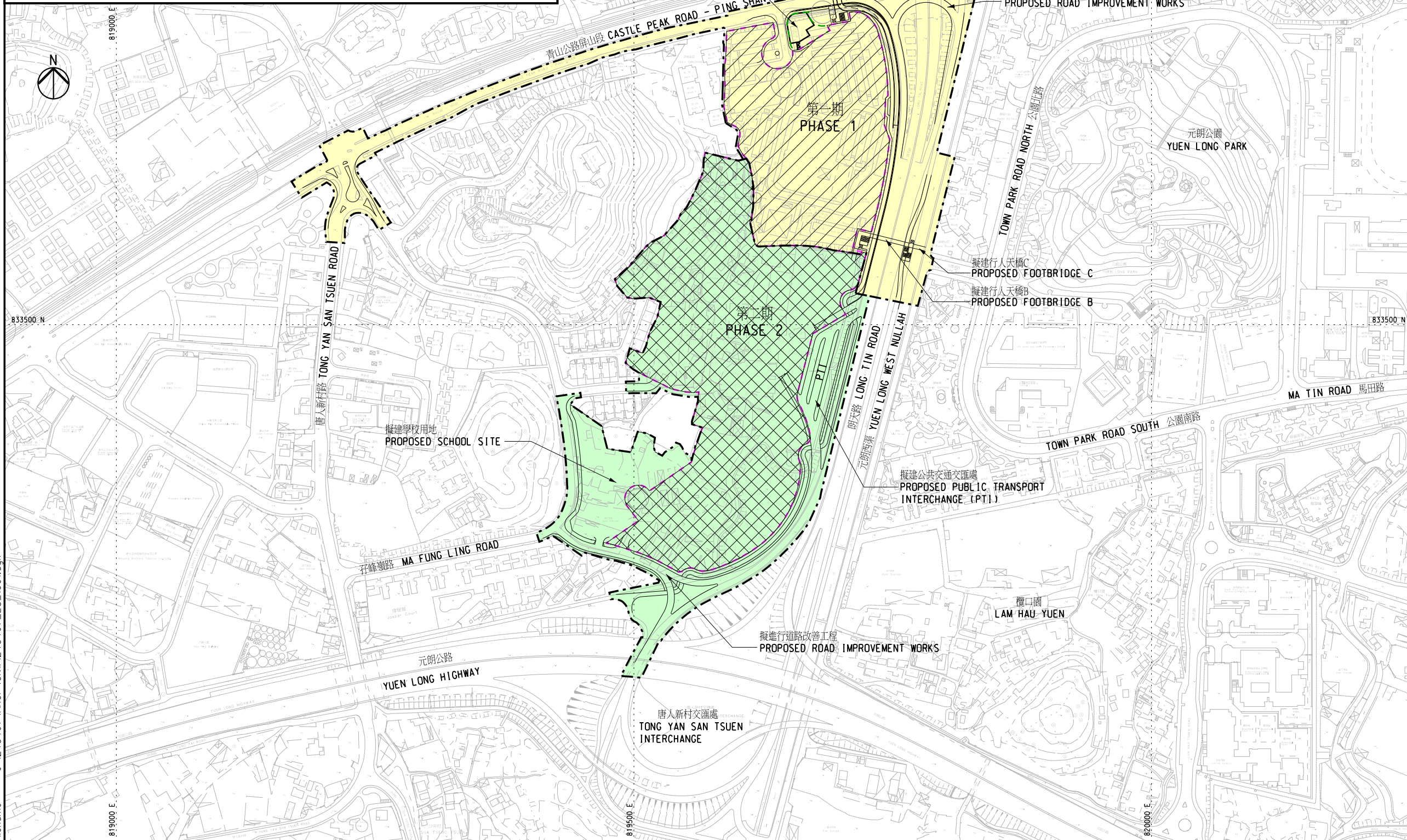
- 13.1.1** Various technical assessment have been conducted and it is confirmed that the site formation and infrastructural works for the Development is technically feasible.

Figure

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索引圖 LOCATION PLAN



LEGEND



第一期施工範圍內地盤平整和基礎設施工程範圍
(由土木工程拓慶署負責)
SITE FORMATION AND INFRASTRUCTURAL
WORKS LIMIT FOR PHASE 1 (BY CEDD)



第二期施工範圍內地基平整和基礎設施工程範圍
(由土木工程拓展署負責)
SITE FORMATION AND INFRASTRUCTURAL
WORKS LIMIT FOR PHASE 2 (BY CEDD)



PROPOSED SEWAGE PUMPING STATION
SITE BOUNDARY



HOUSING SITE BOUNDARY
擬建房屋用地範圍



未來房屋發展區域 第一期
FUTURE HOUSING SITE - PHASE 1



未來房屋發展區域 第二期
FUTURE HOUSING SITE - PHASE 2

C	THIRD ISSUE 第三稿	WL	08/17
B	SECOND ISSUE 第二稿	WL	08/17
A	FIRST ISSUE 初稿	WL	03/17
Rev	Description	By	Date

Consultant

ARUP

Project title
合約編號 CE 26/2015 (CE)
元朗明邊的地盤平整和基礎設施工程
- 可行性研究
Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural
Works for the Development
at Long Bin, Yuen Long - Feasibility Study

Drawing title

公共房屋發展與配套基礎設施工程總平面圖

PUBLIC HOUSING DEVELOPMENT
AND ASSOCIATED
INFRASTRUCTURES
LAYOUT PLAN

Drawing no.		Rev.	
245467/ES/1001		C	
Drawn CN	Date 03/17	Checked WL	Approved HL
Scale 1:2000 @ A1		Status PRELIMINARY	

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土木工程拓展署
Civil Engineering and
Development Department

合約編號CE 26/2015 (CE) 元朗朗邊發展的地盤平整和基礎設施工程 － 可行性研究

行政摘要 (最終版)

(報告編號: REP-049-03)



2017年8月

ARUP

土木工程拓展署

合約編號 **CE 26/2015 (CE)**

元朗朗邊發展的地盤平整和基礎
設施工程 - 可行性研究

行政摘要

245467-REP-049-03

最終版 | 2017 年 8 月

本報告包含我們客戶的特殊指示和要求。
它的目的不是向任何第三方承擔責任。

項目編號: 245467

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245467/ES/1001 公共房屋發展與配套基礎設施工程總平面圖

1 簡介

1.1 項目背景

1.1.1 在《二零一五年施政報告》中，行政長官宣佈了由長遠房屋策略督導委員會所建議的新房屋目標。為了達到這個政策目標，政府物色了多幅潛在的公營房屋用地，元朗朗邊正是其中之一（以下稱：本發展項目）。土木工程拓展署負責進行工程可行性研究，以研究在該用地（以下稱：本發展項目用地）發展公營房屋的工程可行性。

1.2 擬建發展項目

1.2.1 本公營房屋發展項目位於朗天路以西及唐人新村交匯處以北，面積約 10 公頃，包括一間學校和一個公共運輸交匯處。在現時「唐人新村分區計劃大綱核准圖」（編號 S / YL-TYST / 10）上被劃作「休憩用地」及「住宅（乙類）1」地帶。為配合本發展項目，建議把該用地由「休憩用地」及「住宅（乙類）1」地帶改劃為「住宅（甲類）1」地帶。

1.2.2 本發展項目建議分兩期發展。第一期為北面已空置的朗邊中轉屋，該中轉屋已於 2017 年開始進行拆卸；而第二期為發展項目用地的南面土地。本發展項目第一期與第二期的預計入伙年度分別為 2024/25 年度及 2028/29 年度。於下一階段，我們將探討不同方案提前第二期的入伙年度至 2027/28 年度，以應付香港中長期的公營房屋需求。

1.2.3 本發展項目總地積比率假定為 6.0 (住用) + 0.5 (非住用)，未來擬建房屋發展項目預計的單位數目最多為 11,940 個。實際單位數目須視乎最終用地面積，技術評估及詳細設計而定。

1.3 工程計劃範圍

1.3.1 本工程可行性研究須確定基礎設施工程的範圍，包括地盤平整工程（以下稱：本工程），以便為未來房屋發展項目提供成型和可用的土地，評估地盤平整和基礎設施工程所產生的各種影響，並建議用以緩減這些影響的具體措施，以確保本發展項目所帶來的

影響保持在現行標準與規定的可接受水平內，並且經相關政府部門批核。

1.4 報告目的

1.4.1 本行政摘要列出了本發展項目的地盤平整和基礎設施工程的影響評估，建議和結論。

2 運輸及交通影響評估

- 2.1.1** 本評估根據《運輸規劃和設計手冊》對影響區內的九個關鍵路口和十一條鄰近道路進行了一系列交通承載能力分析，以評估現有和未來的交通狀況。
- 2.1.2** 本評估建立了一個地區性交通模型，為未來該區域的主要路段和路口的交通承載能力分析提供定量數據支援。研究結果建議對該區域提供所需的道路改善方案，以提高車輛的可達性，減輕本發展項目對本地區交通的潛在影響。
- 2.1.3** 本發展項目對於第一期資助出售單位和第二期公營租住房屋的停車位所定的數量是根據相關標準、指引、以及各政府部門的綜合意見而估算的。
- 2.1.4** 本發展項目將會設有一個公共運輸交匯處，以配合本發展項目的交通需求。公共運輸交匯處及相關公共運輸服務的設計將在詳細設計階段時進行。
- 2.1.5** 本發展項目所提出的道路改善措施包括：擴闊朗天路的 U 形轉彎車道、連接孖峰嶺路至元朗公路及朗天路近唐人新村交匯處的連接路。所有提議的道路改善措施都將在詳細設計階段作進一步檢視。
- 2.1.6** 本評估報告建議興建三座行人天橋及圍繞本發展項目用地的單車徑網絡，以加強本發展項目與現有行人路及單車徑網絡的接連。
- 2.1.7** 本評估報告對發展項目在施工期間的交通影響進行了定性評估和研究。建議在詳細設計階段能獲取更具體的施工期間交通量和施工方法/工序的資料時進行更詳細的評估。
- 2.1.8** 本發展項目將會對附近的道路、路口及交通設施造成局部的影響。本評估報告提出了必要的緩解措施。因此，從交通的角度來看，本發展項目是可接受的。

3 環境影響評估

3.1 概括

- 3.1.1** 本工程的地盤平整及道路改善工程，並不屬於《環境影響評估條例》中的指定工程，因此施工和運作階段不需要申請環境許可證。
- 3.1.2** 唯獨擬建的污水泵站符合《環境影響評估條例》附表二中第 F.3 項的定義，屬於指定工程，因此該擬建污水泵站在施工和運作階段需要申請環境許可證。
- 3.1.3** 本報告初步評估元朗朗邊的地盤平整及基礎設施工程對環境的影響包括：空氣質素、噪音、水質、廢物管理、生態環境和文化遺產等。

3.2 空氣質素

- 3.2.1** 本評估涵蓋本發展項目用地 500 米評估範圍內的現有及規劃中的空氣敏感受體。
- 3.2.2** 在施工階段，會實施各種塵埃抑制措施，如灑水和實施良好的地盤施工方法，進一步減少粉塵排放。因此，潛在的建築粉塵影響是可以控制的。
- 3.2.3** 在營運階段，按照《香港規劃標準與準則》的要求，所有空氣敏感受體與鄰近的道路會有足夠的緩衝距離，因此，預計不會對空氣質素有不良影響。
- 3.2.4** 擬建污水泵站在營運階段將可能是潛在異味排放源。透過適當的氣味緩減措施，如安裝活性炭淨化裝置及定期保養，預計該污水泵站的運作將不會產生不良的氣味影響。

3.3 噪音

- 3.3.1** 本評估識別了本發展項目用地及周邊 300 米範圍內的現有的噪音敏感受體。
- 3.3.2** 在施工階段，考慮到建築地盤大約的地理中心點與噪音敏感受體的距離，以及實施適當的噪音緩解措施：如可移動的隔音屏障、優質機動設備等，預計施工噪音的影響將保持在可控制範圍。

3.3.3 在營運階段，房屋署將會在詳細設計階段進行獨立的環境評估研究以確定詳細的建築佈局並探討適合的噪音緩減措施：例如減音露臺/減音窗，隔音牆，隔音屏障等，以確保有關房屋發展計劃符合環境規劃標準。因此預計本項目不會產生不良的噪音影響。

3.3.4 擬建的污水泵站在運作階段將會是潛在的固定噪音源。固定的運作設備，例如水泵、機械篩和排氣風扇等，將會設置於鋼筋混凝土結構內，並會在排氣口處裝配減音窗。採用上述適當的噪音緩解措施後，該污水泵站將不會產生不可接受的噪音影響。

3.4 廢物管理

3.4.1 本研究建議減少產生、以及場外棄置廢物。在基礎設施的營運階段中所產生的一般廢物數量並不會很大。若能妥善實施各項建議緩解措施，預計本發展項目不會造成不良的環境影響。

3.5 生態

3.5.1 本研究進行了現場生態調查。在第一期發展項目用地範圍內的三棵蒲葵上曾發現一種具保育價值的短耳犬蝠的棲息處，該範圍內另外四顆蒲葵亦被認定為潛在棲息處。本工程的施工和運作所產生的潛在影響預計較低。第一期工程對蒲葵和短耳犬蝠產生的潛在影響預計為低到中等。儘管影響程度較低，仍建議在施工階段和運作階段進行相關的監測來評估其受影響狀況。

3.6 考古研究

3.6.1 在本發展項目用地範圍內及毗鄰地區沒有發現具考古研究價值的地點、法定古蹟或歷史建築物，因此不會對施工和運作產生任何影響。

3.7 總結

3.7.1 根據本研究結果及實施上述建議的緩解措施，預計在施工和運作階段，本發展項目對環境 — 包括噪音、空氣、廢物管理、水質等均沒有顯著的影響。

4 排水、污水、供水系統影響評估

4.1 排水系統影響評估

4.1.1 現時本發展項目用地範圍內的排水系統由現有的排水渠和經朗天路的地下排水管道組成，範圍內雨水經由現有排水系統排放至元朗西明渠。

4.1.2 本研究對現有排水系統進行了評估：除建議保留現時位於朗天路地底的排水管道外，亦建議增設排水管道，以應付第一期及第二期未來發展用地範圍內的排水流量需求。此外，在第一期發展用地北面建議增設排水管道，將現有排水管道分流，以及於發展項目用地南面新建道路地底增設排水管道，以將擬建學校範圍內的雨水輸送至元朗西明渠。

4.1.3 建議採用頂管法鋪設這些新增的排水管道，以盡可能減少施工期間對朗天路的交通影響。鑒於在施工階段的發展項目用地範圍內的匯水面積和地表徑流相對較小，預計在施工階段的排水影響處於可接受範圍。

4.1.4 通過實施建議的緩解措施，如優化現有排水系統和實施項目用地範圍內的綠化措施，本發展項目對該用地的排水影響處於極小或可接受範圍。

4.2 污水系統影響評估

4.2.1 在本發展項目用地北面(位於公營房屋發展項目用地範圍外)擬建一座污水泵站。該污水泵站有足夠的容量來收集本發展項目以及毗鄰地區產生的污水。該污水泵站將採用全封閉模式，以減少噪音和異味的影響。

4.2.2 由於擬建小學的污水管道不可通過未來房屋發展用地，小學的污水將泵至孖峰嶺路近瑋珊園現有的污水管道。負責擬建小學的有關部門將會就該污水設計方案與地盤平整工程一起進行覆檢。第一期發展用地範圍內的污水系統將與擬建的污水泵站直接連接，

而第二期發展用地範圍內的污水將經沿朗天路的地下污水管道連接至擬建的污水泵站。

4.2.3 本發展項目未來所產生的全部污水最終會通過現有的污水系統輸送至新圍污水處理廠。

4.2.4 擬建的污水收集系統有足夠容量應付本發展項目所產生的污水，將不會出現污水排放不善的問題。

4.3 供水系統影響評估

4.3.1 考慮到天水圍地區現有及未來發展的淡水需求，丹桂村北食水配水庫的容量足夠供應給本發展項目（包括食水和臨時沖廁水需求），因此不需要提高丹桂村北食水配水庫的儲水容量。

5 景觀及視覺影響評估

5.1.1 本報告已經對初步景觀及視覺影響進行了評估。本發展項目用地範圍內共有 858 棵樹，主要是常見的物種，包括銀合歡，陰香，鐵刀木和血桐。根據初步調查結果，可以通過現場保留來保護的樹有 172 棵，另外還有 80 棵受影響的樹將被移植。大約 606 棵樹無可避免影響本發展項目而需被砍伐。5 棵被識別為「重要樹」* 會原地保留。本發展項目用地範圍內沒有發現罕見、受保護或瀕危樹種，康樂及文化事務署冠軍樹，或記錄在冊的古樹名木。其他遭移除的樹木，會根據既定的樹木保育政策按不低於 1:1 的比例於發展項目範圍內或其他可行的地方補償種植。根據發展局技術通告（工程）第 7/2015 號，詳細的樹木檢查、保護和清除計劃將在詳細設計階段進行。

5.1.2 由於受到主要的地盤平整和道路工程影響，大部分被確定的現存樹木將會受到影響或被移除。整體景觀特徵也將從城市邊緣景觀，鄉郊邊緣景觀與城市景觀的結合轉變為城市景觀。本發展項目提出的緩解措施包括：建築美學設計、斜坡種植、樹木移植和補償種植、樹籬屏障、綠化地與休憩用地的提供、建築分離和視覺走廊、建築物後撤和階梯式建築高度剖面設計等，預計經過十年的運作之後，本發展項目對該地區的景觀和視覺影響將會是輕微的。鑑於本發展項目須滿足公營房屋發展單位數所需的樓宇體積和約為 40-49 層的高度，因此對周邊環境和視覺上的顯著變化將是不可避免的。

5.1.3 建議在下一階段的設計過程中，應綜合考慮整體佈置，建築的高度和間隔，樹籬和建築設計如外牆處理和色調，以減輕建築物帶來的視覺影響。

* 備註：

根據發展局技術通告（工程）第 07/2015 號，“重要樹”指的是記錄在冊的古樹名木，或符合以下一個或多個標準的任何其他樹木：

- (a) 100 歲以上的樹木;
- (b) 具有文化，歷史或紀念意義的樹木，例如風水樹，作為地區標誌或具遺產價值的樹木，以及記錄重要人物或事件的樹木;
- (c) 珍貴或稀有物種的樹木;
- (d) 優秀形式的樹木（整體考慮樹木的大小，形狀和任何特殊的特徵），例如離地根系如幕布形態的樹木，樹木生長在不尋常的棲息地; 或樹幹直徑等於或超過 1 米（在地面 1.3 米以上處測量），或冠層面積等於或超過 25 米。

6 空氣流通專家評估

6.1.1 本區域的全年盛行風向為東北偏北風，東風和東南偏南風，而夏季盛行風向為東南偏南風，南風和西南風。

6.1.2 為了盡量減少對周邊地區的通風影響，建議本發展項目採用下列設計方案：（I）兩個寬度為 15 米的通風走廊；（II）三個寬度為 15 米的建築物分隔帶，其中一個設置為具有風入口的通風走廊形式；（III）所有的房屋建築將會遠離朗天路 20 米以上及遠離山丘 10 米以上。這些措施將有效改善本區域及其毗鄰地區全年盛行風及夏季盛行風的通風狀況。進一步的緩解措施包括（I）於住用樓宇地下採用不少於一層樓高的挑空設計；和（II）於沿著通風走廊的非住用建築，設計不少於一層樓高的架空平台，此等設計可同時用作緊急車輛通道或行人通道。我們會於詳細設計階段進一步探討此等設計以緩解空氣不流通對行人的不良影響。擬議的公營房屋發展項目將以規劃大綱為引導。

6.1.3 建議在詳細設計階段，運用計算流體力學進行空氣流通定量評估（初步研究形式），以評估擬議措施的成效以及進一步優化建築佈局。

7 岩土工程及地盤平整工程評估

- 7.1.1** 本發展項目的岩土工程主要包括土方工程、斜坡工程和打樁工程。地盤平整工程包括挖掘和處理泥土，以形成平整的施工平台，並設置擋土牆和邊坡。地盤平整工程預計不會對周邊現有的永久性建築物造成影響，至於對現有的或新建造的人造斜坡和擋土牆結構的潛在影響，將在下一階段進行詳細評估。
- 7.1.2** 本地盤平整工程包括在擬建小學用地和毗鄰翠峰新建的斜坡和擋土牆。其他有需要的地方，如沿朗天路及青山公路 - 屏山段亦會建造擋土牆和斜坡。
- 7.1.3** 本評估方案仔細研究了擬進行的地盤平整的標高以及斜坡工程，以盡量減少挖掘的物料，並盡量利用現場可重複使用的回填物料。建議對不同的挖掘物料進行現場分類和處理，再回收和重複使用。
- 7.1.4** 總括而言，本發展項目地盤平整工程所需的填土淨進口總量約為 4,100 立方米。
- 7.1.5** 該地區的地質地圖和地質勘測結果顯示，該發展用地範圍內存在一些深度達 400 米的鑽孔導致該指定區域被認定為《建築物條例》- 附表五：附表所列地區編號二。建議根據現有的地質勘測結果和最新的房屋發展以及基礎設施範圍進行進一步的地質勘測。
- 7.1.6** 地質勘測結果和對地質條件進行評估的結果顯示，本發展項目用地範圍內擬進行的岩土工程及地盤平整工程在技術上是可行的。

8 用地需求研究

- 8.1.1** 本發展項目之中的房屋發展與配套基礎設施工程所需的土地（包括永久及臨時用地）總面積約為 145,700 平方米。
- 8.1.2** 總括來說，第一期發展用地主要是政府土地，而第二期發展用地主要是私人土地。
- 8.1.3** 在第一期房屋發展區域內，涉及約 28,300 平方米的政府土地，該區域現階段主要為朗邊中轉屋。
- 8.1.4** 在第二期房屋發展區域內，涉及約 51,800 平方米的土地，其中 41,800 平方米（約佔 80%）為私人土地。
- 8.1.5** 除第一期和第二期發展區域外，還額外需要約 65,600 平方米的面積作配套基礎設施工程。該面積大部分區域為公共土地（58,200 平方米，約佔 89%），主要受到道路工程的影響。約 7,400 平方米（約佔 11%）私人土地將會用作擬建小學，公共交通交匯處以及道路改善工程。

9 土地污染與整治研究

- 9.1.1** 土地污染評估審查了本發展項目用地範圍內潛在的污染場址。評估方法包括資料分析、現場檢視以及下一階段進行的實地調查。
- 9.1.2** 本研究建議了 22 個潛在受污染場址，在下一階段需作實地調查。
- 9.1.3** 第一期發展項目用地不會出現潛在的土地污染問題，而第二期發展項目用地範圍內，現開展工業活動的區域大部分是私人土地，考慮到土地業權以及安全，隱私等問題，實地調查和取證（照片）只能在該區域的邊界之外進行。鑒於以上原因，現階段只對本發展項目用地進行外圍環境調查。
- 9.1.4** 雖然現階段沒有準確的實地調查結果，但通過資料分析已經確定了污染土地的類型。可能的污染整治方法將根據實地調查結果，在下一階段的土地污染治理的報告中提出。

10 初步公用設施影響研究

- 10.1.1** 現有貫穿未來房屋發展用地範圍內的所有電信電纜均會被拆除。現有公用設施若貫穿或阻礙擬建擋土牆的建造，也將會在地盤平整工程開始前完成改遷。
- 10.1.2** 研究結果顯示，該發展項目用地與現有主要公用設施之間不存在嚴重互相阻礙的情況。
- 10.1.3** 本研究報告提出了多項改道方案，並且認為現有排水管道，煤氣管道（中壓）和電力電纜的改道在技術上是可行的。
- 10.1.4** 根據定量風險評估的結果，沿元朗公路和朗天路鋪設的香港中華煤氣有限公司所有的高壓煤氣管道在運作階段的社會風險在可接受區域內，最大的場外風險已滿足了規範的要求。因此，現階段無需提供特定的緩解措施。

11 初步可持續發展評估

- 11.1.1** 可持續發展評估顯示，本發展項目將帶來經濟和住房問題的顯著改善。擬計劃對朗邊發展用地進行的配套基礎設施工程被歸類為地區整體基礎設施優化的一部分，被認為是固定資本投資。同時，本發展項目在施工階段將會為技術工和勞工創造就業機會。該發展項目未來擬建的公營房屋發展計劃將對房屋供應，房屋輪候時間，私人租賃，生活空間和安全網等方面產生積極影響。
- 11.1.2** 施工活動將會不可避免地產生建築垃圾，但由於該發展項目規模較小以及採用建議的緩解措施等，研究結果顯示建築廢物對該區域的潛在影響相對較小，處於可接受水準。
- 11.1.3** 本評估研究了本工程的可持續性，結果顯示，本工程對社會經濟，居住和休閒以及文化活力等方面有正面影響，而其對環境和自然資源的有限的影響處在可接受的範圍之內。總括而言，本發展項目是具有可持續性的。

12 施工時間表

12.1.1 本工程將分為兩個工程組合實施：

1) 第一階段工程組合：第一期發展用地範圍內的基礎設施工程，包括通道、三座行人天橋、單車徑、擋土牆、隔音屏障、污水管道等。

2) 第二階段工程組合：此組合將進一步分為兩個小組合：(I) 土地徵收及地質勘測，地盤平整；(II) 第二期發展用地範圍內的基礎設施工程，包括連接唐人新村交匯處與孖峰嶺路的連接路改善工程。

12.1.2 主要任務總結如下：法定程序、勘測階段、詳細設計階段、招投標階段和施工階段。

12.1.3 元朗朗邊的地盤平整及基礎設施工程的實施計劃概述如下：

- 施工階段（包括營運）：
第一階段工程組合：二零二一年四月至二零二四年六月
第二階段工程組合：二零二三年七月至二零二八年九月

12.1.4 關鍵要徑包含以下工作：

- 完成可行性研究；
- 招標和詳細設計；
- 土地徵收和清理；
- 地質調查和土地污染調查；
- 發展用地的地盤平整；
- 房屋署進行打樁及房屋結構施工。

13 結論

13.1.1 本工程可行性研究進行了多項技術評估，結果皆顯示元朗朗邊的地盤平整和基礎設施工程在技術上是可行的。

圖則

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天水圍
TIN SHUI WAI

橫洲
WANG CHAU

元朗舊墟
YUEN LONG
KAU HUI

YUEN LONG TOWN CENTRE

十八鄉
SHAP PAT HEUNG

PROPOSED SEWAGE
PUMPING STATION (SPS)

擬建行人連單車徑天橋A
PROPOSED FOOTBRIDGE A WITH
CYCLE TRACK

擬進行道路改善工程
— PROPOSED ROAD IMPROVEMENT WORKS

元朗公園
YUEN LONG PARK

擬建行人天橋C
 PROPOSED FOOTBRIDGE C
 擬建行人天橋B
 PROPOSED FOOTBRIDGE B

PROPOSED SCHOOL SITE

擬建公共交通交匯處
PROPOSED PUBLIC TRANSPORT
INTERCHANGE (PTI)

擬進行道路改善工程
— PROPOSED ROAD IMPROVEMENT WORKS

唐人新村交匯處
TONG YAN SAN TSUEN
INTERCHANGE

YUEN LONG HIGHWAY

MA FUNG LING ROAD

LAM HAU YUEN

LEGEND

第一期施工範圍內地盤平整和基礎設施工程範圍
(由土木工程拓展署負責)
SITE FORMATION AND INFRASTRUCTURAL
WORKS LIMIT FOR PHASE 1 (BY CEDD)

第二期施工範圍內地盤平整和基礎設施工程範圍
(由土木工程拓展署負責)
SITE FORMATION AND INFRASTRUCTURAL
WORKS LIMIT FOR PHASE 2 (BY CEDD)

擬建污水泵站用地範圍
PROPOSED SEWAGE PUMPING STATION
SITE BOUNDARY

HOUSING SITE BOUNDARY
擬建房屋用地範圍

FUTURE HOUSING SITE - PHASE 1

未來房屋發展區域 第二期
FUTURE HOUSING SITE - PHASE 2

C	THIRD ISSUE 第三稿	WL	08/17
B	SECOND ISSUE 第二稿	WL	08/17
A	FIRST ISSUE 初稿	WL	03/17
Rev	Description	By	Date

ARUP

Project title
合約編號 CE 26/2015 (CE)
元朗朗邊的地盤平整和基礎設施工程
-可行性研究
Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural
Works for the Development
at Long Bin, Yuen Long - Feasibility Study

Drawing title

公共房屋發展與配套基礎設施工程總平面圖

PUBLIC HOUSING DEVELOPMENT
AND ASSOCIATED
INFRASTRUCTURES
LAYOUT PLAN

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Drawn CN	Date 03/17	Checked WL	Approved HL		
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Agreement No. CE 31/2015 (CE)

**Site Formation and Infrastructural Works
for the Development near Tan Kwai Tsuen,
Yuen Long – Feasibility Study**

**FINAL EXECUTIVE
SUMMARY (ES)**

190421/B&V/041/Issue 1
August 2017



土木工程拓展署
Civil Engineering and
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Agreement No. CE 31/2015 (CE)

**Site Formation and Infrastructural Works
for the Development near Tan Kwai Tsuen,
Yuen Long – Feasibility Study**

Final Executive Summary (ES)

190421/B&V/041/Issue 1

August 2017

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1 INTRODUCTION

1.1 Background

1.1.1 In the 2015 Policy Address, the Chief Executive announced the Government's acceptance of the new housing target as recommended by the Long Term Housing Strategy Steering Committee. To meet this policy objective, a number of potential housing sites have been identified by the Government and two sites, i.e. Northern Portion¹ and Southern Portion (the Site²), near Tan Kwai Tsuen, Yuen Long are among these potential sites. Civil Engineering and Development Department (CEDD) is tasked to conduct an engineering feasibility study (the Study) to examine the engineering feasibility of developing public housing at the Site. The target population intake of the Development is 2028/29. Options would be explored in the next stage of the project with a target to bring forward the population intake to 2027/28 to meet the medium to long term demand of public housing in Hong Kong.

1.2 Study Objectives

1.2.1 Black & Veatch Hong Kong Limited was commissioned by the CEDD of the HKSAR under Agreement No. CE 31/2015(CE) in November 2015 to undertake the Study.

1.2.2 The Study aims to assess the various impacts pertaining to the proposed developments, the site formation and infrastructural works; to recommend the mitigation measures to keep the potential impacts due to the proposed developments, site formation and infrastructural works within the acceptable level of current standards/regulations and to the satisfaction of the relevant Government Bureaux/ Departments; to determine the scope of the site formation and infrastructural works (the Project) for supporting the proposed public housing development and the supporting Government, institution or community (GIC) facilities (the Development) and to establish implementation strategies and programmes for the site formation and infrastructural works.

1.2.3 It is also the objective of the Study to conduct preliminary engineering and environmental assessments to facilitate the zoning amendments for the Site by the Planning Department.

¹ The Government planned to develop the Northern Portion at a later stage.

² The Site also includes the sites in connection with the proposed fresh water/flushing water service reservoirs and an associated pumping station for supporting the proposed Development.

2 PROPOSED DEVELOPMENT SITE

2.1 Tan Kwai Tsuen (Southern Portion)

- 2.1.1 The Site which covers an area of around 12.7 ha is mainly located on the south side of the Tan Kwai Tsuen South Fresh Water Service Reservoir (TKTS FW S/R) and is currently zoned as “Green Belt” and “Government, Institution or Community” on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/10. Zoning amendments for the Site are required prior to the implementation of the proposed Development.
- 2.1.2 There are existing clusters of squatter huts including licensed structures, and existing graves and urns within the Site.

3 PROPOSED DEVELOPMENT PARAMETERS

3.1 Tan Kwai Tsuen (Southern Portion)

3.1.1 The Study takes into account the cumulative demand/impact of other adjoining existing, planned and committed developments to establish the recommended site formation and infrastructural works and the required mitigation measures. The proposed development parameters are listed below, which are subject to final site area, technical assessments and design:

Plot Ratio - Domestic	6
Plot Ratio - Non Domestic Public Rental Housing	0.3
Domestic Gross Floor Area (GFA) Public Rental Housing Subsidized Sale Flats Total	about 207,808 m ² about 82,176 m ² about 289,984 m ²
Non-Domestic GFA Retail Other non-domestic facilities Total	about 6,600 m ² about 3,790 m ² about 10,390 m ²
Average Flat Size Public Rental Housing Subsidized Sale Flats	38.2 m ² 42.8 m ²
No. of Flats Public Rental Housing Subsidized Sale Flats Total	about 5,440 about 1,920 about 7,360
Anticipated Population Persons per Flat Total	2.8 about 20,608
Primary School	1 block of 36 classrooms
Community Hall	1 block
Welfare Facilities	2 blocks

4 TRAFFIC AND TRANSPORT

4.1 Access Arrangement

- 4.1.1 A new single 2-lane public road running parallel to and along the south side of Yuen Long Highway is proposed as an access road to connect the proposed Development to the existing road networks.
- 4.1.2 This proposed public road will connect to the existing Shun Tat Street at its southern end near the existing North West New Territories (NWNT) Refuse Transfer Station (RTS) and extend northwards to connect with the existing slip roads at the Tin Shui Wai West Interchange (TSWWI). Footpaths will be provided along the proposed public road.

4.2 Proposed Road and Junction Improvement

- 4.2.1 The proposed public road will encroach upon the existing NWNT RTS. The access/exit arrangement for NWNT RTS will be modified to suit the proposed road and junction layout.
- 4.2.2 Under the existing road junction arrangement, all outbound traffic of the Development has to turn left at the road junction of Castle Peak Road-Hung Shui Kiu/Shun Tat Street. For vehicles heading to the eastern areas, detouring is anticipated. To improve the accessibility, it is proposed to modify the layout of the above road junction to allow a right turning movement from Shun Tat Street (northbound). Also, the existing method of control would be modified.

4.3 Provision of Public Transport Facilities

- 4.3.1 Based on the estimated public transport demand and the comments from Transport Department (TD), an off-street conventional parallel bay design public transport interchange (PTI) with 3 double width bus bays is proposed subject to bus route planning by TD at a later stage. Apart from the provision of bus bays, it is also recommended to provide public light bus and taxi services at the proposed PTI to ensure a comprehensive coverage of public transport services for the proposed Development.

4.4 Proposed Pedestrian Connectivity

- 4.4.1 The proposed Development is relatively remote and far away from the existing public transport facilities at Tan Kwai Tsuen area along Castle Peak Road. It is anticipated that majority of the pedestrian activities of the proposed Development will take place within the proposed Development, e.g. between the platforms of the Development and between the platforms and the proposed PTI, primary school, community hall or retail stores.
- 4.4.2 Due to the large level difference between the platforms, shuttle lifts and footbridges are recommended to be provided within the proposed Development to link up those platforms of the housing blocks and also link up the lower platform with the proposed PTI and public footpaths near the lower platform. Footpath will

be provided along the proposed access road within the Site to connect the platforms with the proposed new public road in ground level.

- 4.4.3 Despite the majority of the pedestrian activities will occur within the Development, external pedestrian connections have been considered. Footpaths along the proposed new public road will be connected to the existing footpath at the Shun Tat Street and Shui Fu Road. Pedestrian lift facilities are also planned for linking up the proposed Development with Tan Kwai Tsuen area. The existing subways beneath Yuen long Highway will be maintained. One of the subways is located near the proposed primary school and the other one is located at Shui Fu Road.

4.5 Conclusion

- 4.5.1 In conclusion, the preliminary traffic and transport impact assessment conducted under the Study has confirmed that with the proposed improvement schemes and pedestrian network, the highway and transport systems can accommodate the traffic demand from the proposed Development and no insurmountable traffic impact on the nearby road links, junctions and transport facilities is anticipated.

5 ENVIRONMENT

5.1 Air Quality

5.1.1 The potential impacts on air quality that may arise from the construction works of the Project have been assessed. Potential air quality impacts from the construction works of the Project would mainly be related to the construction dust from excavation, formation of temporary access roads, wind erosion, and etc. With the implementation of appropriate dust suppression measures, such as watering of exposed areas and mitigation measures as defined in the Air Pollution Control (Construction Dust) Regulation as well as good site practices to further reduce dust emission, potential construction dust impacts are not insurmountable.

5.1.2 For operational phase, the air sensitive receivers of the proposed developments are set back from Yuen Long Highway with adequate buffer distances in accordance with Hong Kong Planning Standards and Guidelines requirements. Therefore, no adverse air quality impact is anticipated.

5.2 Noise

5.2.1 Key construction activities under the Project have been identified for noise assessment. The major construction works would include the following activities:

- Construction of temporary/permanent accesses from existing road networks to work sites/future development respectively;
- Excavation and filling works for forming the building platforms;
- Construction of geotechnical works including retaining structures associated with site formation and infrastructure works; and
- Sewerage, drainage, utilities/waterworks installation and construction.

5.2.2 The results of the construction noise assessment indicate that the noise impacts to noise sensitive receivers (NSRs), after the implementation of all practical direct mitigation measures such as using quiet and quality Powered Mechanical Equipment (PME), movable noise barriers and enclosures, are not insurmountable.

5.2.3 The results of the traffic noise impact assessment indicate that the proposed new public road will not have adverse traffic noise impact on the NSRs.

5.2.4 For the proposed community hall, central air conditioning will be provided as a mitigation measures. It is anticipated that the future users of these facilities will not be subject to adverse road traffic noise impact.

5.2.5 For the proposed primary school, mitigation measures in terms of provision of the air conditioning system following the Class Assessment Document for Standard Schools issued by Architectural Services Department will be provided. It is anticipated that the future users will not be subject to adverse traffic noise impact.

5.2.6 With the proposed mitigation measures, traffic noise impacts due to Yuen Long Highway and the new access road would be mitigated. Detailed traffic noise impact assessment will be carried out in detailed design stage to explore and

provide more appropriate and sufficient mitigation measures, including the exploration of opportunities of incorporating the mitigation measures in the layout and design of buildings, to ensure no adverse road traffic noise impact.

- 5.2.7 For operational phase, a separate Environmental Assessment Study (EAS) will be conducted by the Hong Kong Housing Authority for the planned developments (i.e. planned subsidized sale flats and planned public rental housing at the Project site). The EAS will be conducted in the detailed design stage with respect to the Hong Kong Planning Standards and Guidelines (HKPSG). Noise mitigation measures such as acoustic windows/balconies will be incorporated in the buildings design, where necessary, to ensure no adverse environmental impacts on the developments.

5.3 Water Quality

- 5.3.1 The potential water quality impacts associated with the construction and operational phases of the Project are assessed. Silty runoff from construction sites would be the major concern during the construction phase. No water quality impact during the operational phase is anticipated. Mitigation measures as detailed in Para. 5.3.2 and 5.3.3 are proposed to protect the Water Sensitive Receivers (WSRs) to reduce the impacts to acceptable levels.
- 5.3.2 Provision of wheel washing bay, temporary sanitary facilities and regular clearing of solid waste outlined in ProPECC PN 1/94 Construction Site Drainage will be adopted as far as practicable to minimise the potential water quality impacts from various construction activities and construction site run off.
- 5.3.3 The construction of the Project could impact the water bodies through silt-laden site runoff, concreting works, runoff from workshops & depot and increased sewage and wastewater resulting from the additional workforce on site. These impacts can be readily mitigated through the construction of a suitable drainage system with silt traps, good site management practices, and proper sewage collection and disposal systems.
- 5.3.4 With the implementation of the recommended mitigation measures, no adverse residual water quality impact is expected during construction phase of the Project.

5.4 Waste Management

- 5.4.1 The type, quantity, quality and timing of potential sources of waste that will arise during the construction stage are assessed and the potential environmental impacts associated with their handling and disposal are identified. Options for avoidance, minimization, reuse, recycling, treatment, storage, collection, transport and disposal of such wastes are examined.
- 5.4.2 Construction wastes and demolition materials will inevitably be produced during the construction phase of the Project. Wastes generated from construction works include inert and non-inert materials, chemical waste and general refuse. Mitigation measures have been proposed in terms of the avoidance-minimisation-reuse-recycling-disposal hierarchy.

- 5.4.3 The potential for reuse of inert construction wastes & demolition materials (public fill) within the Project will be rigorously explored throughout the course of the project in an effort to minimise off-site disposal.
- 5.4.4 Moreover, with the implementation of the above proper waste management practices, including strict control on generation of construction wastes and demolition materials from construction works and the wastes will be stored, handled, transported and disposed of in accordance with the recommended mitigation measures, adverse impact is not anticipated.
- 5.4.5 The recommended mitigation measures will be enforced by incorporating them into the waste management requirements as part of the Environmental Management Plan. Environmental audits would be carried out to ensure the implementation of proper waste management practices during construction.

5.5 Ecology

- 5.5.1 A preliminary ecological impact assessment has been conducted for the proposed site formation and associated infrastructure works under the Study.
- 5.5.2 Four plant species of conservation interest were identified at/in the vicinity of the Site, including *Aquilaria sinensis*, *Gnetum luofuenses*, *Nepenthes mirabilis* and *Rhododendron simsii*. While the impacts on *Nepenthes mirabilis* and *Rhododendron simsii* will be avoided by excluding them from the Project site, three individuals of *Aquilaria sinensis* would be in direct conflict with the Project. Two of them are proposed to be preserved by transplanting. The remaining one which is found to be in poor health condition is proposed to be felled, and its removal is considered to be a minor impact. *Gnetum luofuenses* is a very common species with widespread distribution throughout the territory. No significant adverse impact due to the unavoidable conflict on the species is anticipated.
- 5.5.3 Two fauna species of conservation interest, namely Crested Goshawk and *Somanniathelphusa zanklon* are found in the Site area. The impact on Crested Goshawk will be negligible due to the high mobility of this kind of birds. The freshwater crabs *Somanniathelphusa zanklon* will be affected due to loss of a stream section. This crab species is recommended to be preserved by translocation.
- 5.5.4 A buffer zone of at least 15 m in width will be set between the Project site boundary and the natural Tan Kwai Tsuen Stream as a major mitigation measures. No works will be carried out in the buffer zone throughout the construction and operational phase.
- 5.5.5 Ecological considerations will be taken into account in developing the compensatory tree planting plan under the project. Native species should be used and the planting area should be properly located to better provide ecological buffer function to the surrounding undisturbed areas. According to the preliminary proposal, 4.13 ha of area have been reserved for amenity and compensatory planting.

- 5.5.6 With the full implementation of the recommended mitigation measures, all identified ecological impacts are expected to be within acceptable level, except habitat loss of a total of about 5.5 ha of mixed woodland and plantation woodland which would receive residual impact of moderate level. Offsite compensation for woodland loss would be further investigated in the subsequent investigation/detailed design stage to mitigate the residual impact.

5.6 Land Contamination

- 5.6.1 A preliminary land contamination and remediation study has been carried out, which included a review of historical/current land uses, desktop review, and the findings of site visits. Other relevant information such as aerial photos and drillhole records were also collected from the related Government departments and reviewed.
- 5.6.2 According to the findings of site appraisal of the historical land uses and site visits, there are no potential land contamination activities and/or facilities within the Site and also the site areas of infrastructure. However, changes of land usage might occur in areas which would not be identified as potentially contaminated sites at this stage before the project development. Hence, site re-appraisal for the whole concerned areas including the carrying out of a comprehensive land decontamination investigation, if necessary, at the later detailed design stage of the Project will be conducted, if necessary, after land resumption.

5.7 Landscape and Visual Impact

- 5.7.1 A preliminary landscape and visual impact assessment has been conducted for the Site for public housing development.
- 5.7.2 Approximately 1,450 trees were recorded in the preliminary tree survey to be in direct conflict with the proposed site formation and infrastructural works and required to be removed. These trees are primarily common species and none of them are Old and Valuable Trees (OVTs) according to the Register of OVTs maintained by the Leisure and Cultural Services Department. According to the preliminary findings, about 215 trees could be preserved by onsite retention while another about 100 affected trees would be preserved by transplanting. About 1,135 trees would require felling due to unavoidable conflicts with the proposed development. Only trees with low amenity values or poor health condition and fruit trees will be felled if necessary. According to the preliminary proposal, 4.13 ha of area have been reserved for amenity and compensatory planting. The proposed compensatory planting proposal would be of a ratio not less than 1:1 in terms of quality and quantity within the Project site. Should tree felling be considered unavoidable, tree removal application and compensatory planting proposal will be submitted in accordance with DEVB TC(W) No. 7/2015. The requirements stipulated in the DEVB TC(W) No. 2/2012 for allocation of space on roads for quality greening as will also be complied with. Further assessment on the preservation of these trees is required and will be carried out at the investigation and detailed design stages.

- 5.7.3 From visual perspective, considering the large-scale public housing estate on the Site, the proposed development would inevitably create building mass and site formation that would induce major visual changes to the rural setting. However, the project design has endeavored every effort to minimize potential impacts to practical minimum.

Recommended Mitigation Measures for reducing Landscape and Visual Impacts

- 5.7.4 Impacts on the Tan Kwai Tsuen Stream will be avoided by excluding the whole stream from the project site area.

- 5.7.5 Recommended construction phase mitigation measures include:

- Preservation of existing trees
- Proper control of site construction activities

- 5.7.6 Recommended operation phase mitigation measures include:

- Consideration of building height to allow buffer zone to preserve the ridgeline as it is one of the key visual resources
- Visual corridors between building blocks
- Proper detailed design to ensure visual compatibility to the surroundings
- Amenity / compensatory planting and buffer planting to minimize the visual disturbance to practical minimum

Overall Residual Landscape and Visual Impacts

- 5.7.7 Most of the existing trees identified would be affected/lost due to possible major site formation and road works of which the resulting landscape impact significance would be significantly adverse. The overall landscape character will also be changed from Rural Landscape to Rural Fringe Landscape character.
- 5.7.8 Whilst the proposed Development will result in some negative effects on most of the identified public viewing points, the overall residual visual impact is reduced to “slightly adverse” with the implementation of the recommended measures.

5.8 Cultural Heritage Impact

- 5.8.1 According to the information publicized by the Antiquities Monuments Office, no recognised site of archaeological interest is identified within or in vicinity of the project site.
- 5.8.2 No declared monuments or historic buildings have been identified within or in the vicinity of the project site. Therefore, no cultural heritage impact due to the Project will be anticipated.

6 AIR VENTILATION

6.1 Existing Condition

- 6.1.1 The annual prevailing wind directions are from the north-northeast, northeast and east, whereas the summer prevailing directions are from the south-southeast, south and south-southwest. Yuen Long Highway is identified as a major NE-SW wind corridor.

6.2 Impact Assessment

- 6.2.1 A qualitative assessment of the wind environment regarding the proposed public housing development near Tai Kwai Tsuen has been carried out.
- 6.2.2 After considering the potential air ventilation impacts upon the Site, the layout of the proposed development has carefully considered the good design in air ventilation aspect, which include (i) over 21 m set back distance from Yuen Long Highway; (ii) six 15m wide building separations between the residential blocks at various levels; (iii) a separation of minimum 30 m wide between the residential blocks on the lower and middle platforms; and (iv) other building separations of various widths amongst the non-domestic blocks. After considering the existing topography, the location of the existing built areas and provision of mitigation measures, it is considered that the proposed Development would not have significant adverse impact to the air ventilation in the surrounding environment. The proposed public housing developments will be guided by a planning brief.
- 6.2.3 A quantitative air ventilation assessment (in form of initial study) shall be conducted for the proposed Development at the detailed design stage to assess the effectiveness of the proposed measures as well as to optimize the building arrangement. Other wind enhancement features may be considered in the detailed design stage to further minimize the air ventilation impact on the surrounding area.

7 SITE FORMATION AND INFRASTRUCTURE

7.1 Geotechnical Assessment

- 7.1.1 A preliminary geotechnical assessment (GA) has been carried out. The geotechnical works involved in the site formation and infrastructural works of the Project include mainly earthworks, slope works, construction of retaining structures and piling works. The site formation works involve excavation and deposition of soil/rock materials for forming the building platforms, with the provision of retaining walls and cut and fill slopes. No significant effects to the existing surrounding permanent buildings are anticipated due to the site formation works.
- 7.1.2 A portion of the public road near its connection with the existing TSWWI is overlooked by natural hillside sloping at 25°, which falls within the alert criteria of the GEO Report No. 138. Hence, a further detailed Natural Terrain Hazard Study for this area is necessary at the later stage of the Project.
- 7.1.3 A review of the inventory indicates that there are natural terrains covered by boulders identified over 100 m away from the Site and overlooking the Site. It is recommended that a boulder survey and subsequent boulder fall analysis should be carried out in the later stage of the Project.
- 7.1.4 A no-blasting zone designated for an existing Water Supplies Department (WSD)'s water tunnel encroach upon the Site. Excavation works of the proposed site formation and infrastructural works within the above-mentioned tunnel no-blasting zone will be restricted. The design of the proposed works would incorporate appropriate construction methods and measures to prevent disturbance to the existing waterworks installations at and in the vicinity of the Site.
- 7.1.5 A detailed geotechnical assessment will be carried out for the recommended site formation layout at the later detailed design stage to define the scope and programme of necessary geotechnical works to be carried out under the Project.
- 7.1.6 According to the results of the preliminary GA (including the assessment on the existing ground investigation works, geological condition, and geotechnical constraints), it is considered that the proposed geotechnical works for the Site are technically feasible.

7.2 Site Formation

- 7.2.1 It is proposed to adopt a 3-step platform for the proposed Development, which would involve less excavation and hence reduce surplus excavated materials. The proposed site formation levels and the associated slope works have been critically studied with a view to minimizing the generation of excavated materials and maximizing the on-site reuse of excavated materials. On-site sorting and treatment, reuse and recycling of different excavated materials have been suggested.

- 7.2.2 Provision of a 36-classroom primary school was agreed with relevant stakeholders. As requested by the Architectural Services Department, the proposed school site should be located nearer to the trunk road and the PTI to enhance the accessibility to the proposed school site.

7.3 Drainage

- 7.3.1 A preliminary drainage impact assessment (DIA) has been carried out, for which the latest information on the existing and planned stormwater drainage networks near Tan Kwai Tsuen were obtained and reviewed.
- 7.3.2 New U-channels are proposed to be provided along the periphery of the Site to intercept the surface runoff from the upslope areas. Runoff from the Site is proposed to be collected by the new internal underground stormwater drainage system within the Site and discharged to the existing 7 m wide drainage channel to the west of the Site. Details of the proposed scheme shall be subject to review during the investigation/detailed design stage of the Project.
- 7.3.3 To maximize the development area, two existing tributaries (about 1 to 2 m in width and about 200 to 250 m in length) of the Tan Kwai Tsuen Stream within the Site will be intercepted and the stormwater flowing to these tributaries from uphill areas will be conveyed to the new peripheral U-channel. One of the above tributaries, near the north-western part of the Site, is located inside a village and has been polluted by domestic waste discharged from the village. The other tributary near the southern part of the Site is a very small tributary with only seasonal and intermittent flow. The removal of the above tributaries is considered to be a minor impact.
- 7.3.4 There will be an increase in the surface runoff after the Development due to increase in paved area of the Site. A stormwater retention tank is proposed for temporary storage of the increased surface runoff to reduce the flooding risk. Details of the proposed scheme shall be subject to review during the investigation/detailed design stage of the Project.
- 7.3.5 According to the hydraulic assessment in the preliminary DIA, there is no adverse drainage impact on the existing downstream stormwater drainage system arising from the Development upon the implementation of the proposed stormwater drainage works and mitigation measures.

7.4 Sewerage

- 7.4.1 A preliminary sewerage impact assessment (SIA) has been carried out to estimate the sewage flow generated from the proposed Development, assess the impacts on the existing sewerage and formulate sewage disposal scheme.
- 7.4.2 The sewage generated from the proposed Development will be conveyed and discharged to the San Wai Sewage Treatment Works (SWSTW) given that the proposed Development falls within the sewerage catchment of SWSTW.
- 7.4.3 New gravity sewers will be constructed from the Site and connect with the existing sewerage at Shun Tat Street. As the existing sewers along Shun Tat Street, Castle

Peak Road-Hung Shui Kiu, Hung Shui Kiu Main Street and Shek Po Road have no spare capacity to cater for the additional sewage arising from the Development, these existing sewers are required to be upgraded. Details of the proposed sewerage works shall be subject to review during the investigation/detailed design stage of the Project.

- 7.4.4 EPD has confirmed that the Ha Tsuen Sewage Pumping Station and SWSTW at the downstream of the proposed sewerage will have sufficient ultimate capacity to cater for the additional sewage from the Development.
- 7.4.5 In conclusion, the SIA has confirmed that with the proposed sewerage works and sewerage strategy, the sewerage networks can accommodate the additional sewage flow generated from the Development and that there is no adverse sewerage impact due to the Development.

7.5 Water Supply

Proposed Fresh Water Supply

- 7.5.1 It is proposed to provide fresh water supply to the Development from the existing TKTS FW S/R considering that the Site is adjacent to the fresh water supply zone of TKTS FW S/R.
- 7.5.2 Due to the high platform level of the proposed Development at approximately +84 mPD, the existing TKTS FW S/R (+60 mPD) would have inadequate head to cater for the additional demand from the Development. Therefore, a new high level fresh water service reservoir, with a capacity of about 5,200 m³, to be located at approximately +120 mPD is proposed to supply fresh water to the proposed Development. The fresh water will be supplied from the TKTS FW S/R and stored in the proposed FW S/R through a proposed pumping station. Details of fresh water demand arising from the Development and capacity of the proposed FW S/R shall be subject to review during the investigation phase of the Project.

Proposed Flushing Water Supply

- 7.5.3 Similarly, a new high level flushing water service reservoir, with a capacity of about 1,300 m³, to be located at approximately +105 mPD is proposed to supply flushing water to the proposed Development. Details of flushing water demand arising from the Development and capacity of the proposed flushing water S/R shall be subject to review during the investigation phase of the Project.
- 7.5.4 It is proposed to use the reclaimed water output from Yuen Long South Potential Development Area (YLS PDA) as the ultimate source of flushing water supply. However, due to programme mismatch of the commissioning of the YLS PDA and the population intake of the Development, an interim arrangement of using fresh water for flushing will be adopted. However, it is anticipated that the period of such interim arrangement would be short. According to the preliminary water supply impact study (WSIA), TKTS FW S/R and YLS PDA should have enough capacities to provide temporary supply for flushing and long-term reclaimed water respectively to cater for the additional flushing water demand arising from the proposed Development.

- 7.5.5 It is proposed to co-locate the flushing and fresh water pumping station at +50 mPD to minimize the footprint of pumping stations.
- 7.5.6 An access road is proposed to connect the proposed new single 2-lane public road to facilitate the operation and maintenance of these waterworks facilities.
- 7.5.7 In conclusion, the preliminary WSIA has confirmed that the proposed fresh/flushing water supply networks can accommodate the additional demand of the proposed Development and no adverse impact to the existing water supply systems is anticipated.

7.6 Utilities

- 7.6.1 The existing networks of electricity supply, gas supply and telecommunication service system have been reviewed. There are no critical conflicts between the proposed Development with major utilities.
- 7.6.2 A Quantitative Risk Assessment for the existing Hong Kong and China Gas Company Limited (HKCG) high pressure town gas pipeline of 750 mm diameter is conducted. It is concluded that the societal risks for both the construction and operational phases lie within the “Acceptable” region and the maximum offsite individual risk is found to comply with PD 8010 Part 3 and Hong Kong Risk Guidelines, and no further specific mitigation measures are required.
- 7.6.3 With the extension of the existing networks by the service providers (in public areas) and HKHA (within the Site), it is concluded that the utility support to the development is technically feasible.

8 SUSTAINABILITY

8.1 Sustainability Assessment

- 8.1.1 The Sustainability Assessment has indicated that the proposed Development will bring about improvements to the economy and housing issues. The improvements made on the Project site are categorized as part of infrastructure upgrades and can be considered as gross domestic fixed capital investment. Meanwhile, it creates job opportunities for technical and craft workers during construction stage. Moreover, future government public housing development at the Site would have positive impacts on adequate housing, housing waiting time, private rental, living space and safety net.
- 8.1.2 The construction of engineering works would inevitably generate the construction waste and have limited impact on environment but due to the size of the Development and possible mitigation measures, it is considered the impacts will be relatively small.
- 8.1.3 The sustainability implications of the Project have been examined. The assessment shows that the Project presents enhancement in aspects of economy, housing and leisure and cultural vibrancy. It has nevertheless highlighted its limited impacts on the environment and natural resources which falls within acceptable extent.

9 A PRELIMINARY LAND REQUIREMENT STUDY HAS BEEN CONDUCTED TO IDENTIFY THE LAND LAND MATTERS

9.1 Land Requirement Study

9.1.1 A preliminary land requirement study has been conducted to identify the land requirements of the proposed site formation and infrastructural works. A total of 26 private lots with a total area of about 2.15 ha are proposed to be resumed for the Project. The affected private lots, short term tenancies, licenced structures and etc. have been summarized in the following table to facilitate the land resumption/clearance works.

	Approx. Affected Number	Approx. Affected Area (sq. m)
Private Land	26	21,482
Government Land Licences	17	1,164
Government Land Allocations	3	21,295
Domestic Structures / Buildings	48	3,600
Open Storage / Rural Industrial Structures / Buildings	-	-
Other Non-Domestic Structures / Buildings	1	211
Permit of Private Land	1	496
Graves, Urns (Kam Taps)	7	-
Crops	1	70

10 WORKS IMPLEMENTATION

10.1 Works Implementation Programme

- 10.1.1 The target population intake of the Development is 2028/29. As such, infrastructure works such as roadworks, drainage, sewerage and water supply works, and other utilities works including electricity power supply, town gas supply and telecommunication services will have to be completed before population intake to serve the need of the Development.
- 10.1.2 The main task groups include Statutory Procedures; Investigation Phase; Detailed Design Phase; Tender Phase; and Construction Phase.
- 10.1.3 The site formation and infrastructural works will be carried out between mid-2021 and end 2027. After the site formation works, the formed site will be handed over to HKHA for building construction. It is anticipated that the housing works will be completed in the last quarter of 2028.
- 10.1.4 The items that are found to be on the critical path of the project implementation programme, include the following:
- Completion of Feasibility Study;
 - Detailed Design and Tendering;
 - Land Clearance and Resumption;
 - Ground Investigation and Land Contamination Investigation (if any);
 - Site Formation Works for Building Platforms and Proposed Water Supply Facilities; and
 - Foundation and Building Construction by Housing Department.

END OF TEXT

FIGURES

合約編號 **CE 31/2015 (CE)**

元朗丹桂村的地盤平整

和基礎設施工程 – 可行性研究

行政摘要報告（中文版）

最終稿 190421/B&V/041/Issue 1

2017 年 8 月

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1 導言

1.1 研究背景

- 1.1.1 行政長官在 2015 年施政報告中指出，政府接納了「長遠房屋策略委員會」就《長遠房屋計劃》之新的住宅目標建議。為了達成該施政目標，政府規劃了一系列房屋用地，而兩幅位於元朗丹桂村附近的土地，即北面用地¹及南面用地（下稱：該發展用地²），就歸屬其中。因此，香港特別行政區土木工程拓展署就該發展用地進行了一工程可行性研究（下稱：本可行性研究），以研究在該土地發展公營房屋的可行性，從而達致在 2028/29 年度提供新公營房屋入伙之目標。於下一階段，我們將探討不同方案提前擬議公營房屋發展入伙年度至 2027/28 年度，以應付香港中長期的公營房屋需求。

1.2 研究目的

- 1.2.1 博威工程顧問有限公司於 2015 年 11 月就工程顧問合約編號 CE 31/2015(CE)受聘於土木工程拓展署進行本可行性研究。
- 1.2.2 本可行性研究旨在評估上述擬議公營房屋發展和相關地盤平整及基礎設施工程的可行性及潛在影響，並提供建議措施以確保發展項目所帶來的潛在影響保持在現行標準與規定的可接受水平內，並且令相關政府部門滿意。從而劃定所需地盤平整和基礎設施（下稱：該項目）的工程範圍，以支持擬議發展公營房屋及所需的政府、機構或社區設施。本研究亦會制定所需地盤平整和基礎設施工程的實施計劃和時間表。
- 1.2.3 本研究還包括初步的工程和環境評估，以支持規劃署就發展用地進行所需的改變土地用途建議。

¹ 香港特別行政區政府計劃於下一階段才會發展北面用地。

² 該發展用地也包括附近兩幅細小土地，以建造擬議的食水及沖廁水配水庫及相關抽水站。

2 建議發展地點

2.1 丹桂村（南面用地）

2.1.1 該發展用地主要位於丹桂村南食水配水庫以南，的面積約 12.7 公頃，在現時已核准的「唐人新村分區計劃大綱核准圖」（編號 S / YL-TYST / 10）上被劃作「綠化地帶」及「政府、機構或社區」地帶。因此，在該用地進行擬議公營房屋發展及所需政府、機構或社區設施（下稱：該發展）之前，必須改劃土地的用途。

2.1.2 該發展用地內有寮屋群及牌照建築物，除此之外還有墳墓和骨灰龕。

3 擬議發展參數

3.1 丹桂村（南面用地）

3.1.1 為評估地盤平整和基礎設施工程所帶來的影響及建議緩解措施，本研究已考慮了研究範圍和鄰近之現有和計劃中的發展所帶來的累計影響。建議發展參數如下表所列，最終的單位數目須視乎最終用地面積，技術評估及詳細設計而定。

住宅用地積比率	6.0
非住宅用地積比率	
租住公屋	0.3
總樓面面積（住宅用地）	
租住公屋	約 207,808 平方米
資助出售房屋	約 82,176 平方米
總和	約 289,984 平方米
總樓面面積（非住宅用地）	
租住公屋	約 6,600 平方米
資助出售房屋	約 3,790 平方米
總和	約 10,390 平方米
平均單位面積	
租住公屋	38.2 平方米
資助出售房屋	42.8 平方米
單位數量	
租住公屋	約 5,440
資助出售房屋	約 1,920
總和	約 7,360
預計人口	
每單位人口	2.8
總和	約 20,608
小學	1 所 36 班房
社區會堂	1 座
福利設施	2 座

4 交通及運輸

4.1 進出通道安排

4.1.1 本可行性研究建議在元朗公路以南新建一條雙線不分隔公共道路，以連接擬發展區域和現有的道路網。

4.1.2 建議的公共道路南端將穿過現有新界西北廢物轉運站一些土地及連接附近順達街，北端將延伸至天水圍西交匯處，與該處現有道路連接。此外，建議的公共道路兩旁亦會提供行人路。

4.2 建議道路和路口改善措施

4.2.1 擬建道路將佔用現有新界西北廢物轉運站一些土地。因此，新界西北廢物轉運站現時的入口及出口安排，以及一些內部道路佈局或需修改，以配合建議的道路和路口佈局設計。

4.2.2 根據現行的路口安排，所有離開發展區域的交通均需在青山公路 - 洪水橋段/順達街的路口左轉。而前往東面地區的車輛，則需繞道而行。為改善新發展區域的進出便利性，上述路口之佈局設計將會被修改，容許沿順達街北行的車輛右轉。同時，亦會修訂現行的交通控制方案。

4.3 公共交通設施配套

4.3.1 參照預估公共交通需求及運輸署之意見，本研究建議設置一個公共運輸交匯處，並根據運輸署日後的巴士線規劃，提供三個雙排巴士停車處。除了提供巴士停車處，亦建議在該公共運輸交匯處提供公共小巴和的士服務，以確保擬議發展有全面的公共交通服務覆蓋。

4.4 建議行人連接設施

4.4.1 該發展相對偏遠，與現於青山公路 - 洪水橋段丹桂村區域的公共交通設施相距較遠。本研究預計行人活動多數會局限於該發展之中，如往來公共房屋、公共運輸交匯處、小學、社區會堂或零售商店之間。

4.4.2 由於公營房屋平台之間的高度差異相對較大，本研究建議可於擬議發展項目之內提供一些穿梭電梯及行人天橋，以連接所有平台及連接平台至建議的公共運輸交匯處及公共道路兩旁的行人路。

4.4.3 儘管大多數行人活動預計會局限於該發展之中，本研究也考慮了外部行人連接設施。擬連接順達街的道路將會提供行人路，本研究亦計劃保留現有的行人隧道及建議提供行人電梯，以連接現時丹桂村地區及擬發展區域。其中一條計劃保留的行人隧道位於擬建之小學對面，另一條計劃保留的行人隧道位於現時的水庫路。

4.5 總結

- 4.5.1 綜上所述，本可行性研究之初步交通及運輸評估指出，建議的道路改善計劃和行人道路網絡、公路和運輸系統不僅可以滿足該發展的交通需求，而且對附近的道路連接路口和交通設施亦沒有不可接受的交通影響。

5 環境

5.1 空氣質素

5.1.1 本研究已就工程施工對空氣質素的潛在影響進行了評估。工程施工所帶來的潛在空氣質素影響主要與挖掘工程、建造臨時道路、風力侵蝕等所產生的建築塵埃有關。透過採用在露天灑水及實施空氣污染控制（建築塵埃）規定所列明的緩解措施和良好的施工操作，我們預計建築塵埃所帶來的空氣污染沒有對空氣質素造成不能接受的影響。

5.1.2 在營運階段，根據《香港規劃標準與準則》的相關要求，空氣敏感受體與鄰近道路之間將會提供充分的緩衝距離。因此，預期將不會對空氣質素產生不良的空氣質素影響。

5.2 噪音

5.2.1 本可行性研究為該發展的主要施工活動進行了噪音評估。主要施工活動包括下列幾項：

- 建造新道路及連接新道路至現有道路及擬發展土地；
- 就土地平整進行的開挖和填築工程；
- 土地平整和基礎設施的相關擋土結構建造工程；以及
- 建造污水和雨水排放設施、水務設施及公用設施建設工程。

5.2.2 施工噪音評估結果指出，在使用如靜音質好的機動設備、可移動的隔音屏障和附屬設施等的緩解措施後，在對聲音感應強的地方之噪音影響將能解決。

5.2.3 交通噪音影響評估的結果指出，擬建的新道路不會產生不良的交通噪音影響。

5.2.4 在擬建社區會堂採用中央空調亦是其中一個噪音緩解措施。預計未來使用這些設施的用戶將不會受到不良的道路交通噪音影響。

5.2.5 我們將根據建築署發佈的工程項目類別評估文件的空調系統標準，為擬建小學提供緩解措施。預期將不會對未來的用戶產生不良的交通噪音影響。

5.2.6 採用相應的噪音緩解措施之後，由元朗公路和擬建道路帶來的交通噪音將不會超過相關的標準和要求。我們亦會在詳細設計階段進行詳細的交通噪音影響評估，以提供適合且足夠的緩解措施，當中包括探索更多的樓宇布局的不同設計，以確保擬議發展不會產生不良的交通噪音影響。

5.2.7 針對擬議發展（如擬建的資助出售房屋和租住公屋）的營運階段，房屋署將另外進行一個環境評估研究。該環境評估研究會根據《香港規劃標準與準則》的規定，

在詳細設計階段進行。噪音緩解措施，若需要，如隔音窗或減音露台等，將納入樓宇設計，以確保發展不會對環境產生不良的影響。

5.3 水質影響

5.3.1 與項目的施工和營運階段相關的初步水質影響評估已完成。工程地盤中的泥水徑流將是施工階段的主要問題，而在營運階段則沒有水質影響。本研究建議採用第5.32及5.33段提出的緩解措施，從而將影響減少至可接受的水平。

5.3.2 在地盤施工現場，應盡可能採用適當及相應的緩解措施，如清洗車輪、定期清潔固體廢物、適當處理臨時衛生設施，並採用適當的排水設施，以盡量減少各種施工活動對水質的影響。

5.3.3 可能影響水質的施工活動或環境，包括淤泥堆積場地徑流、混凝土施工及車間和廠房徑流，以及地盤其他活動所產生的污水和廢水等。通過建造一個適當的排水設施，及提供適當的緩解措施如設置淤泥收集地、採用良好的場地管理措施、以及適當的污水收集和處理系統等等，可大大緩解這些施工活動帶來的影響。

5.3.4 通過採用建議的緩解措施，預計項目於施工階段不會對水質產生不良的影響。

5.4 廢物管理

5.4.1 本研究已就施工期間可能產生的廢物的類型、數量、質量和時間進行評估。此外，亦評估了廢物對環境產生的潛在影響，以及廢物的處置和清理方法及手段，務求減少廢物的產生。

5.4.2 工程進行期間將無可避免地產生施工廢料和拆除物料，產生的廢物包括惰性和非惰性物質，化學廢物和一般廢物。就廢物處理方面，施工期間會盡量減少廢物的產生，並會再利用、回收、處理、儲存、收集及妥善運輸和處置。

5.4.3 在日後的設計及建造過程中，將就工程所產生的惰性施工廢料和拆除物料（公共填料），探索其循環再用的可能性，以盡量減少運送到工地範圍外棄置。

5.4.4 通過實施上述的廢物管理措施，包括嚴格控制施工過程中產生的施工廢料和拆除物料，並根據建議的緩解措施儲存、處理、運輸和處置，我們預計工程所產生的廢料將可大大減少。

5.4.5 另外，我們建議將緩解措施納入環境管理計劃裏的廢物管理要求中，可使這些措施有效地執行。此外，進行環境審計可確保這些措施的實施。

5.5 生態

5.5.1 本研究已就地盤平整及相關基礎建設工程進行了初步的生態影響評估。

- 5.5.2 評估過程發現了該發展附近有四種具有保育價值的植物物種，包括土沉香、羅浮買麻藤、豬籠草和杜鵑花。其中，豬籠草和杜鵑花位於該發展用地之外，將不會受發展項目的影響。而三棵土沉香則會受擬議發展項目直接影響。三棵土沉香中，其中兩棵建議通過移植保存，其餘一棵因健康狀況不佳，建議砍伐。上述建議砍伐並不會帶來的重大的生態影響。由於羅浮買麻藤是一種非常普遍的物種，且廣泛分佈於全港，我們預計因不可避免而要移除上述物種，將不會對該物種造成重大的不良影響。
- 5.5.3 評估過程中亦發現該發展附近有兩個動物物種具有保育價值，分別是鳳頭蒼鷹和鐮刀束腰蟹。由於鳥類具高流動性，預計項目對鳳頭蒼鷹的影響可以忽略。然而，由於河流流段的損失，鐮刀束腰蟹（淡水蟹）將會受到影響，因此建議將該蟹種進行遷移保育。
- 5.5.4 本研究建議在擬發展用地與丹桂村溪之間設置一寬度最少為 15 米的緩衝區，作為一項主要的緩解措施。在整個施工和運作階段，不會有任何工程在緩衝區內進行，以避免對天然丹桂村河造成直接影響。
- 5.5.5 本研究建議在擬議發展項目的植樹補償計劃中考慮生態因素。應當地盡量使用本地物種，種植區域亦會仔細定位，從而更好地為周圍未受干擾的區域提供生態緩衝功能。我們根據現有資料，為樹木和灌木保留了大約 4.13 公頃的種植面積。
- 5.5.6 在充分實施建議的生態緩解措施和修改擬發展用地邊界之後，我們預計擬議發展項目對生態的影響處於可接受的水平。惟將會有總體約 5.5 公頃的混合林地和人造林地的損失，造成中等程度的影響。然而，本項目會於隨後的勘測及詳細設計階段，研究以擬發展用地以外的林地流失補償方案，緩解上述之影響。
- 5.6 土地污染**
- 5.6.1 本可行性研究為該發展用地進行了初步土地污染評估及修復研究，包括審查歷史和現有土地使用情況，相關資料和現場考察結果。我們還從相關政府部門收集了其他有關資料，如航拍照片和鑽探記錄等。
- 5.6.2 根據歷史土地使用情況和對現場考察結果進行了評估和分析，擬發展用地內及基礎設施範圍內均沒有潛在的土地污染。然而，在該發展進行之前，有關發展用地之土地用途可能會改變。因此，日後收回土地後需要重新進行評估，如需要，包括進行全面的土地污染評估。
- 5.7 景觀和視覺影響**
- 5.7.1 我們已為擬議公營房屋發展項目進行了初步景觀及視覺影響評估。
- 5.7.2 我們亦進行了初步樹木調查，確定了有大約 1,450 棵樹木位於擬發展用地內，樹木主要是常見品種。在這些樹木中，沒有發現由康樂及文化事務署負責管理之“古樹名木冊”內之樹木。樹木調查結果顯示，其中約有 215 棵樹可原地保留，另外約有 100 棵樹將被移植保留。其餘約有 1,135 棵樹不可避免地需要移除。只有果樹和觀賞價值不高或健康狀況不理想之樹木將被砍伐。根據初步的計劃，將有大約 4.13 公頃用地會留作美化市容地帶之用。遭移除的樹木，會根據既定的樹

木保育政策按不低於 1：1 的比例於發展項目範圍內或其他地方補償種植。樹木移除申請及種植補償計劃會按照工務技術通告：7/2015 號之要求呈交。路旁之綠化及種植設計會根據工務技術通告：2/2012 號之要求進行。日後之設計階段將會進行更廣泛的樹木調查。

建議減低景觀及視覺影響之緩解措施

- 5.7.3 從視覺角度來看，由於建築平台上將興建大型的公營房屋，相關的土地平整工程及落成後的建築群將無可避免地對鄉郊背景造成重大的視覺變化。然而，本項目的設計已盡量將潛在的影響減至最少。

建議的景觀及視覺影響緩解措施

- 5.7.4 通過調整擬發展用地的範圍以避開丹桂村溪，從而避免對丹桂村溪的影響。

- 5.7.5 建議的施工階段緩解措施包括：

- 保護現有樹木
- 適當控制及管理現場施工活動

- 5.7.6 建議的營運階段緩解措施：

- 控制建築物高度，提供緩衝區以保留關鍵視覺資源之一的山脊線
- 於建築物之間提供視覺走廊
- 適當設計以確保建築物與周圍環境的視覺兼容性
- 建議補償種植和緩衝種植以減少視覺影響

總體景觀和視覺影響

- 5.7.7 由於受到主要的地盤平整和道路工程影響，大部分被確定的現存樹木將會受到影響或被移除，這對景觀的影響是顯著的。整體景觀特徵也將從鄉郊景觀轉變成鄉郊邊緣景觀。

- 5.7.8 擬議發展項目雖然會造成一些此負面的視覺影響，然而於採用了建議的緩解措施後，總體的視覺影響將減少至輕微不良程度。

5.8 文化遺產影響

- 5.8.1 根據古物古蹟辦事處的資料，擬議發展用地及毗鄰地區沒有具考古研究價值的地點。

- 5.8.2 除此之外，在擬發展用地中亦沒有法定古蹟及已評級的歷史建築物。因此，擬發展項目並不會對文化遺產產生影響。

6 空氣通風

6.1 現有條件

6.1.1 年度盛行風向為東北偏北風，東北風和東風，而夏季的盛行風向為東南偏南風，南風和西南偏南風。元朗公路被確認為主要的東北-西南方向通風走廊。

6.2 影響評估

6.2.1 本研究已就擬議公營房屋發展項目進行了初步空氣流通專家評估。

6.2.2 於考慮該發展用地的潛在環境影響後，擬議發展項目的樓宇佈局仔細考慮了空氣通風方面的良好設計，其中包括（第一）建築物將會遠離元朗公路 21 米以上；（第二）擬議發展項目採用六個寬度為 15 米的建築物分隔帶或通風走廊設計方案；（第三）最低和中間平台的樓宇採用最少 30 米寬度的建築物分隔帶；及（第四）非住宅建築物採用不同寬度的建築物分隔距離。在採用上述建議的緩解措施後，可以確認該發展不會對周圍環境空氣通風造成重大不良影響。擬議的公營房屋發展項目將以規劃大綱為引導。

6.2.3 本研究建議在詳細設計階段進行空氣流通定量評估（初步研究形式），以評估擬議措施的成效及進一步優化建築佈置。

7 土地平整及基礎設施

7.1 土力評估

- 7.1.1 我們為擬發展用地進行了初步土力評估。預計擬議發展項目的地盤平整和基礎設施工程所涉及的土力工程，主要包括土方工程、斜坡工程、擋土結構建造工程及打樁工程。地盤平整工程包括挖掘和回填泥土/岩石物料，用以平整樓宇平台，並設置擋土牆和斜坡。
- 7.1.2 部分連接天水圍西交匯處之建議道路會橫過約 25° 的天然斜坡。因此，根據土力工程處報告第 138 號，於詳細設計階段，需進行詳細的天然山坡災害評估。
- 7.1.3 鑑於在擬發展用地 100 米外的天然山坡上有巨礫，因此巨礫下墜分析及巨礫勘測在日後的詳細設計階段是必要的。
- 7.1.4 因擬發展用地位於現有的水務專用範圍及水務防爆石區，將來的設計會作出適當的考慮，避免影響附近的水務設施。
- 7.1.5 本研究建議於將來的詳細設計階段進行詳細的土力評估，訂定擬發展用地之地質工作範圍及時間表。
- 7.1.6 初步地質評估結果（包括地質勘測結果及對地質條件進行評估的結果）顯示，擬發展用地範圍內擬進行的岩土工程及地盤平整工程在技術上是可行的。

7.2 土地平整

- 7.2.1 我們建議擬議發展應採用三個不用高度的樓宇平台，以減少挖掘工序及多餘的挖出物料，並建議回收或重用有用的挖掘物料。本可行性研究亦建議進行現場分類和處理、再用和回收不同的挖掘物料。
- 7.2.2 擬議發展除了公營房屋外，還包括興建一所 36 班小學。根據建築署的要求，該校舍將置於建議的新公共道路及公共運輸交匯處附近，以便更容易到達學校。

7.3 雨水排放

- 7.3.1 本研究已為擬發展用地進行了初步雨水排放評估。研究已根據現有雨水管網的資料，評估擬議發展之雨水排放對現有設施的影響。
- 7.3.2 本研究建議沿擬發展用地邊緣建造 U 形排水渠，以帶走自山坡而來的雨水。此外，擬發展用地內的地表徑流會經由新建的地底雨水排放管道，排放至位於擬發展用地西面的現有 7 米明渠。最終建議視乎下一階段檢討結果及詳細設計而定。
- 7.3.3 同時，為了充分利用擬發展用地，本可行性研究建議截斷丹桂村溪其中兩條支流（約 1 至 2 米寬及約 200 至 250 米長），這兩條支流現時位於擬發展用地內，收集部分擬發展地上游的雨水，而當這兩條支流被截斷後，其所收集的雨水會由上述新建的 U 形排水渠負責收集。這兩條支流當中，位於擬發展用地西北部的一條位於鄉村內，鄉村內之廢水被排放到這支流並造成污染。另一條支流接近擬發展

用地的南部，是一條很小的支流及只有季節性和間歇性的流量。因此，截斷這兩條支流只會造成輕微影響。

7.3.4 由於擬發展用地於項目建成後將會增加地面徑流，本可行性研究建議建造一個雨水蓄洪池作暫時儲存因本項目發展而增加的徑流之用，以減低出現水浸的風險。最終建議視乎下一階段檢討結果及詳細設計而定。

7.3.5 根據初步水利評估分析，在採用了建議的排水工程和緩解措施之後，擬發展對現有的排水系統沒有不利影響。

7.4 污水排放

7.4.1 本研究已對項目的影響進行了初步評估，並提出適當建議。

7.4.2 由於擬發展用地位於新圍污水處理廠之污水集水區內，擬議發展項目未來所產生的全部污水，最終會通過現有的污水系統輸送至新圍污水處理廠處理。

7.4.3 本研究建議建造新的無壓污水渠，以連接擬發展用地和現有的污水系統。鑑於途經順達街、青山公路 - 洪水橋段、洪水橋大街及石埗路的現有污水管未能應付擬議發展排出之污水，本研究建議將一部分現有的污水管升級。最終建議視乎下一階段檢討結果及詳細設計而定。

7.4.4 環保署已確認廈村泵房及新圍污水處理廠均有能力應付擬議發展項目落成後所產生的污水。

7.4.5 污水影響評估確認，採用建議的污水收集系統及污水處理策略後，污水網絡可以承受擬議發展項目所增加的污水流量。因此，擬議發展項目將不會對污水系統產生不利的影響。

7.5 供水

擬議食水供水

7.5.1 擬發展用地鄰近現有丹桂村南食水配水庫，本研究建議將擬議發展用地納入丹桂村南食水配水庫之食水供水區。

7.5.2 由於擬議發展項目的最高樓宇平台位於主水平基準以上約 84 米，現有丹桂村南食水配水庫未能提供足夠水壓供應食水。根據本研究之建議，須興建一個食水配水庫(儲存量約 5,200 立方米)，為擬議發展項目提供穩定之食水供應。上述建議之水務設施將置於主水平基準以上約 120 米。食水會由丹桂村南食水配水庫經過食水抽水站，然後泵至建議的食水配水庫。擬議發展項目的最終食水用水要求及食水供應設施容量，視乎下一階段檢討結果及詳細設計而定。

擬議沖廁水供水

7.5.3 與食水供應系統的情況相似，本研究建議興建一個沖廁水配水庫(儲存量約 1,300 立方米)，位於基準以上約 105 米，為擬議發展項目提供穩定之沖廁水供應。擬議

發展項目的最終沖廁水用水要求及沖廁水供應設施容量，視乎下一階段檢討結果及詳細設計而定。

- 7.5.4 本研究建議使用由元朗南發展區之經處理污水，作為擬議發展之沖廁水。考慮到元朗南發展區仍未有確實的時間表，本研究建議使用臨時淡水沖廁，直至經處理的污水能為擬議發展提供穩定沖廁水水源。本研究相信此安排只會非常短暫。
- 7.5.5 為減少抽水站的佔地面積，我們建議沖廁水抽水站與食水抽水站共用，並位於主水平基準以上約 50 米。
- 7.5.6 上述水務設施將會設有維修道路，並會連接到新建的道路。
- 7.5.7 供水影響研究結果確定建議的食水和沖廁水供應系統能夠滿足擬議發展的用水需求，擬議發展並不會對現有供水系統產生不利的影響。

7.6 公用設施

- 7.6.1 本研究已分析現有的電力供應系統、煤氣供應系統及電訊供應系統。研究結果顯示，該發展項目用地與現有主要公用設施之間不存在嚴重互相阻礙的情況。
- 7.6.2 本研究亦已就擬議發展用地附近由香港中華煤氣有限公司所有的高壓煤氣管道，進行定量風險評估。根據評估結果，在運作階段的社會風險在“可接受”區域內，最大的場外風險滿足規範要求。因此，現階段無需提供特定的緩解措施。
- 7.6.3 本研究認為延伸現有的公共設施在技術上是可行的，故擬議發展用地可享用電力、煤氣及電訊網絡。

8 可持續發展

8.1 可持續發展評估

- 8.1.1 本研究已為擬議發展進行了初步可持續發展評估。評估結果顯示，擬議發展項目將帶來經濟和住房問題的顯著改善。擬計劃對丹桂村發展用地進行的配套基礎設施工程被歸類為地區整體基礎設施優化的一部分，被認為是固定資本投資。同時，擬議發展項目在施工階段將會為技術工和勞工創造就業機會。該發展項目未來擬建的公營房屋發展計劃將對房屋供應，房屋輪候時間，私人租賃，生活空間和安全網等方面產生積極影響。
- 8.1.2 施工活動將會不可避免地產生建築垃圾，但由於該發展項目規模較小以及採用建議的緩解措施等，研究結果顯示建築廢物對該區域的潛在影響相對較小，處於可接受水準。
- 8.1.3 本研究評估了擬議工程的可持續性，結果顯示，工程對社會經濟，居住和休閒以及文化活力等方面有正面影響，而其對環境和自然資源的有限的影響處在可接受的範圍之內。總括而言，本發展項目是具有可持續性的。

9 土地問題

9.1 土地需求研究

- 9.1.1 本研究已進行了初步的土地需求研究，以評估擬進行的土地平整及相關基建工程的土地需求。預計約有 26 幅面積共計約 2.15 公頃的私人土地需要收回。受有關收地/清拆工程影響的私人土地、短期租約及牌照建築物總結如下表所示。

	大約受影響數量	大約受影響面積(平方米)
私人土地	26	21,482
租借 / 持牌政府土地	17	1,164
政府撥地	3	21,295
住用構築物 / 房屋	48	3,600
露天倉庫 / 農村工業構築物 / 房屋	-	-
其他非住用構築物 / 房屋	1	211
私人土地許可證	1	496
墳墓 / 金塔	7	-
農作物用地	1	70

10 工作實施

10.1 工作實施 D41J26V5

10.2 計劃

10.2.1 該發展的目標是在 2028/29 年度在該發展用地提供新公營房屋單位。因此，基礎設施建設，如道路工程、排水、污水及供水工程，其他管道工程包括電力供應、煤氣供應及電訊服務，以及其他公用工程，必須在房屋落成前完成，以配合發展的需要。

10.2.2 實施計劃中的主要工作包括法定程序、勘測階段、詳細設計階段、招標階段和施工階段。

10.2.3 根據主要工作計劃，地盤平整及基礎設施工程將於 2021 年中到 2027 年底進行。在地盤平整工程完成後，該地盤將交由房屋署興建樓宇。預計該項目總體將於 2028 年第四季度完成。

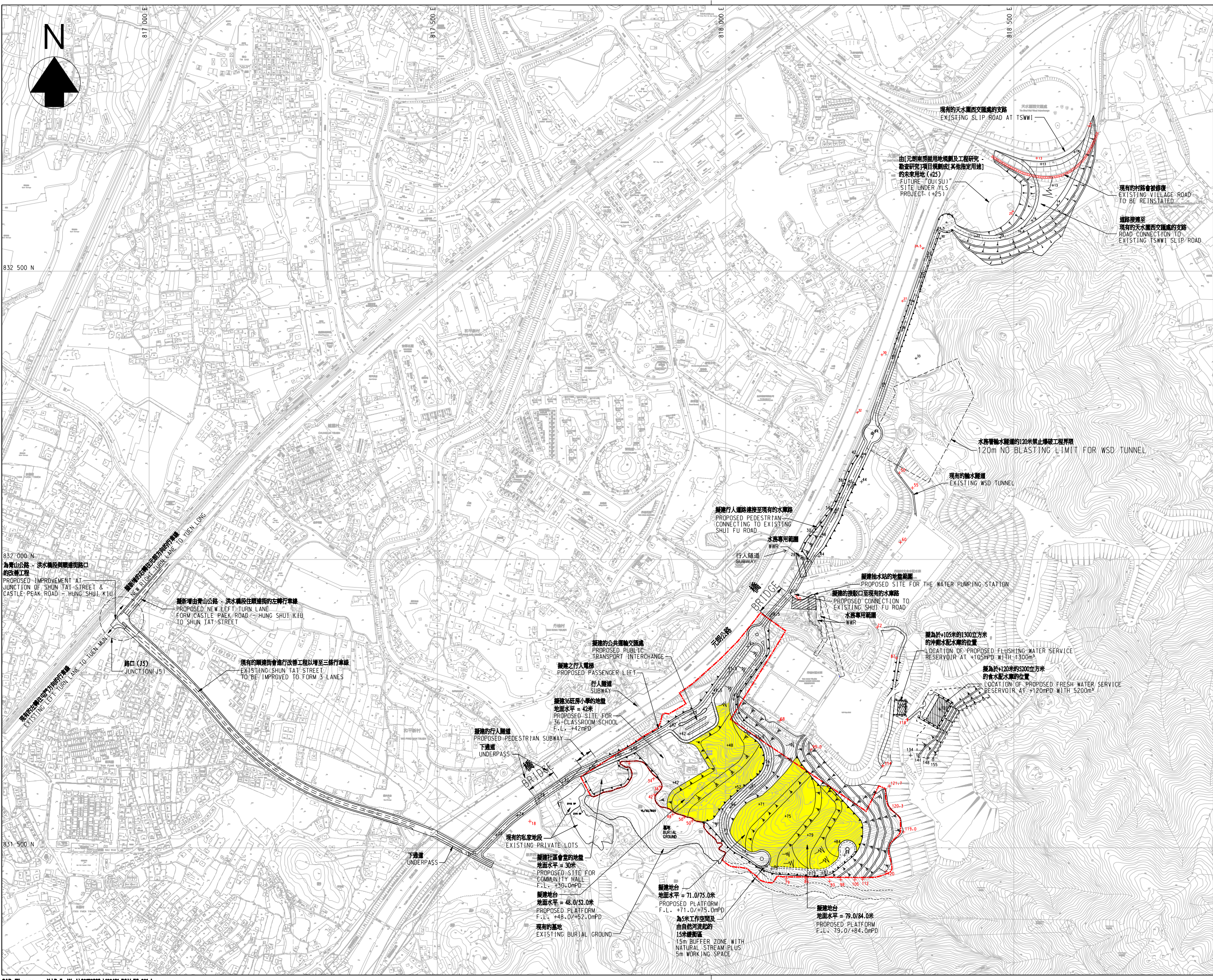
10.2.4 在擬議發展項目的實施計劃中，屬於關鍵事項的包括：

- 完成可行性研究；
- 詳細設計和招標；
- 土地徵收和清理；
- 地質調查和土地污染調查（如需要）；
- 建築物平台的土地平整和建議供水設施的土地平整及建造；以及
- 房屋署進行地基及房屋結構施工。

完

附圖

190421/B&V/ES/001 元朗丹桂村的地盤平整及基礎設施工程概念設計圖



圖例 LEGEND:

- 具發展潛力土地之原本研究範圍
INITIAL STUDY AREA OF POTENTIAL DEVELOPMENT SITE
- 擬建斜坡
PROPOSED SLOPE
- 現時路面水平
EXISTING LEVEL
- 施工後路面水平
PROPOSED LEVEL
- 擬建的擋土牆
PROPOSED RETAINING WALL
- 水務署現有的禁示爆破工程界限 / 水務專用範圍
EXISTING WSD NO BLASTING LIMIT / WWR
- 擬建的公共道路
PROPOSED PUBLIC ROAD
- 擬為區內道路
POTENTIAL INTERNAL ROAD

版本 Revision	日期 Date	內容 Description			簡稱 Initial
	設計 Designed	校核 Checked	繪圖 Drawn	審查 Checked	
簡圖 Initial	KWM	LCH	SZ	LCH	
日期 Date	03/17	03/17	03/17	03/17	

批准 Approved

合約編號 Agreement No.
CE 31/2015 (CE)

工程名稱 Project Title
元朗丹桂村的地盤平整和基礎設施工程 - 可行性研究
SITE FORMATION AND INFRASTRUCTURAL WORKS FOR THE DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG - FEASIBILITY STUDY

圖則名稱 Drawing Title

概念設計圖
NOTIONAL LAYOUT PLAN

圖則編號 Drawing No.	比例 Scale
190421/B&V/ES/001	1 : 3000 (A1) 1 : 6000 (A3)

土木工程拓展署
CEDD Civil Engineering and Development Department

BLACK & VEATCH HONG KONG LIMITED
博威工程顧問有限公司

**Photomontages of All Viewpoints and Relevant Analysis Extracted from the
Final Preliminary LVIA Report of LB Study**

11.3 Significance of Visual Impacts

Housing Authority's policy on Soft Landscaping

- 11.3.1** Starting from April 2000, Housing Authority's policy has been to plant at least one tree for every 15 flats in a newly built estate. To enhance greening in estates, it was established that overall target of 30% green coverage was planned for all new housing projects, with a minimum of at least 20%.

Nature and Magnitude of Unmitigated Visual Impacts in Construction and Operation phases

- 11.3.2** The magnitude of the impacts, before implementation of mitigation measures, on the VSRs that would occur in the construction and operation phase are described below and tabulated in **Table 11.3**. All impacts are adverse unless otherwise stated. The residual impact significant threshold during construction, Day 1 operation, and Year 10 operation phase are tabulated in **Table 11.3**.
- 11.3.3** During the construction phase, the unmitigated visual impacts are adverse in nature and mainly include visual disturbance, visual obstruction of existing views and visual incompatibility of the construction works with the surroundings. For most of the public viewers in secondary zone of visual envelope, the magnitude of impacts is considered to be small or negligible for which the distance between the VSRs and proposed Long Bin housing development are far away and the degree of visibility remains low. For the VSRs at Yuen Long Town Park (VP13), MTR Long Ping Station (VP12), MTR Tin Shui Wai Station (VP14), Tsui Sing Lau Pagoda (VP15), Ping Shan Tin Shui Wai Leisure and Cultural Building (VP18), and Uptown and Hung Fuk Estate at Southwest (VP19) in the secondary Zone of visual envelope, their magnitude of visual impacts is considered as small; as they are very far away. Only part of the housing blocks can be seen rather than the whole housing site development. Further there is no change of viewing experience or project any alienate/ attenuate with existing visual resources most VSRs on this level.
- 11.3.4** For VSRs at local level with the primary zone of visual envelope, namely, Aviary pagoda at Yuen Long Park (VP5), Public footpath on the northern side of the subject site adjacent to Long Tin Road (VP11), Public walkway in Ping Shan station (looking towards the housing development) (VP6), Public walkway in Ping Shan station (looking towards the road widening works at the road junction linking to Tong Yan San Tsuen Road) (VP7), Public footpath along Shan Ha Road adjacent to Shan Ha Tsuen (VP9); their magnitude of impacts in construction phase varies with VSRs visibility toward different housing sites. In general, the closer the VSRs to the proposed housing blocks, the larger the magnitude of visual impacts as there will be more affected by visual changes and potential that visual resources from these VSRs that would be partially blocked by the construction activities. Besides, the magnitude of impacts is also considered to be large for those with direct imminent view to

proposed public housing sites, therefore visual impacts are expected to be Substantial to intermediate.

Operation phase

11.3.5 Impact without mitigation measures are summarised in **Table 11.3** and discussed as follows:

11.3.6 VP1: This VP represents the viewpoint from Villa by the Park and villagers at Chung Hing San Tsuen to the north east of the housing site across the Castle Peak Road-Ping Shan and Long Tin Road junction. This view represents pedestrians viewing towards housing site and is considered to have medium sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/201. This VP has view of a bridge structure of the Castle Peak Road. The public housing development would block much of the visual currently enjoyed by the viewers. The magnitude of the change would be high, and when combined with the high sensitivity of the public viewers will result in a substantially adverse visual impact before mitigation.

11.3.7 VP2: This VP represents the view point from travellers at Green Lodge and Jasper Court along Ma Fung Ling Road. This view represents pedestrians viewing towards to the housing site. The photomontage shows the proposed housing site that will be visible at this viewpoint. Due to its close proximity (~10m distance) to the subject housing site, the building mass of the proposed housing site (+130mPD - +155mPD) can be experience. The proposed housing blocks (+130mPD - +155mPD) of the future housing developments at Long Bin site is the key visual changes when viewed from this VP. This VP has panoramic view and long range looking towards some residential buildings including Villa by the Park, Park Royale, Scenic Gardens, and Green Lodge. The building masses (+130mPD - +155mPD) will occupy most of the foreground of the photomontage. Significant visual obstruction to the visual resources is affected by the proposed housing development. Sky view are significantly blocked by the housing blocks (+12mPD). Photomontage to illustrate the possible visual impact of the proposed housing site is in Drawing No. 245467/LVIA/11/202. The magnitude of the change would be high, and when combined with the high sensitivity of the public viewers will result in a substantially adverse visual impact before mitigation.

11.3.8 VP3: This VP is at Long Tin Road immediately to the east of the housing development. This view represents road users viewing towards the proposed housing site. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/203. This VP has panoramic view of an open sky and the Ma Fung Ling. The proposed housing masses will block significant part of the open sky. Significant visual obstruction to the nearby visual resources, namely, hill at Ma Fung Ling, is caused by the proposed housing blocks (+130mPD - +155mPD), and visual amenity would be degraded. The building blocks

at Long Bin site will remain dominate the vista and visual openness is inevitably loss. Overall, the magnitude of change would be high and when combined with the high sensitivity of the public viewers will result in a substantially adverse visual impact before mitigation.

11.3.9 VP4: This VP is at Hong Ping Village immediately to the north of the housing development. This view represents residents and pedestrians viewing towards the housing site and is considered to have high visual sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/204. The building masses of the proposed housing blocks (+125mPD) will block significant part of the sky view. The building blocks will dominate the photomontage and visual openness is inevitably loss. Compared to the nearby low rise residential blocks (+46mPD), its building masses (+130mPD - +155mPD) impose significant visual impact in the photomontage. However, visual resources like ridgelines, scenic areas are not affected by the proposed developments at this VP. Overall, magnitude of change would be large. This large magnitude of change when combined with the high sensitivity of public viewers will result in a substantial adverse visual impact.

11.3.10 VP5: This VP is at the aviary pagoda (60mPD) at Yuen Long Park which is about 280m east of the housing site. This view represents recreational users viewing towards the housing site and is considered to have a high sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/205. This VP has panoramic and long range view looking towards part of ridgeline of Tai Lam Country Park and Yuen Tau Shan. The public housing development at 125mPD and PR6 would block much of the visual openness currently enjoyed by viewers. The scale of the development is also not fully comparable with the Park Royale, Scenic Garden in between Yuen Long Park and the development site across Long Tin Road. Despite the above, there are alternative views available from the pagoda. The magnitude of change would be high and when combined with the high sensitivity of the public viewers will result in a substantially adverse visual impact before mitigation.

11.3.11 VP6: This view is at Ka On Garden and represents the residential users of Ka On Garden (RES8) and industrial users (OC1) viewing toward the housing development and is considered to have high sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/206. This VP has view of the Castle Peak Road – Ping Shan, Ping Shan Light Rail Station, Villa by the Park, Park Royale, Rainbow Lodge, and Ping Shan Gardens. The building masses of the proposed housing blocks (+130mPD - +155mPD) will block significant part of the sky view. The building blocks will dominate the photomontage and visual openness is inevitably loss. Compared to the nearby low rise residential blocks, namely, Villa Sunshine (~+25mPD), Ping Shan

House (~+60mPD), Hong Kong Girls Guides Association Yuen Long Recreation Centre (~+40mPD), Green Lodge (~+25mPD), its building masses (+130mPD - +155mPD) impose significant visual impact in the photomontage. The public housing development at +130mPD - +155mPD and PR6.5 would block much of the visual openness currently enjoyed by viewers. The magnitude of change would be high and when combined with the high sensitivity of the public viewers will result in a substantially adverse visual impact before mitigation.

- 11.3.12** VP7: This view is at Ka On Garden and represents the residential users of Ka On Garden (RES8) and industrial users (OC1) viewing toward the proposed junction improvement at Ma Fung Ling Road and Castle Peak Road-Ping Shan. Photomontage to illustrate the possible visual impact of the proposed infrastructure works in Tong Yan San Tsuen Road next to Tong Yan San Tsuen Playground is in Drawing No. 245467/LVIA/11/207. This VP has view of the junction of Ma Fung Ling Road and Castle Peak Road – Ping Shan. Judging from the photomontage, VP7 reflects view of road widening works which has only minimal visual impact. It is considered that the magnitude of change is ‘small’ and the resultant impact is ‘slight’.
- 11.3.13** VP8: This view is at Tong Yan San Tsuen Playground and represents the recreational users viewing toward the housing development, it is considered to have high sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/208. This VP has view of the garden and trees within. At ground level, the view is blocked by existing vegetation. The proposed development will almost entirely shield the open sky view behind the trees. Yet, the magnitude of the change would be high, sensitivity of this planned open space is intermediate while the duration of view will be short. The view unmitigated will be moderately adverse.
- 11.3.14** VP9: This view is at Tong Yan San Tsuen Interchange, it represents the road users viewing toward the housing development and is considered to have medium sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/209. This VP has view of the panoramic view of open sky in a long range. The proposed development block part of the views of the open sky. The sensitivity of this planned open space is intermediate while the duration of view will be short. The view unmitigated will be moderately adverse.
- 11.3.15** VP10: This view is at a planned open space (zoned “O” on the Yuen Long OZP) across Long Tin Road to the east of the site. This view represents recreational users viewing towards the housing site and is considered to have high sensitivity. View from the future open space currently consist of open sky view partially shielded by the elevated road, noise barriers and vegetation along Long Tin Road. At ground level, the view is partially blocked by existing vegetation. The proposed development will almost entirely shield the open sky view except for minor gap between buildings. Nonetheless, the planned open space have alternative views along other parts of

Yuen Long Highway to the east. The magnitude of change would be high, sensitivity of this planned open space is intermediate while the duration of view will be short. The view unmitigated will be moderately adverse.

- 11.3.16** VP11: This view is at public footpath on the northern site of the site adjacent to Long Tin Road. It represents the public recreational users viewing toward the housing development and is considered to have medium sensitivity. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/209. At ground level, the view is blocked by existing vegetation. Existing vegetation along the footpath have occupied most of the foreground of the photomontage. No significant visual obstruction to nearby visual resources is caused by the proposed development. The impact on public viewers is slight having regard to the existing visual context. The visual impact from this viewpoint is considered acceptable. Overall, magnitude of change would be large. This large magnitude of change when combined with medium sensitivity of the public viewers will result in a slight adverse visual impact. The visual impact from this view point is acceptable.
- 11.3.17** VP12: This view is at MTR Long Ping Station, about 900m northeast of the site. This viewpoint represents views of pedestrian travellers towards the proposed development. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/209. Residential blocks of existing buildings along Yuen Long Town Nullah have occupied most of the foreground of the photomontage. The proposed development is compatible with the existing urban setting in terms of building masses and land use when viewed from this VP. No significant visual obstruction to nearby visual resources is caused by proposed development. Overall, magnitude of change would be small. This small magnitude of change when combined with medium sensitivity of the public viewers will result in a slight adverse visual impact. The visual impact from this view point is acceptable.
- 11.3.18** VP13: This view is at public footpath along Yuen Long Town Nullah adjacent to Ma Tin Road, about 950m east of the site. It is popular to the public for leisure walking along the Yuen Long Town Nullah. This viewpoint represents the views of leisure walker towards the proposed development. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/209. Building blocks in Yuen Long Town Centre and the hill in the Yuen Long Town Park (+30mPD) have occupied most of the foreground of the photomontage. No significant visual obstruction to nearby visual resources is caused by proposed development. Overall, magnitude of change would be small. This small magnitude of change when combined with medium sensitivity of the public viewers will result in a slight adverse visual impact. The visual impact from this view point is acceptable.

- 11.3.19** VP14: This viewpoint is at MTR Tin Shui Wai Station, about 1100m northwest of the site. This viewpoint represents the views of occasional visitors towards the proposed housing development (+130mPD - +155mPD). Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/214. The proposed development is compatible with the nearby residential development, in terms of massing and land use. No significant visual obstruction to nearby visual resources, namely, ridgelines of Tai Lam Country Park (+260mPD) and sky view, are caused by the proposed development. The impact on public viewers is negligible having regard to the existing visual context. The visual impact from this viewpoint is acceptable.
- 11.3.20** VP15: This viewpoint is at MTR Tin Shui Wai Station, facing to the Tsui Sing Lau Pagoda, which is about 1200m northwest of the site. This viewpoint is popular to the visitor travelling to the Tsui Sing Lau. The view point represents the views of visitors towards the proposed housing site development. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/215. The proposed building blocks is visually compatible with the general building profile in Ping Shan. No visual obstruction to the ridgeline of Tai Lam Country Park (+260mPD) has been made. The visual impact is generally acceptable for public viewers having regard to the existing visual context.
- 11.3.21** VP16: This viewpoint is at Fu Pui Garden, which is about 300m from the proposed housing development. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/216. at ground level, the view is blocked by existing vegetation located in the Fu Pui Garden. The impact on the public viewers is negligible having regard to the existing visual context. The visual impact from this viewpoint is acceptable.
- 11.3.22** VP17 This viewpoint at the Castle Peak Road – Ping Shan section, which is about 10m from the site. Photomontage to illustrate the possible visual impact of the proposed public housing site and the associated infrastructure works are in Drawing No. 245467/LVIA/11/217. This view point represents the views of the travellers towards the proposed Housing site and the proposed footbridge over Castle Peak Road – Ping Shan Section. The building masses of the proposed housing blocks will partially block the sky view. Compared to the nearby low rise development, its building masses impose significant visual impact on the photomontage.
- 11.3.23** VP18: This viewpoint at high-rise residential buildings at Tin Shui Wai, which is about 1250m from the site. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/218. This view point represents the views of the residential group towards the proposed Housing site. When viewed from the viewing point, the proposed development is compatible with the existing building profile. No visual resources are affected by the proposed development. The impact is negligible having regard to the existing visual context.
- 11.3.24** VP19: This viewpoint is along the Castle Peak Road – Ping Shan facing towards the Long Bin site. Photomontage to illustrate the possible visual impact of the proposed public housing site is in Drawing No. 245467/LVIA/11/219. This view point represents the views of the travellers group towards the proposed Long Bin Housing

site. When viewed from the viewing point, the proposed development is compatible with the existing building profile. At ground level, the view is blocked by the existing vegetation along the Castle Peak Road – Ping Shan. No visual resources and sky view are affected by the proposed residential blocks (+130mPD - +155mPD). The impact is negligible having regard to the existing visual context.

- 11.3.25** VP20: This view is from Ping Shan Tin Shui Wai Leisure and Cultural Building about 850 m away from the public housing site. This view is taken from roof garden and represents recreational users of the facility and its public open space with view towards Ping Shan and Yuen Long town area. As Ping Shan area is relatively flat and with low to medium rise developments, it would have a panoramic view over Ping Shan and long range view to the development. With the intensity of the public housing development (+130mPD - +155mPD), the proposed development is visually incompatible with the general building profile in the vicinity regarding the village houses and temporary uses under the rural setting. There are alternatively views available. Magnitude of change would be large and duration will be short and result in a moderately adverse visual impact.

Table 11.3: Significance of Visual Impacts in the Construction and Operation Phases

VSR Type & ID.	VP ID.	Key VSR	Magnitude of Change (Negligible / Small / Intermediate / Large)		Sensitivity (Low / Medium / High)		Impact Significance Threshold before Mitigation (Insubstantial / Slight / Moderate / Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (Insubstantial / Slight / Moderate / Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
												Day 1
Residential VSRs												
RES1	VP1	High-rise Residential Buildings at Villa by the Park	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Substantial	Substantial
RES2	VP3	High-rise Residential Buildings along Long Tin Road - Park Royale, Scenic Gardens and Parkside Villa	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Substantial	Substantial
RES3	VP2	Low-rise Residential Buildings along Ma Fung Ling Road - Green Lodge and Jasper Court	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Substantial	Substantial
RES4	VP4	Low-rise Residential Buildings close to Long Bin Interim Housing - Hong Ping Villa and Villa Sunshine	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Substantial	Substantial
RES5	VP1	Low-rise Residential Buildings at Chun Hing San Tsuen	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
RES6	VP9	Village Settlements at Lam Hau Wai Tsuen	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
RES7	VP10	Village Settlements at Sha Tseng Tsuen	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight

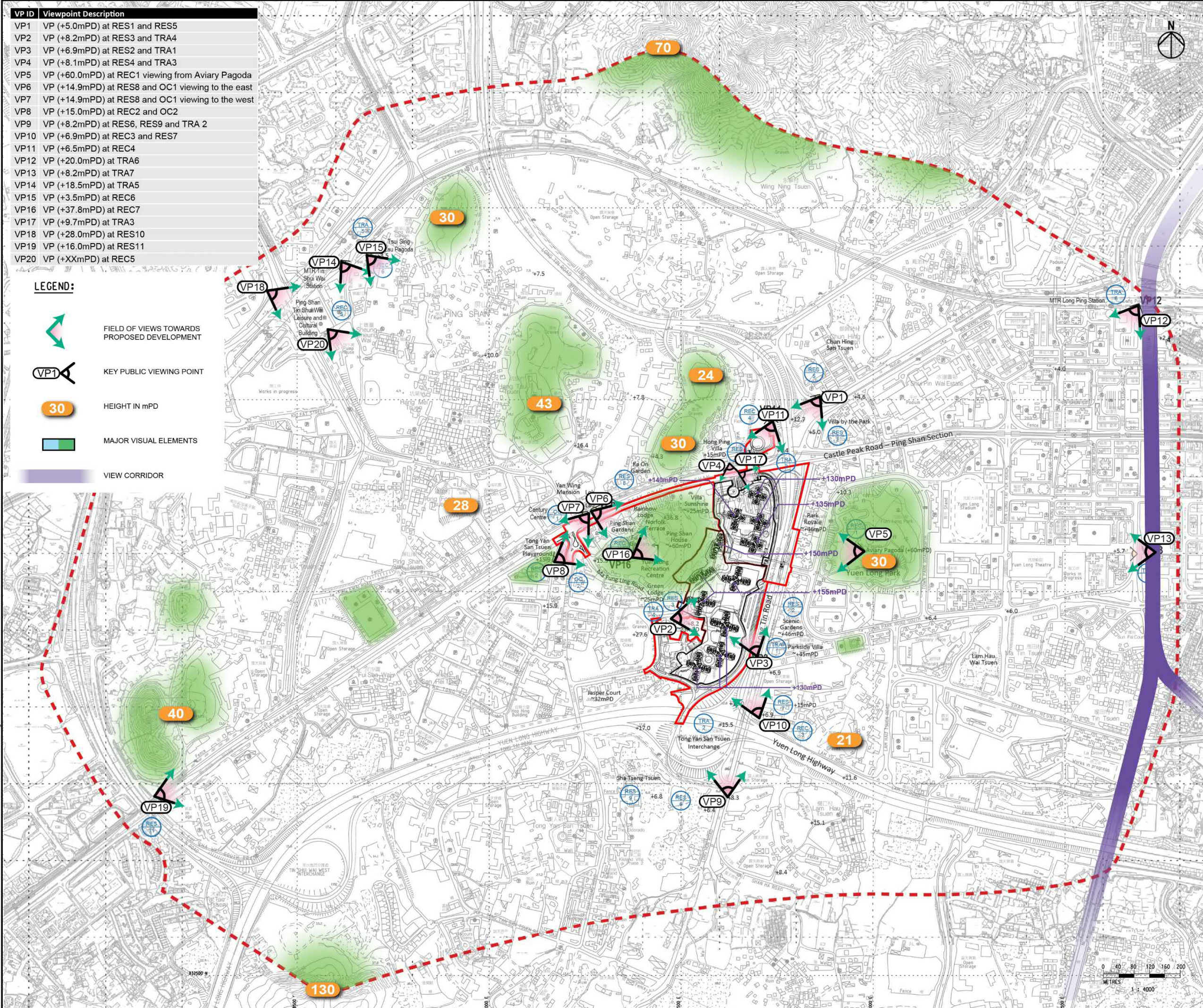
VSR Type & ID.	VP ID.	Key VSR	Magnitude of Change (Negligible / Small / Intermediate / Large)		Sensitivity (Low / Medium / High)		Impact Significance Threshold before Mitigation (Insubstantial / Slight / Moderate / Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (Insubstantial / Slight / Moderate / Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											Day 1	Year 10
RES8	VP6,	Low-rise Residential Buildings along Castle Peak Road – Lok Kui Lau, Ka On Garden, Yan Wing Mansion, Ping Shan Gardens, Norfolk Terrance and Rainbow Lodge	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Moderate	Moderate
RES9	VP9	Proposed low rise Residential Buildings of Yuen Long South Development Project	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
RES10	VP18	High-rise Residential Buildings at Tin Shui Wai	Small	Small	Medium	Medium	Slight	Slight	MM1 - MM10	Slight	Slight	Slight
RES11	VP19	Uptown and Hung Fuk Estate at Southwest	Small	Small	Medium	Medium	Slight	Slight	MM1 - MM10	Slight	Slight	Slight
Recreational VSRs												
REC1	VP5	Yuen Long Park	Intermediate	Intermediate	High	High	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
REC2	VP8	Tong Yan San Tsuen Playground	Large	Large	High	High	Substantial	Substantial	MM1 - MM10	Moderate	Moderate	Insubstantial
REC3	VP10	Area zoned “O” north of Yuen Long Highway	Large	Large	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
REC4	VP11	Area zoned “O” north of the subject site across Castle Peak Road – Ping Shan Section	Large	Large	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight
REC5	VP18	Ping Shan Tin Shui Wai Leisure and Cultural Building	Small	Small	High	High	Moderate	Moderate	MM1 - MM10	Moderate	Slight	Slight
REC6	VP15	Tsui Sing Lau Pagoda	Negligible	Negligible	High	High	Insubstantial	Insubstantial	MM1 - MM10	Insubstantial	Insubstantial	Insubstantial

VSR Type & ID.	VP ID.	Key VSR	Magnitude of Change (Negligible / Small / Intermediate / Large)		Sensitivity (Low / Medium / High)		Impact Significance Threshold before Mitigation (Insubstantial / Slight / Moderate / Substantial)		Recommended Mitigation Measures	Residual Impact Significance Threshold after Mitigation (Insubstantial / Slight / Moderate / Substantial)		
			Construction	Operation	Construction	Operation	Construction	Operation		Construction	Operation	
											Day 1	Year 10
REC7	VP16	Fu Pui Garden and Yuen Long Recreation Centre	Negligible	Negligible	High	High	Insubstantial	Insubstantial	MM1 - MM10	Insubstantial	Insubstantial	Insubstantial
Travelling VSRs												
TRA1	VP3	Long Tin Road	Large	Large	Low	Low	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Moderate
TRA2	VP9	Yuen Long Highway and Tong Yan San Tsuen Interchange	Large	Large	Low	Low	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Moderate
TRA3	VP4,	Castle Peak Road – Ping Shan	Large	Large	Low	Low	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Moderate
TRA3	VP17	Castle Peak Road – Ping Shan	intermediate	intermediate	High	High	Substantial	Substantial	MM1 - MM10	Substantial	Substantial	Substantial
TRA4	VP2	Ma Fung Ling Road	Large	Large	Low	Low	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Moderate
TRA5	VP14	MTR Tin Shui Wai Station	Small	Small	Medium	Medium	Moderate	Moderate	MM1 - MM10	Slight	Slight	Slight
TRA6	VP12	MTR Long Ping Station	Small	Small	Medium	Medium	Moderate	Moderate	MM1 - MM10	Slight	Slight	Slight
TRA7	VP13	Yuen Long Town Nullah	Small	Small	Medium	Medium	Moderate	Moderate	MM1 - MM10	Slight	Slight	Slight
Occupational VSRs												
OC1	VP7	Industrial buildings along Castle Peak Road – Ping Shan - Century Centre	Small	Small	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Slight	Slight
OC2	VP8	Industrial buildings along Ma Fung Ling Road and Tong Yan San Tsuen Road – New Ping Shan Substation	Intermediate	Intermediate	Medium	Medium	Moderate	Moderate	MM1 - MM10	Moderate	Moderate	Slight

Note:

[1] N/A - Not applicable

[2] All impacts are adverse unless otherwise noted with beneficial



VP ID	Viewpoint Description
VP1	VP (+5.0mPD) at RES1 and RES5
VP2	VP (+8.2mPD) at RES3 and TRA4
VP3	VP (+6.9mPD) at RES2 and TRA1
VP4	VP (+8.1mPD) at RES4 and TRA3
VP5	VP (+60.0mPD) at REC1 viewing from Aviary Pagoda
VP6	VP (+14.9mPD) at RES8 and OC1 viewing to the east
VP7	VP (+14.9mPD) at RES8 and OC1 viewing to the west
VP8	VP (+15.0mPD) at REC2 and OC2
VP9	VP (+8.2mPD) at RES6, RES9 and TRA 2
VP10	VP (+6.9mPD) at REC3 and RES7
VP11	VP (+6.5mPD) at REC4
VP12	VP (+20.0mPD) at TRA6
VP13	VP (+8.2mPD) at TRA7
VP14	VP (+18.5mPD) at TRA5
VP15	VP (+3.5mPD) at REC6
VP16	VP (+37.8mPD) at REC7
VP17	VP (+9.7mPD) at TRA3
VP18	VP (+28.0mPD) at RES10
VP19	VP (+16.0mPD) at RES11
VP20	VP (+XXmPD) at REC5

LEGEND:

FIELD OF VIEWS TOWARDS PROPOSED DEVELOPMENT

KEY PUBLIC VIEWING POINT

HEIGHT IN mPD

MAJOR VISUAL ELEMENTS

VIEW CORRIDOR

LEGEND

Tentative Layout Plan

Study Area

Zone of Visual Influence

Visually Sensitive Receivers (VSRs)

Residential VSRs

RES1 High-rise Residential Buildings at Villa by the Park

RES2 High-rise Residential Buildings along Long Tin Road - Park Royale, Scenic Gardens and Parkside Villa

RES3 Low-rise Residential Buildings along Ma Fung Ling Road - Green Lodge and Jasper Court

RES4 Low-rise Residential Buildings close to Long Bin Interim Housing - Hong Ping Villa and Villa Sunshine

RES5 Low-rise Residential Buildings at Chun Hing San Tsuen

RES6 Village Settlements at Lam Hau Wai Tsuen

RES7 Village Settlements at Sha Tseng Tsuen

RES8 Low-rise Residential Buildings along Castle Peak Road - Lok Kui Lau, Ka On Garden, Yan Wing Mansion, Ping Shan Gardens, Norfolk Terrace and Rainbow Lodge

RES9 Proposed low rise Residential Buildings of Yuen Long South Development Project

Recreational VSRs

REC1 Yuen Long Park

REC2 Tong Yan San Tsuen Playground

REC3 Area zoned "O" north of Yuen Long Highway

REC4 Area zoned "O" north of the subject site across Castle Peak Road - Ping Shan Section

REC5 Ping Shan Tin Shui Wai Leisure and Cultural Building

REC6 Tsui Sing Lau Pagoda

REC7 Fu Pui Garden and Yuen Long Recreation Centre

Travelling VSRs

TRA1 Long Tin Road

TRA2 Yuen Long Highway and Tong Yan San Tsuen Interchange

TRA3 Castle Peak Road - Ping Shan

TRA4 Ma Fung Ling Road

TRA5 MTR Tin Shui Wai Station

TRA6 MTR Long Ping Station

TRA7 Yuen Long Town Nullah

Occupational VSRs

OC1 Industrial buildings along Castle Peak Road - Ping Shan - Century Centre

OC2 Industrial buildings along Ma Fung Ling Road and Tong Yan San Tsuen Road - New Ping Shan Substation

Planned Residential Area

NOTE:

1. The plan shows the design intention only of the proposed development. Proposed works will be further updated and modified in the detailed design stage.

D	REVISED FINAL	WL	08/17
C	FINAL REPORT	WL	07/17
B	SECOND ISSUE	WL	12/16
A	FIRST ISSUE	WL	03/16
Rev	Description	By	Date

Consultant

ARUP

Project title

Agreement No. CE 26/2015 (CE)

Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study

Drawing title

VISUALLY SENSITIVE RECEIVERS AND VIEWPOINTS LOCATION PLAN

Drawing no.	245467/LVIA/09/101	Rev	D
Drawn	KW	Date	11/16
Checked	EL	Approved	HL
Scale	1:4000 @ A1	Status	REVISED DRAFT

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Existing View from VP1 - Public Footpath along Long Tin Road adjacent to Park Royale, Scenic Gardens and Parkside Villa

Photomontage from VP1 - Public Footpath along Long Tin Road adjacent to Park Royale, Scenic Gardens and Parkside Villa (with Housing Site) (with mitigation measures)

NOTE:

PLEASE REFER TO
DRAWING NO. 245467/LVIA/09/101 - VISUALLY SENSITIVE RECEIVERS AND VIEWPOINTS LOCATION PLAN AND
DRAWING NO. 245467/LVIA/11/101 - PROPOSED MITIGATION MEASURES ON PRELIMINARY LANDSCAPE LAYOUT PLAN

B	FINAL REPORT	WL	07/17
A	REVISED DRAFT	WL	11/16
-	FIRST ISSUE	WL	03/16
Rev	Description	By	Date

Consultant
ARUP

Project title
Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study

Drawing title
PHOTOMONTAGES OF VIEWPOINT 1

Drawing no. 245467/LVIA/11/201		Rev. B	
Drawn ST	Date 11/16	Checked EL	Approved HL
Scale N.T.S.		Status REVISED DRAFT	

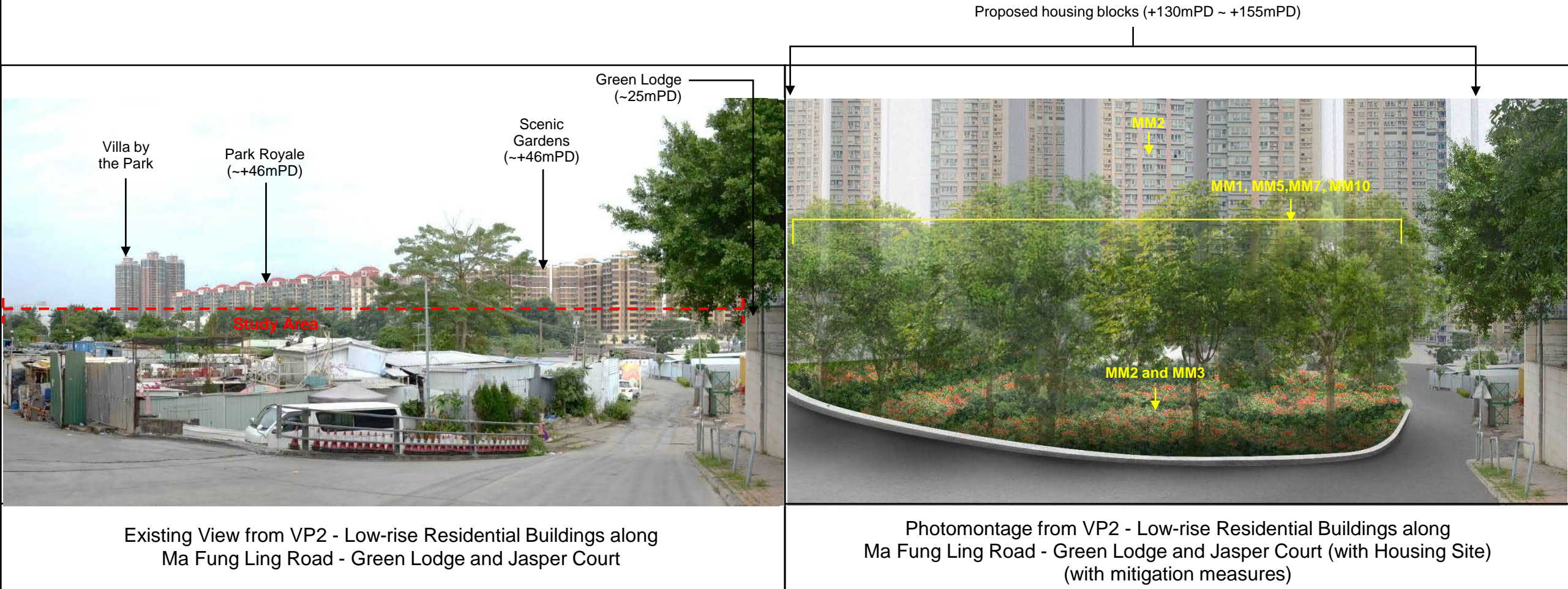
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B	FINAL REPORT	WL	07/17
A	REVISED DRAFT	WL	11/16
-	FIRST ISSUE	WL	03/16
Rev	Description	By	Date

Consultant

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Project title

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Drawing title

PHOTOMONTAGES OF VIEWPOINT 2

Drawing no.		Rev.	
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Drawn	Date	Checked	Approved
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B	FINAL REPORT	WL	07/17
A	REVISED DRAFT	WL	11/16
-	FIRST ISSUE	WL	03/16
Rev	Description	By	Date

Consultant	ARUP
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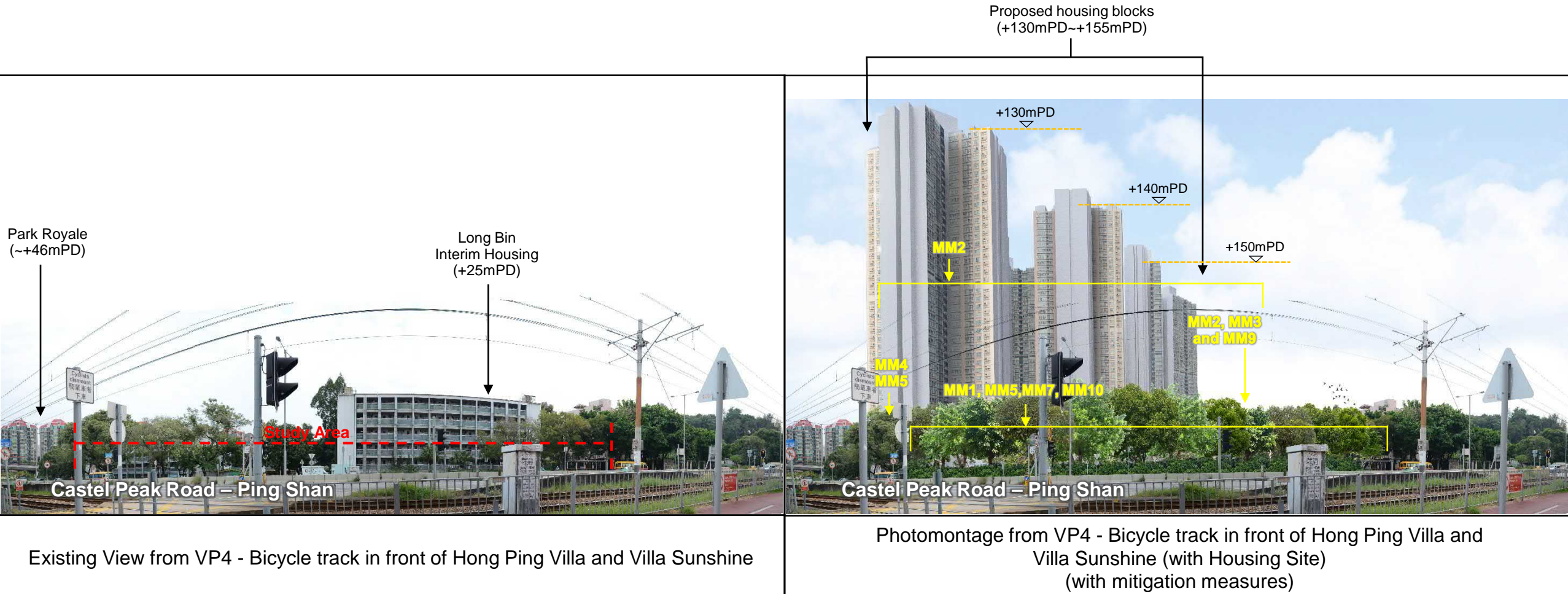
Project title	Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study
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Drawing title	PHOTOMONTAGES OF VIEWPOINT 3
Drawing no.	245467/LVIA/11/203
Rev.	B

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Scale	N.T.S.	Status	REVISED DRAFT

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B	FINAL REPORT	WL	07/17
A	REVISED DRAFT	WL	11/16
-	FIRST ISSUE	WL	03/16
Rev	Description	By	Date

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Project title

Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study

Drawing title

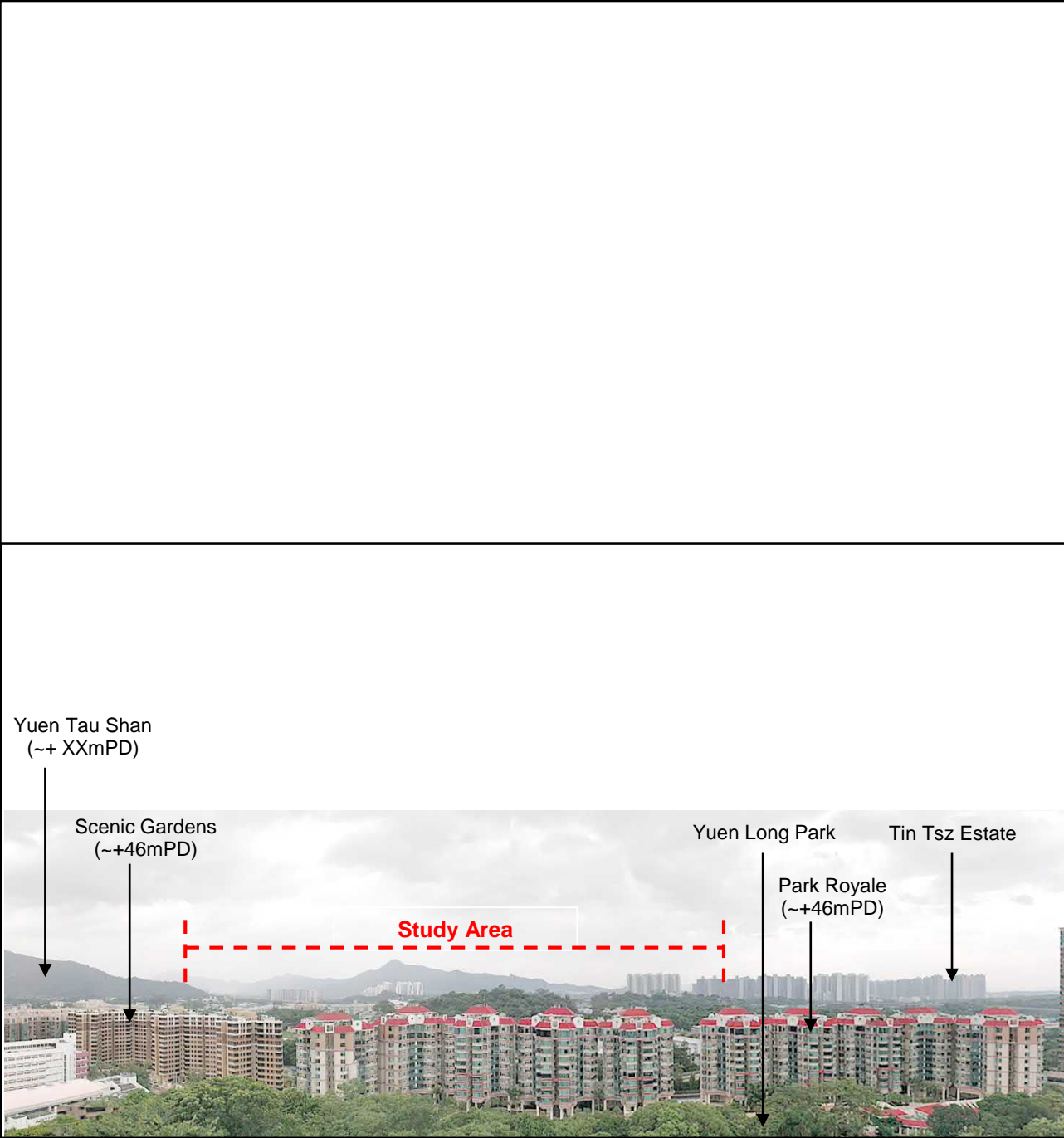
PHOTOMONTAGES OF VIEWPOINT 4

Drawing no.		Rev.	
245467/LVIA/11/204		B	
Drawn	Date	Checked	Approved
ST	11/16	EL	HL
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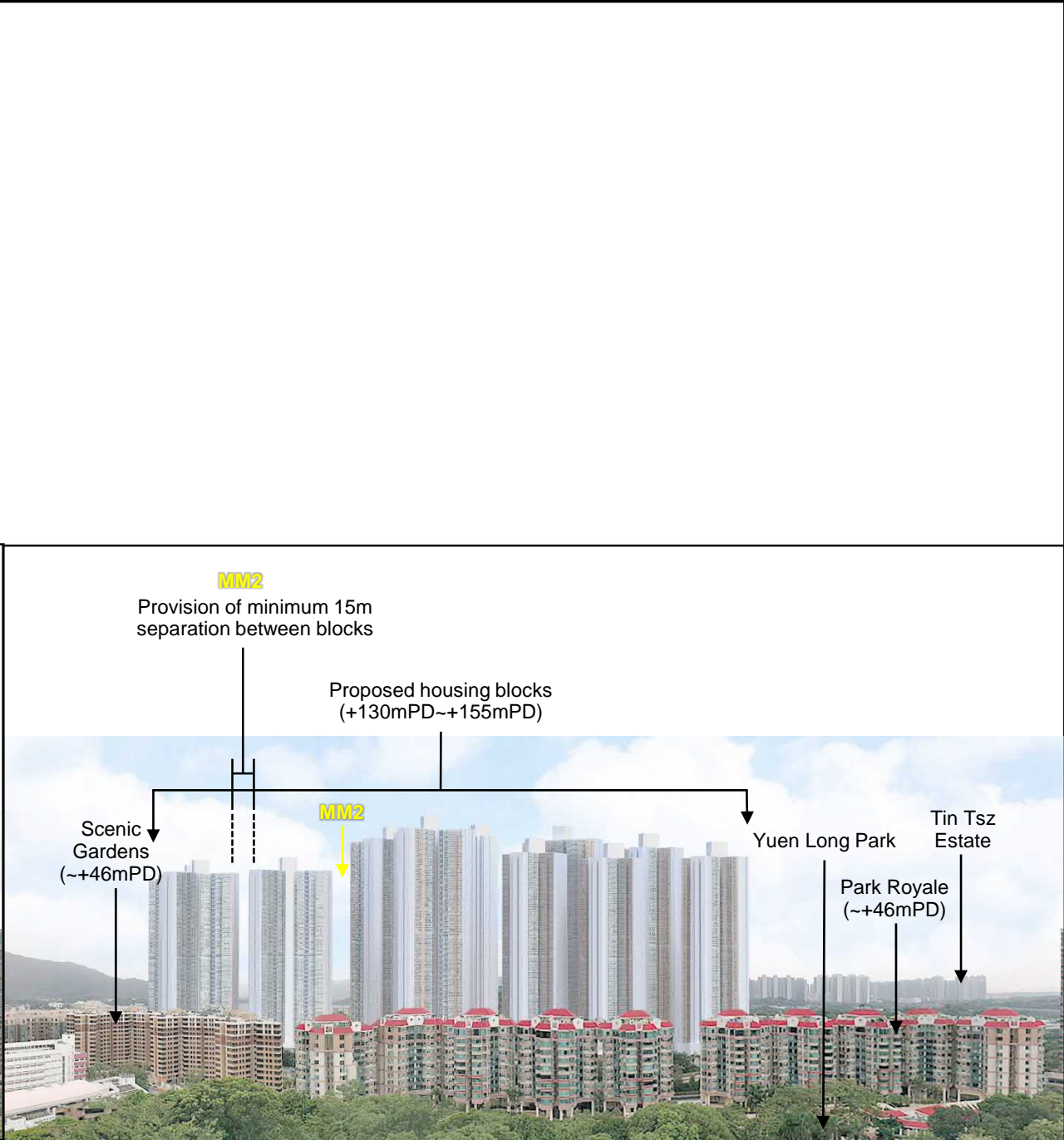
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Existing View from VP5 - Aviary pagoda at Yuen Long Park



Photomontage from VP5 - Aviary pagoda at Yuen Long Park (with Housing Site)
(with mitigation measures)

NOTE:

PLEASE REFER TO
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A	FINAL REPORT	WL	07/17
Rev	Description	By	Date

Consultant

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Project title

Agreement No. CE 26/2015 (CE)

Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study

Drawing title

PHOTOMONTAGES OF VIEWPOINT 5

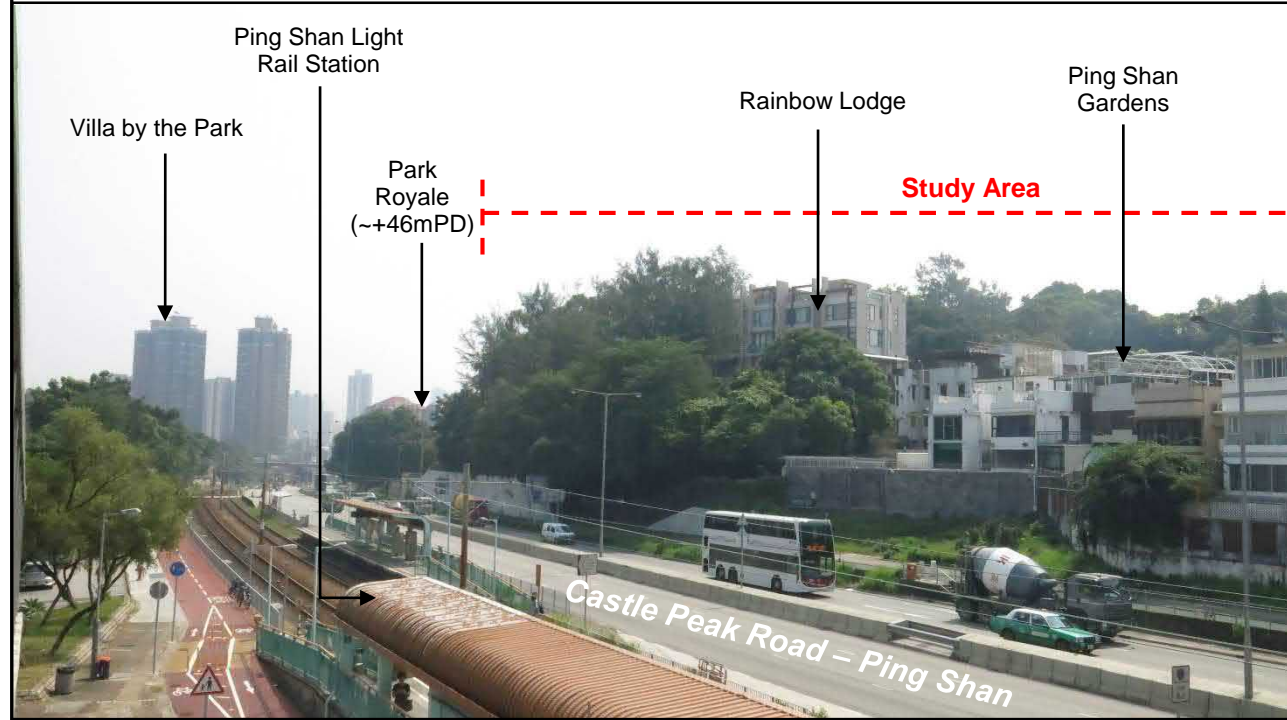
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245467/LVIA/11/205		A	
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DRAWING NO. 245467/LVIA/11/101 -
 PROPOSED MITIGATION MEASURES ON
 PRELIMINARY LANDSCAPE LAYOUT PLAN



An aerial photograph of the Ping Shan area in Hong Kong. The image shows a mix of urban development and greenery. In the foreground, there is a road with a double-decker bus and a concrete mixer truck. A large, curved, brown-roofed structure, likely a railway station, is visible. In the background, several high-rise apartment buildings are visible, including the Ping Shan Light Rail Station and the Rainbow Lodge. The area is surrounded by lush green trees and vegetation. Arrows point from labels to specific locations: Villa by the Park, Park Royale (~+46mPD), Ping Shan Light Rail Station, Rainbow Lodge, and Ping Shan Gardens. A yellow box labeled 'MM2' is also present.

Villa by the Park

Park Royale (~+46mPD)

Ping Shan Light Rail Station

Rainbow Lodge

MM2

Ping Shan Gardens

Castle Peak Road – Ping Shan

A	FINAL REPORT	WL	07/17
Rev	Description	By	Date
Consultant <div style="text-align: center; font-size: 2em; font-weight: bold;">ARUP</div>			
Project title Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title <div style="text-align: center; font-size: 1.5em; font-weight: bold;">PHOTOMONTAGES OF VIEWPOINT 6</div>			
Drawing no. <div style="text-align: center; font-size: 1.2em; font-weight: bold;">245467/LVIA/11/206</div>			Rev. <div style="text-align: center; font-size: 1.5em; font-weight: bold;">A</div>
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Scale N.T.S.		Status REVISED DRAFT	



NOTE:

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Existing View from VP7 - Public walkway in Ping Shan station (looking towards the road widening works at the road junction linking to Tong Yan San Tsuen Road)

Photomontage from VP7 - Public walkway in Ping Shan station (looking towards the road widening works at the road junction linking to Tong Yan San Tsuen Road) (with mitigation measures)

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Rev	Description	By	Date

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Project title

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Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study

Drawing title

PHOTOMONTAGES OF VIEWPOINT 7

Drawing no.		Rev.	
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Castle Peak Road –
Ping Shan



Existing View from VP8 - Tong Yan San Tsuen Playground

Castle Peak Road –
Ping Shan



Photomontage from VP8 - Tong Yan San Tsuen Playground (with Housing Site)
(with mitigation measures)

•Proposed housing block
(+130mPD~+140mPD)

NOTE:

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PRELIMINARY LANDSCAPE LAYOUT PLAN

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at Long Bin, Yuen Long
- Feasibility Study

Drawing title

**PHOTOMONTAGES OF
VIEWPOINT 8**

Drawing no.		Rev.	
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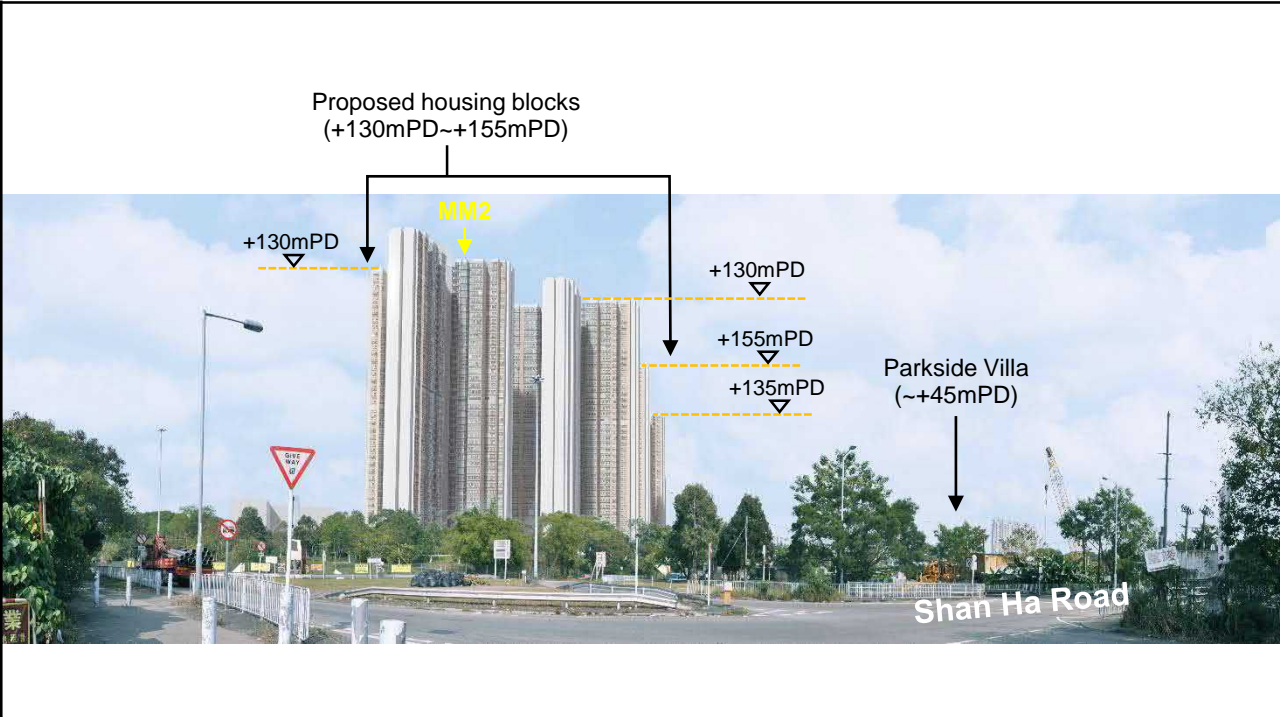


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Existing View from VP9 - Public footpath along Shan Ha Road adjacent to Shan Ha Tsuen



Photomontage from VP9 - Public footpath along Shan Ha Road adjacent to Shan Ha Tsuen (with Housing Site) (with mitigation measures)

NOTE:

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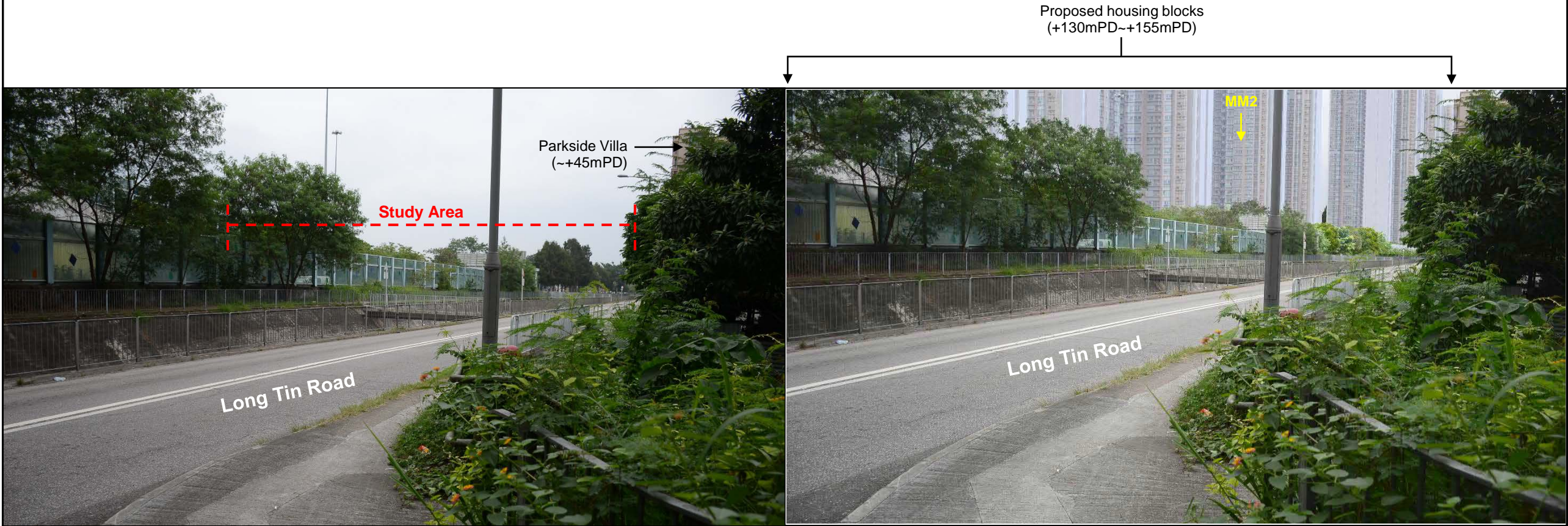
A	FINAL REPORT	WL	07/17
Rev	Description	By	Date
Consultant			
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Project title			
Agreement No. CE 26/2015 (CE)			
Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 9			
Drawing no.			
245467/LVIA/11/209			
Rev.			
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Existing View from VP10 - Public footpath along Shan Ha Road at the west of Lam Hau Yuen

Photomontage from VP10 - Public footpath along Shan Ha Road at the west of Lam Hau Yuen (with Housing Site) (with mitigation measures)

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Project title			
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Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 10			
Drawing no.		Rev.	
245467/LVIA/11/210		A	
Drawn	Date	Checked	Approved
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Castle Peak Road –
Ping Shan

Proposed San Wai Sewage
Treatment Works

Castle Peak Road –
Ping Shan

Proposed housing blocks
(+130mPD~+150mPD)




Existing View from VP11 - Public footpath on the northern side of the subject site adjacent to Long Tin Road

Photomontage from VP11 - Public footpath on the northern side of the subject site adjacent to Long Tin Road (with Housing Site) (with mitigation measures)

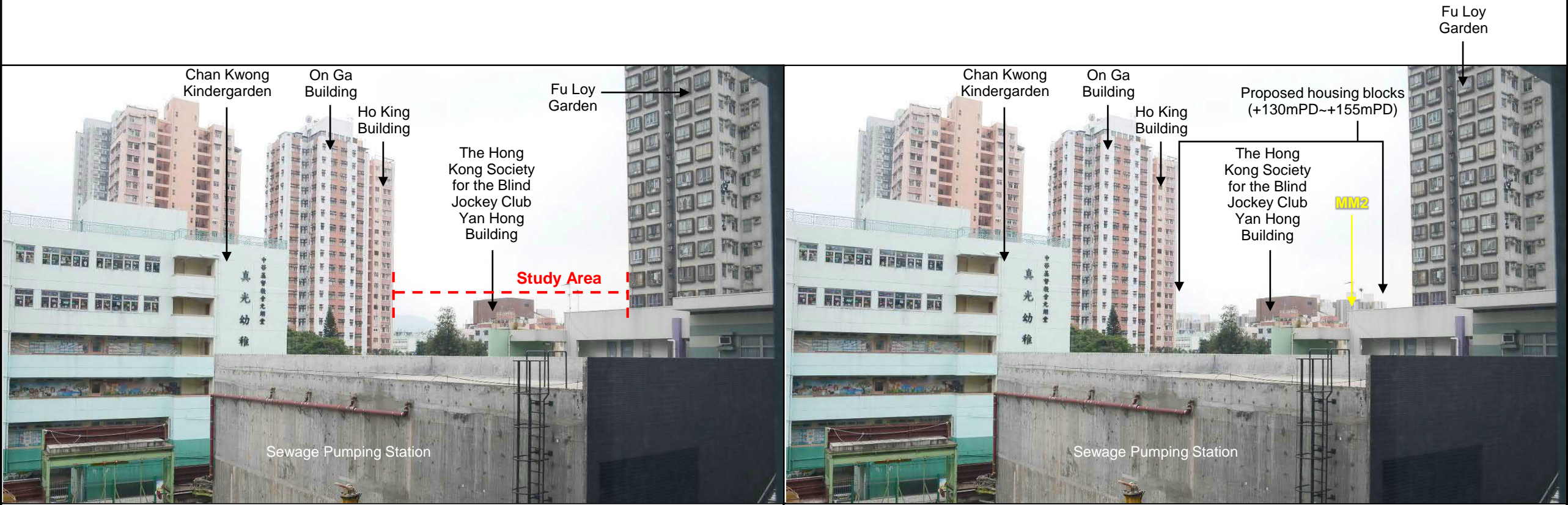
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PROPOSED MITIGATION MEASURES ON
PRELIMINARY LANDSCAPE LAYOUT PLAN

A	FINAL REPORT	WL	07/17
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Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 11			
Drawing no.		Rev.	
245467/LVIA/11/211		A	
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Existing View from VP12 - MTR Long Ping Station

Photomontage from VP12 - MTR Long Ping Station (with Housing Site)
(with mitigation measures)

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Project title			
Agreement No. CE 26/2015 (CE)			
Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 12			
Drawing no.			Rev.
245467/LVIA/11/212			A
Drawn	Date	Checked	Approved
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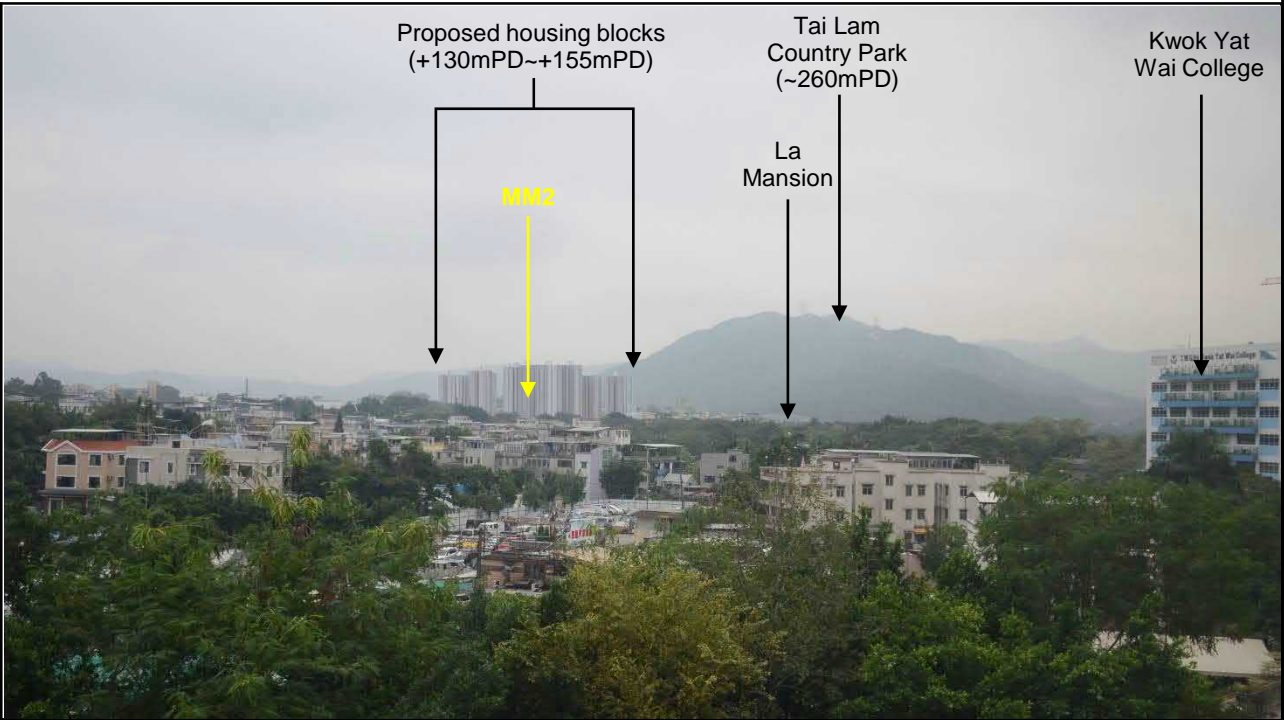
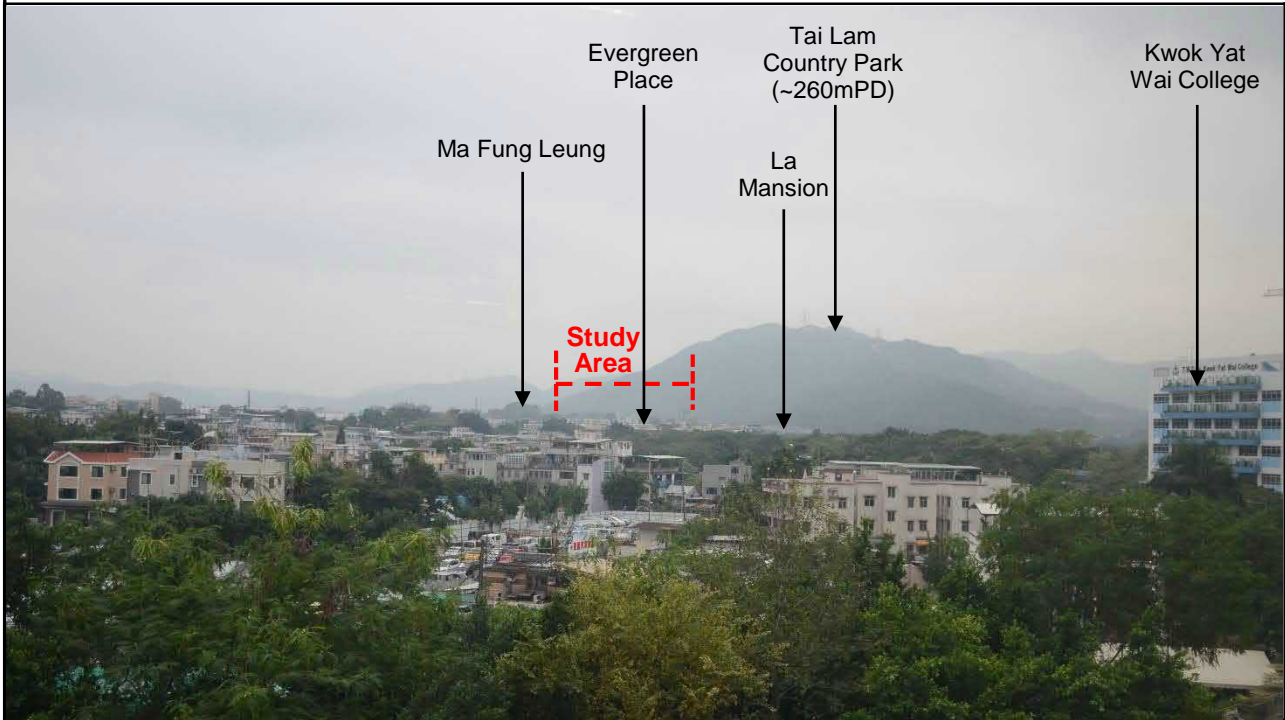
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A	FINAL REPORT	WL	07/17
Rev	Description	By	Date
Consultant			
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Project title			
Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 13			
Drawing no.			
245467/LVIA/11/213		Rev.	
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Existing View from VP14 - MTR Tin Shui Wai Station

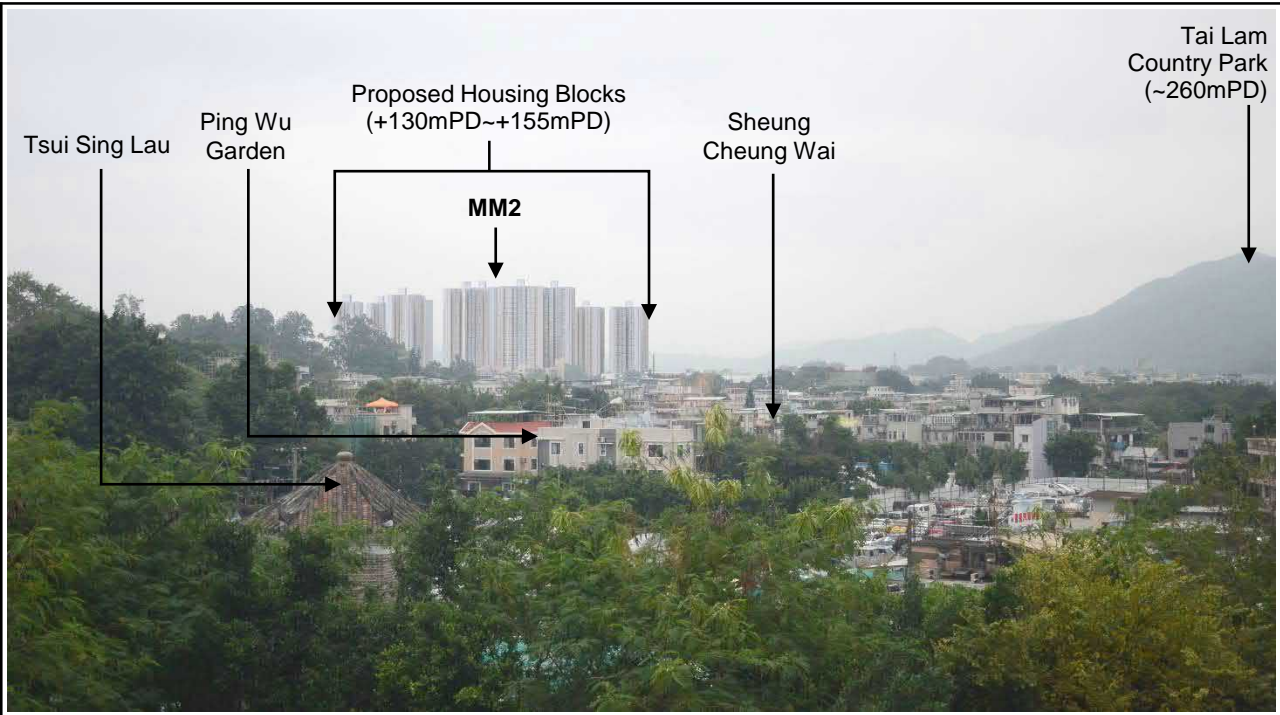
Photomontage from VP14 - MTR Tin Shui Wai Station (with Housing Site)
(with mitigation measures)

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Consultant			
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Drawing title			
PHOTOMONTAGES OF VIEWPOINT 14			
Drawing no.		Rev.	
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Existing View from VP15 - Tsui Sing Lau Pagoda



Photomontage from VP15 - Tsui Sing Lau Pagoda (with Housing Site)
(with mitigation measures)

NOTE:

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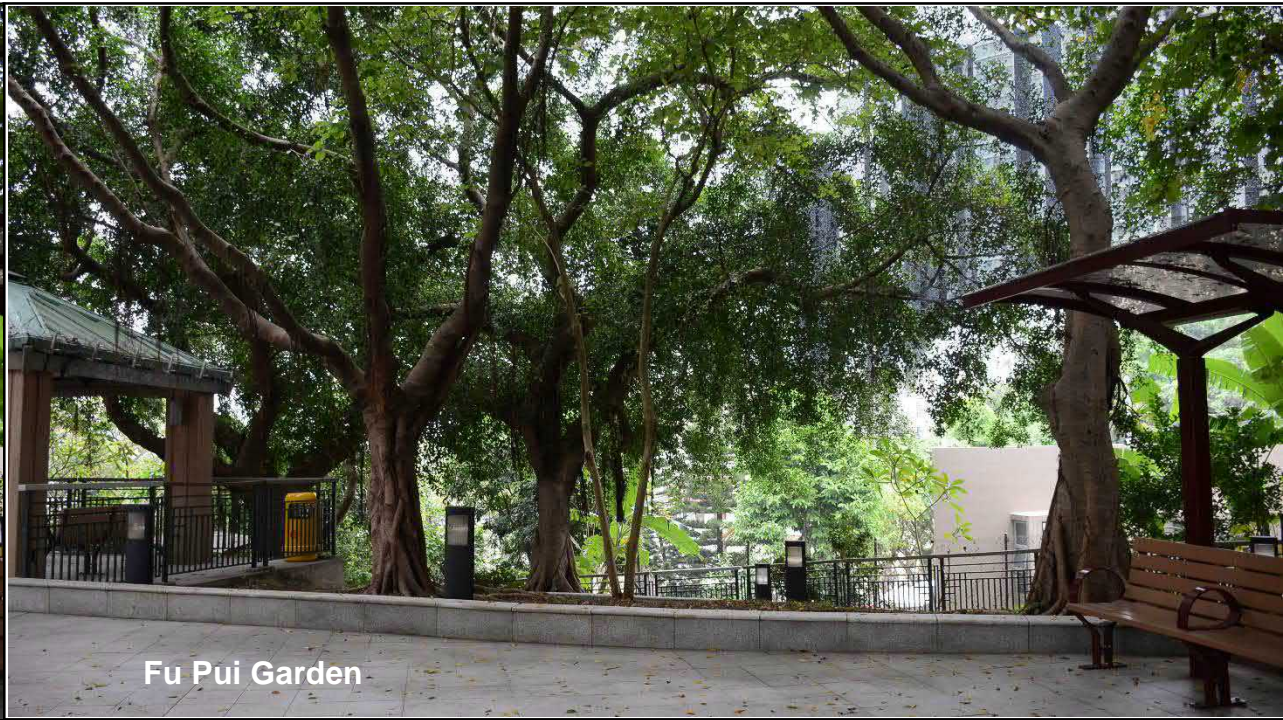
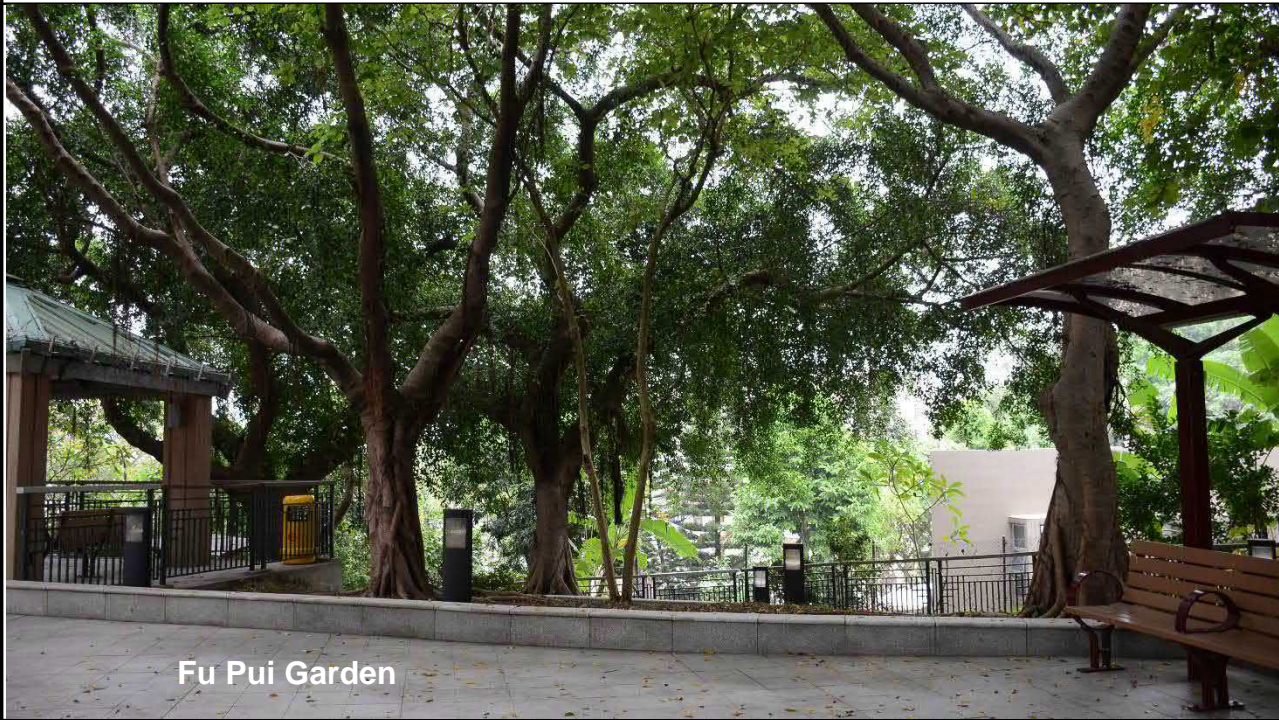
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Project title	
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Drawing title	
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Existing View from VP16 - Fu Pui Garden and Yuen Long Recreation Centre

Photomontage from VP16 - Fu Pui Garden and Yuen Long Recreation Centre
(with Housing Site) (with mitigation measures)

NOTE:

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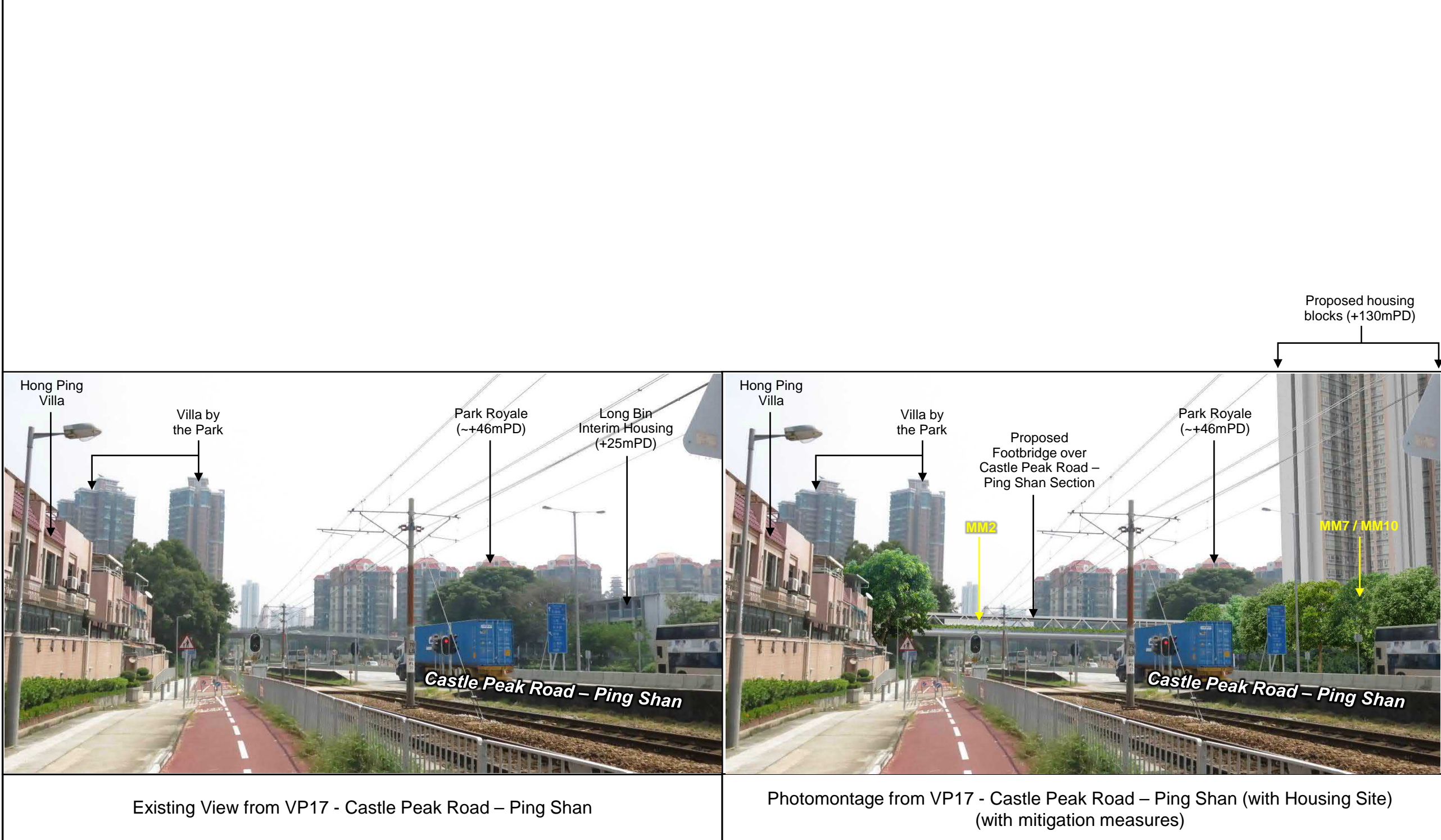
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Works for the Development			
at Long Bin, Yuen Long			
- Feasibility Study			
Drawing title			
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VIEWPOINT 16			
Drawing no.		Rev.	
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Drawing title				
PHOTOMONTAGES OF VIEWPOINT 17				

Drawing no.			Rev.	
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Existing View from VP18 - High-rise Residential Buildings at Tin Shui Wai



Photomontage from VP18 - High-rise Residential Buildings at Tin Shui Wai
(with Housing Site) (with mitigation measures)

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Drawing title	PHOTOMONTAGES OF VIEWPOINT 18
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Existing View from VP19 - Uptown and Hung Fuk Estate at Southwest

Photomontage from VP19 - Uptown and Hung Fuk Estate at Southwest
(with Housing Site) (with mitigation measures)

A	FINAL REPORT	WL	07/17
Rev	Description	By	Date

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Project title

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Works for the Development
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Drawing title

**PHOTOMONTAGES OF
VIEWPOINT 19**

Drawing no.		Rev.	
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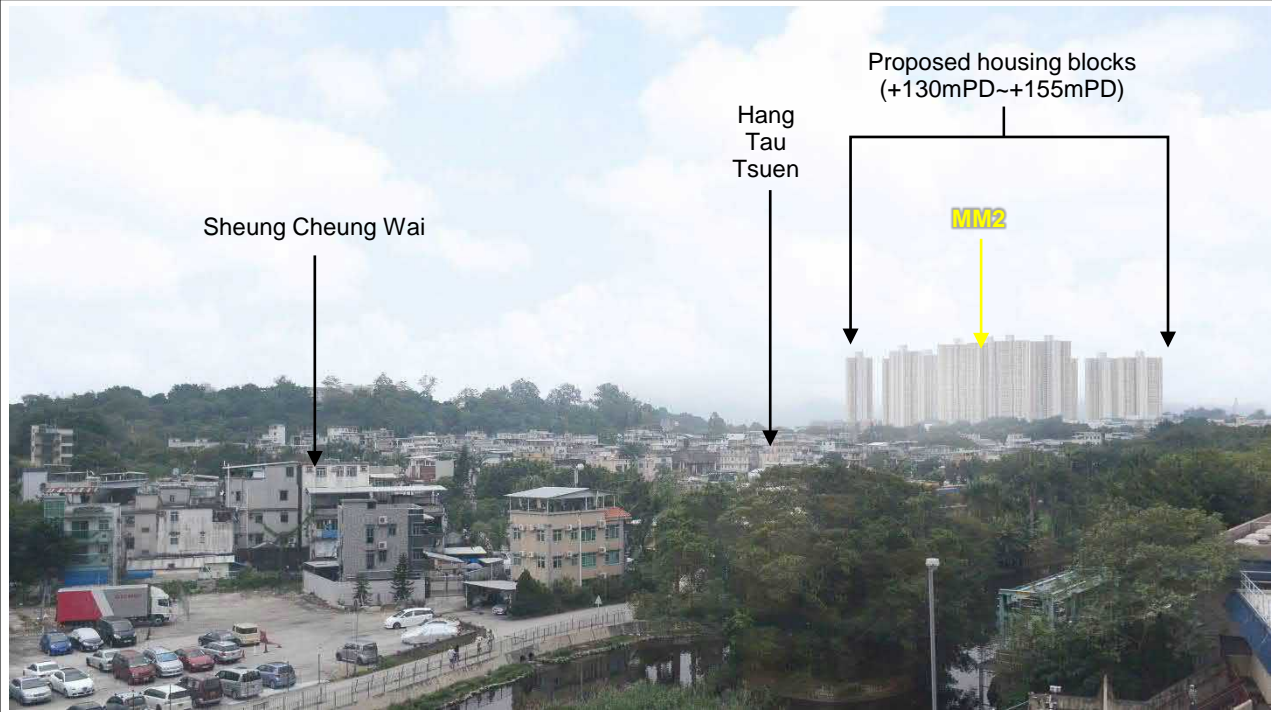


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Existing View from VP20 - Ping Shan Tin Shui Wai Leisure and Cultural Building



Photomontage from VP20 – Ping Shan Tin Shui Wai Leisure and Cultural Building
(with Housing Site) (with mitigation measures)

NOTE:

PLEASE REFER TO
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VIEWPOINTS LOCATION PLAN AND
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A	FINAL REPORT	WL	07/17
Rev	Description	By	Date

Consultant	ARUP
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Project title	Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study
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Drawing title	PHOTOMONTAGES OF VIEWPOINT 20
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**Photomontages of All Viewpoints and Relevant Analysis Extracted from the Final Preliminary
LVIA Report of TKT Study**

4.10 Mitigated Visual Impacts

- 4.10.1 The visual impacts on different VSRs after the implementation of the recommended mitigation measures are discussed below and also summarised in **Table 4.6**.

VSRs in immediate vicinity (VP1-3):

VP1 – Road Users of Yuen Long Highway:

- 4.10.2 With the implementation of construction phase mitigation measures CM1-2, the proposed retained greenery will be properly protected and the construction disturbance could be further reduced or at least kept at practical minimum during the construction phase but not to the extent that could cause a significant change to the resultant impact level. Therefore, the mitigated construction phase visual impact to VP1 is considered to remain **slight** (adverse).
- 4.10.3 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level and the proposed landscape plantings under OM2-5 could further soften the hard structures of the proposed project, but not to the extent that could cause a significant change to the resultant impact level. Although the building mass would become much obvious when the motorists getting closer to the proposed project, the duration of such close view is rather short (about 10-15 seconds; the average speed of vehicles in this section of Yuen Long Highway is 70-80km/h) and the whole development will become out of sight after this point. Therefore, the overall mitigated visual impact is anticipated to remain **slight** (adverse) at both Day 1 and Year 10 of the operation phase.
- 4.10.4 As discussed in Section 4.7, this VSR could observe both the Northern and Southern Portions along the highway. Under Scenario 2, the Northern Portion will be excluded and hence the visual impact on the VSR will be reduced. However, for this speedy kinetic VSR, the beneficial impact given by the reduction of the development scale is quite limited and the overall impact significance is expected to have no significant difference between the two scenarios, i.e. to remain as **slight** (adverse).

VP2 – Villagers west of Yuen Long Highway

- 4.10.5 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced to practical minimal during the construction phase, but not to the extent that could cause a significant change to the resultant impact level. The mitigated construction phase visual impact is considered to remain **slight** (adverse).
- 4.10.6 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level, but not to the extent that could cause a significant change to the resultant impact level. As OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to remain **slight** (adverse) at both Day 1 and Year 10 of the operation phase.

VP3 – Villagers east of Yuen Long Highway

- 4.10.7 With the implementation of construction phase mitigation measures CM2, the

construction disturbance could be further reduced during the construction phase. The existing vegetation providing visual screening will also be properly preserved and protected during the construction and operation phases under CM1. However, taking into account the mitigation extent may not cause a significant change to the resultant impact level, the mitigated construction phase visual impact is considered to remain **moderate** (adverse).

- 4.10.8 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to practical minimum. OM2-5 are efforts provided by the project to further alleviate the loss of greenery in close proximity to the VSR. Although OM2-5 requires long duration for vegetation maturity, OM1 could be in place at Day 1 of operation. However, taking into account the mitigation extent may not be able cause a significant change to the resultant impact level, the overall mitigated visual impact is anticipated to remain **moderate** (adverse) at both Day 1 and Year 10 of the operation phase.

VSRs of Medium to Distant Separation Range (VP4-VP10):

VP4 – 7 Public Viewers of Tan Kwai Tsuen Garden, Hung Tak Road Sitting-out Area, Nai Wai Playground and Garden, and Tin Ha Road Playground

- 4.10.9 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced during the construction phase. The mitigated construction phase visual impact to these groups of public viewers VP4-7 is considered to be **insubstantial**.
- 4.10.10 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level. As OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to be **insubstantial** at both Day 1 and Year 10 of the operation phase for this group of public viewers VP4-7.

VP8 – Public Viewers of Hung Fuk Estate Bus Terminus

- 4.10.11 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced during the construction phase. Taking into account the view of VP8 towards the proposed project is substantially blocked. The mitigated construction phase visual impact is considered to be **insubstantial**.
- 4.10.12 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level. As OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to be **insubstantial** at both Day 1 and Year 10 of the operation phase.

VP9 – 10 Public Viewers near Hung Shui Kiu Light Rail Transit Stations and Chung Uk Tsuen Light Rail Transit Stations

- 4.10.13 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced during the construction phase. Additional effort to preserve and protect existing vegetation during the construction phase under CM1 could also maintain a better visual condition of the affected areas.

The mitigated construction phase visual impact to these groups of public viewers VP8-10 is considered to be **Slight** (adverse).

- 4.10.14 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level. OM2-5 will ensure proper extent of greenery around the proposed project and provide a green transitional landscape between the sub-urban areas and vegetated mountain range. As OM2-5 requires longer duration for full establishment, while OM1 will be in place at Day 1 of operation. However, taking into account the mitigation extent may not be able to cause a significant change to the resultant impact level, the overall mitigated visual impact is anticipated to be **Slight** (adverse) at both Day 1 and Year 10 of the operation phase for VP9-10.
- 4.10.15 As discussed in Section 4.7, VSRs VP9-10 could observe both the Northern and Southern Portions near their adjacent LRT stations. Under Scenario 2, the Northern Portion will be excluded and hence the visual impact on the VSR will be reduced by minimising the blockage of view to the ridgeline. However, the beneficial impact is expected unable to cause significant difference on the overall impact level between the two scenarios, i.e. to remain as **slight** (adverse).

VSRs at Higher Elevations towards the Proposed Project (VP11-13):

VP11 – Hikers from the South:

- 4.10.16 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced during the construction phase. However, the mitigation extent may not be able to cause a significant change to the resultant impact level. Taking into account only the upper portion of the project will be visible to the viewers of high sensitivity, the mitigated construction phase visual impact to this group of public viewers is considered to remain **moderate** (adverse).
- 4.10.17 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to practical minimum level, but not to the extent that could cause a significant change to the resultant impact level. Taking into account only a small portion of the project will be visible to the viewers, and OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to remain **moderate** (adverse) at both Day 1 and Year 10 of the operation phase.

VP12 – Dirt Bike Riders from the East:

- 4.10.18 With the implementation of construction phase mitigation measures CM2, the construction disturbance could be further reduced during the construction phase. Taking into account the project will only be visible partially to the viewers, the speedy kinetic nature of the VP and perpendicular travelling route, the mitigated construction phase visual impact to this group of public viewers is considered to be **Slight** (adverse).
- 4.10.19 With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level. OM2-5 will ensure proper greening to be provided in the proposed project and alleviate the loss of the vegetation on hill slopes. Taking into account the project will

only be visible partially to the viewers, the speedy kinetic nature of the VP, available high quality alternative view and perpendicular travelling route, and OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to be **Slight** (adverse) at both Day 1 and Year 10 of the operation phase.

VP13 – Dirt Bike Riders from the Northeast:

- 4.10.20 Due to the dense vegetation along the track, the view to the proposed project will be substantially blocked. Additional facts are that this group of viewers are moving in high speed and at the same time these bike riders are travelling perpendicular to or away from the project site (rather than towards it) along the track, significant visual impact is therefore not expected. With the implementation of operation phase mitigation measures OM1, the visual disturbance due to the new proposed structures could be restricted to minimal level. As OM1 will be in place at Day 1 of operation, the overall mitigated visual impact is anticipated to be **insubstantial** at both Day 1 and Year 10 of the operation phase.

4.11 Summary of the Mitigated Visual Impact

- 4.11.1 The assessment of the unmitigated visual impacts during the construction and operation phases are given in **Table 4.6**.
- 4.11.2 Photomontages are illustrated in **Figure 4.2a-q**. Each plan shows the existing view, view of Day 1 operation without mitigation, view of Day 1 with mitigation and view of Year 10 operation with mitigation of the Project.

4.12 Cumulative Visual Impacts

4.12.1 Four concurrent projects were identified under the study and the potential cumulative impacts are discussed below:

1. Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) – Investigation under New Territories West Development Office, CEDD (On – going)
2. Hung Shui Kiu New Development Area (HSK NDA) Planning and Engineering (P&E) Study under New Territories West Development Office, CEDD (On – going)
3. Preliminary Land Use Study for Lam Tei Quarry and the Adjoining Areas under New Territories West Development Office, CEDD (On – going)
4. Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long – Feasibility Study under New Territories West Development Office, CEDD (On – going)

Planning and Engineering Study for Housing Sites in Yuen Long South (YLS) – Investigation under New Territories West Development Office, CEDD (On – going)

4.12.2 The Potential Development Area (PDA) of YLS, covers about 223 ha, has been proposed to accommodate a population of about 85,000 (which includes existing population of about 2,300) and to provide about 10,800 jobs upon its full implementation. This study aims to better utilise the degraded brownfield land through consolidation of the open storage yards, warehouses, rural industrial uses and workshops to release the development potential for housing and other development purposes, supported by the required infrastructure and community facilities. The proposed YLS PDA is located in Tong Yan San Tsuen at the northeast edge of the landscape assessment area of this site formation project. Although the YLS project is still on-going and not much information at this moment, it is expected that the landscape impact shall not be limited as current landscape to be affected is dominated by existing industrial setting such as open storage yards, warehouses, rural industrial uses and workshops. Therefore, significant cumulative impacts are not anticipated.

Hung Shui Kiu New Development Area (HSK NDA) Planning and Engineering (P&E) Study under New Territories West Development Office, CEDD (On – going)

The HSK NDA, with a site area of about 714 ha, has been proposed to accommodate a population of about 215,000 and to provide about 150,000 jobs upon its full implementation. The HSK NDA located between Tuen Mun and Tin Shui Wai New Towns, the on-going study suggests integrating the HSK NDA with these new towns to achieve economies of scale in social and infrastructure planning. The study proposes the HSK NDA could be served as a “Regional Economic and Civic Hub” for the North West New Territories, as well as providing housing and other land supply in Hong Kong in the medium to long term. Although the HSK NDA study is still on-going and not much information at this moment, our project compared with it is very small in scale. As no unacceptable adverse impacts are anticipated from our project, significant cumulative impacts are therefore not expected.

Preliminary Land Use Study for Lam Tei Quarry and the Adjoining Areas under New

Territories West Development Office, CEDD(On – going)

- 4.12.3 The Study is to examine the development potential and identify future land uses of the Lam Tei Quarry Site and its adjoining areas including the possibility for an integrated development with the Strategic Cavern Areas. Land Use Concept Plans supported by broad technical assessments would be formulated. The Study has just commenced in June 2016 and scheduled to be completed in end 2017. No details at this moment and therefore no cumulative impacts are identified.

Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long – Feasibility Study under New Territories West Development Office, CEDD (On – going)

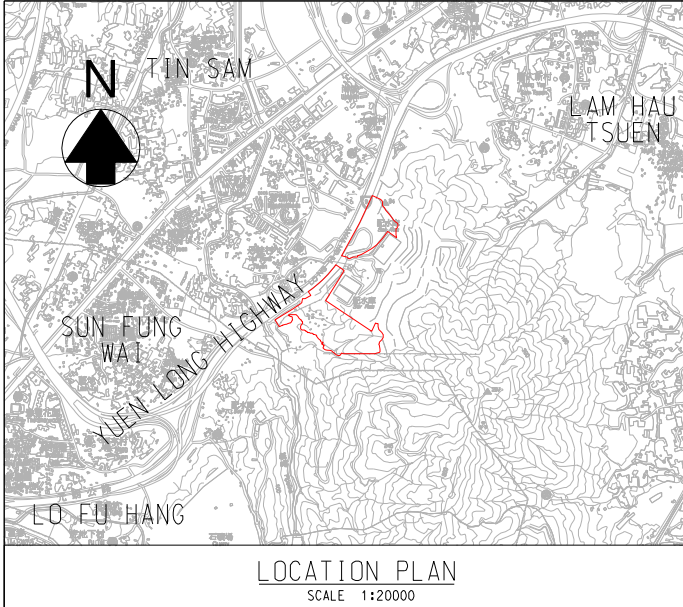
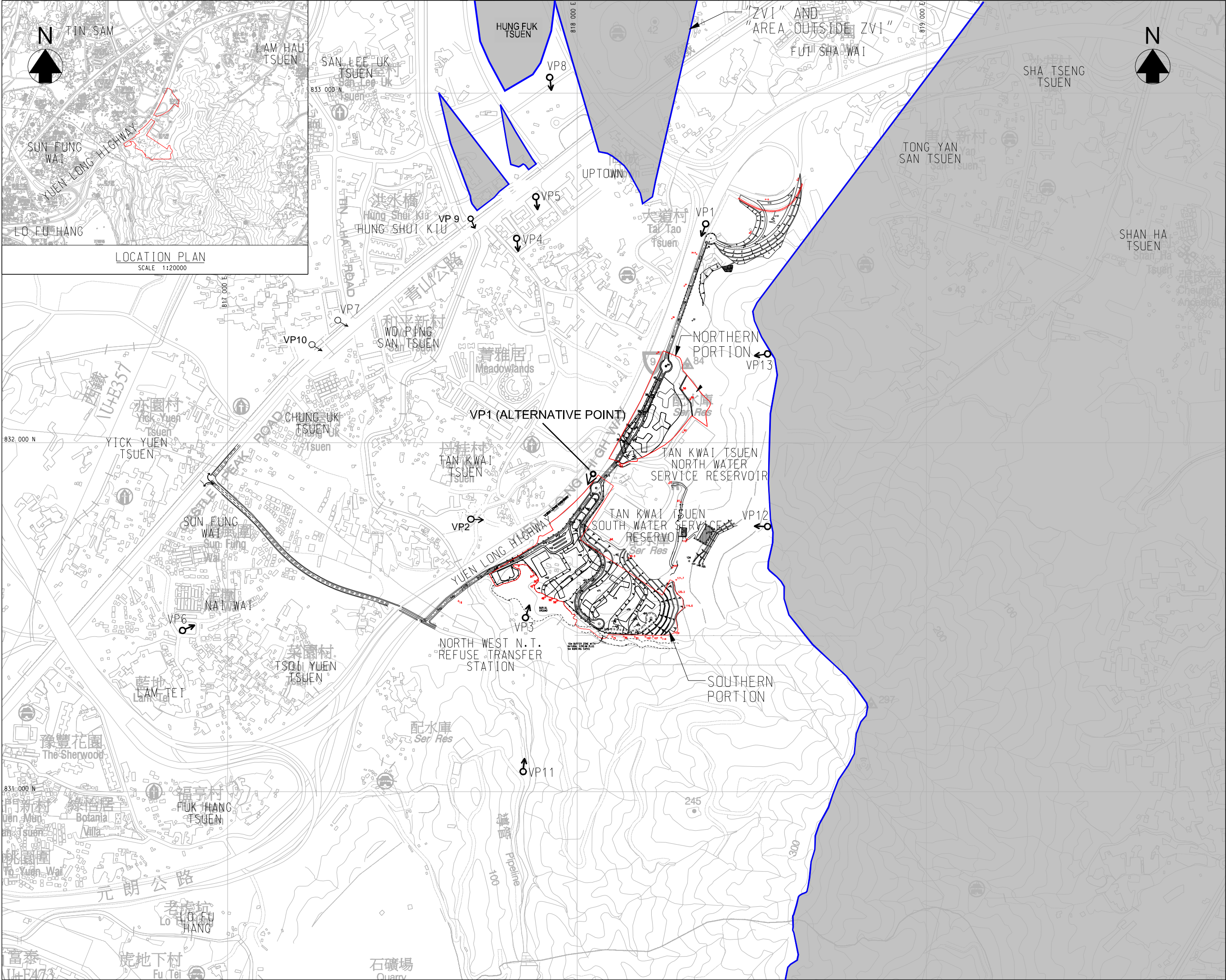
- 4.12.4 In the 2015 Policy Address, the Chief Executive announced the Government's acceptance of the new housing target as recommended by the Long Term Housing Strategy Steering Committee. To meet this policy objective, a number of potential public housing sites have been identified by the Government and the site at Long Bin is one of the potential sites. An engineering feasibility study is now being conducted by CEDD to examine the engineering feasibility of developing public housing at the above site, which commenced in Q3 2015 and will be completed in Q4 2016. This project is located over 1.2km away from our project and thus significant cumulative impacts are not expected.

Table 4.6: Significance of Visual Impacts in Construction and Operation Phases *

* Notes: Adverse Impacts unless otherwise stated

ID No.	VSR	Sensitivity (Low/Medium/ High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact Significance BEFORE Mitigation (Insubstantial, Slight, Moderate, Significant)		Recommended Mitigation Measures	Residual Impact Significance AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation Day 1	Operation Year 10
VP1	Road Users of Yuen Long Highway	Low	Small	Small	Slight	Slight	CM1-2, OM1-5	Slight	Slight	Slight
VP2	Villagers west of Yuen Long Highway	Medium	Small	Small	Slight	Slight	CM1-2, OM1-5	Slight	Slight	Slight
VP3	Villagers east of Yuen Long Highway	Medium	Intermediate	Intermediate	Moderate	Moderate	CM1-2, OM1-5	Moderate	Moderate	Moderate
VP4	Public Users of Tan Kwai Tsuen Road Garden	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial
VP5	Public Users of Hung Tak Road Sitting-out Area	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial
VP6	Public Users of Nai Wai Playground and Garden	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial
VP7	Public Users of Tin Ha Road Playground	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial
VP8	Public Users of Hung Fuk Estate Bus Terminus	Low	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial
VP9	Public Users of Hung Shui Kiu Light Rail Transit Stations	Low	Small	Small	Slight	Slight	CM1-2, OM1-5	Slight	Slight	Slight
VP10	Public Users of Chung Uk Tsuen Light Rail Transit Stations	Low	Small	Small	Slight	Slight	CM1-2, OM1-5	Slight	Slight	Slight
VP11	Hikers from the South	High	Small	Small	Moderate	Moderate	CM1-2, OM1-5	Moderate	Moderate	Moderate

ID No.	VSR	Sensitivity (Low/Medium/ High)	Magnitude of Change before Mitigation (Negligible, Small, Intermediate, Large)		Impact Significance BEFORE Mitigation (Insubstantial, Slight, Moderate, Significant)		Recommended Mitigation Measures	Residual Impact Significance AFTER Mitigation (Insubstantial, Slight, Moderate, Substantial)		
			Construction	Operation	Construction	Operation		Construction	Operation Day 1	Operation Year 10
VP12	Potential Hikers from the East	Medium	Small	Small	Slight	Slight	CM1-2, OM1-5	Slight	Slight	Slight
VP13	Potential Hikers from the Northeast	Medium	Negligible	Negligible	Insubstantial	Insubstantial	CM1-2, OM1-5	Insubstantial	Insubstantial	Insubstantial



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LEGEND:

POTENTIAL PUBLIC HOUSING SITE

ZONE OF VISUAL INFLUENCE (ZVI)

AREA OUTSIDE ZVI

VISUALLY SENSITIVE RECEIVERS (VSRs)

Revision	Date	Description			Initial		
	Designed	Checked	Drawn		Checked		
Initial	KWM	LCH	SZ		LCH		
Date	11/16	11/16	11/16		11/16		
Approved							
Agreement no.							
CE 31/2015 (CE)							
Project Title							
SITE FORMATION AND INFRASTRUCTURAL WORKS FOR THE DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG - FEASIBILITY STUDY							
Drawing Title							
PLAN OF ZONE OF VISUAL INFLUENCE AND VISUALLY SENSITIVE RECEIVERS							
Drawing No.				Scale			
FIGURE 4.1				1 : 5000 (A1) 1 : 10000 (A3)			
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<div>BLACK & VEATCH HONG KONG LIMITED 博威工程顧問有限公司</div>							



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2a

Photomontage of Visually Sensitive Receiver VP1



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2b

Photomontage of Visually Sensitive Receiver VP1 without Northern portion



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2c

Photomontage of Visually Sensitive Receiver VP1 without Northern Portion at alternative location



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2d

Photomontage of Visually Sensitive Receiver VP2



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2f

Photomontage of Visually Sensitive Receiver VP4



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

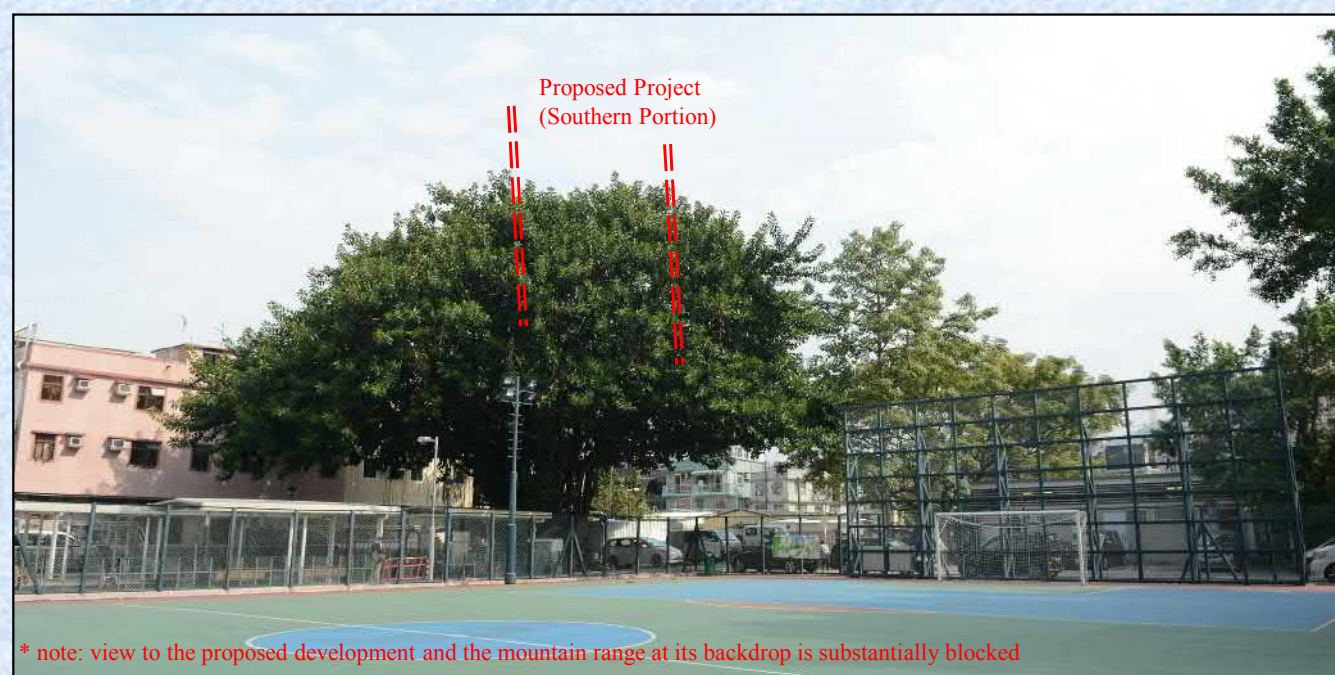
Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



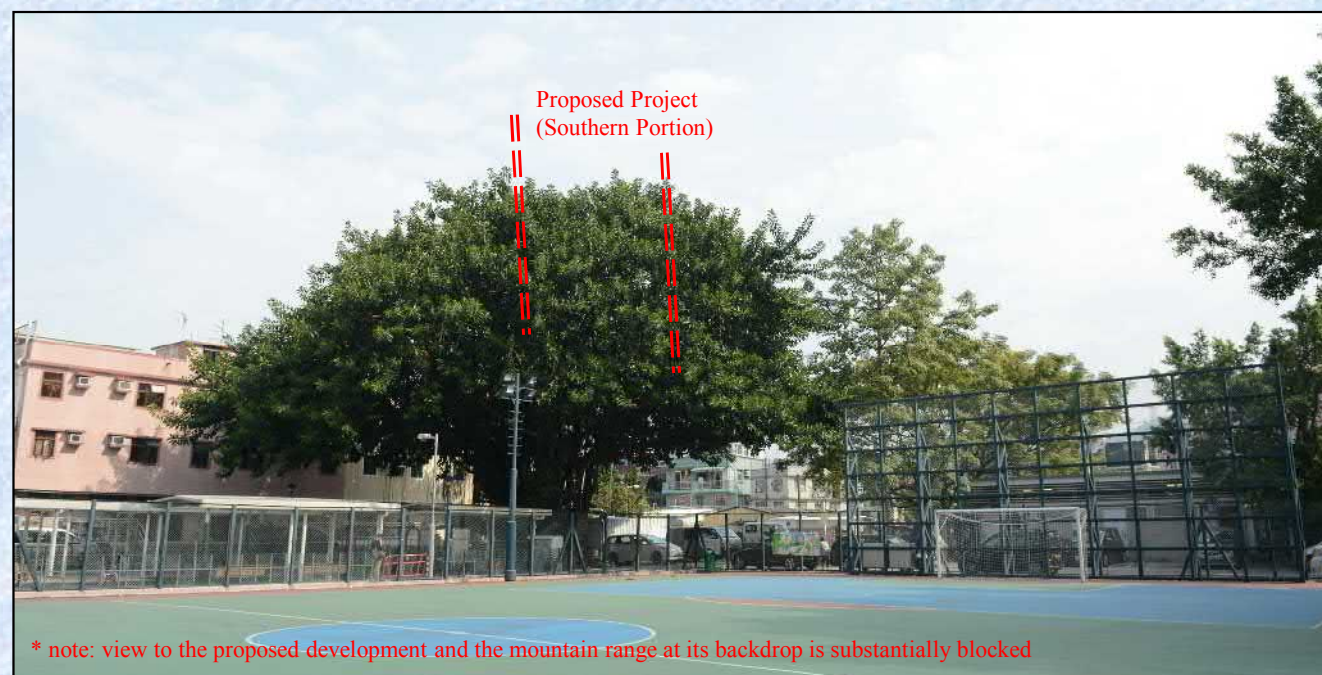
Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

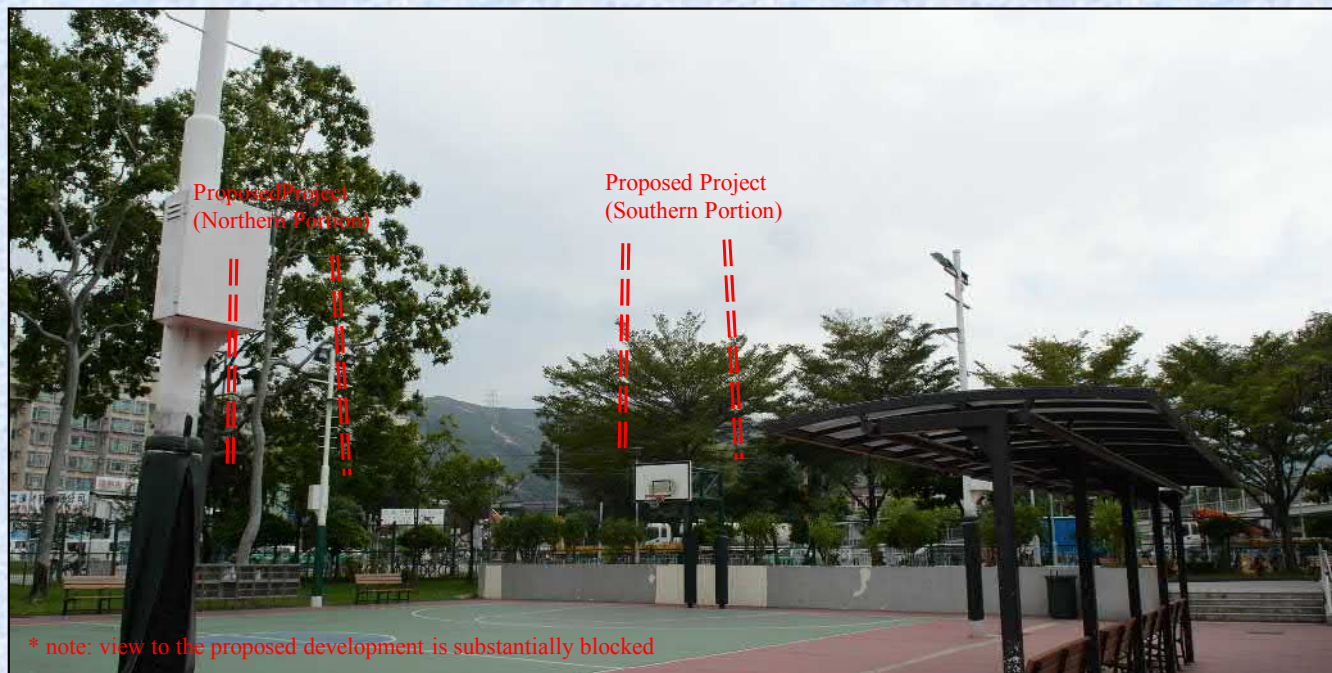
Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

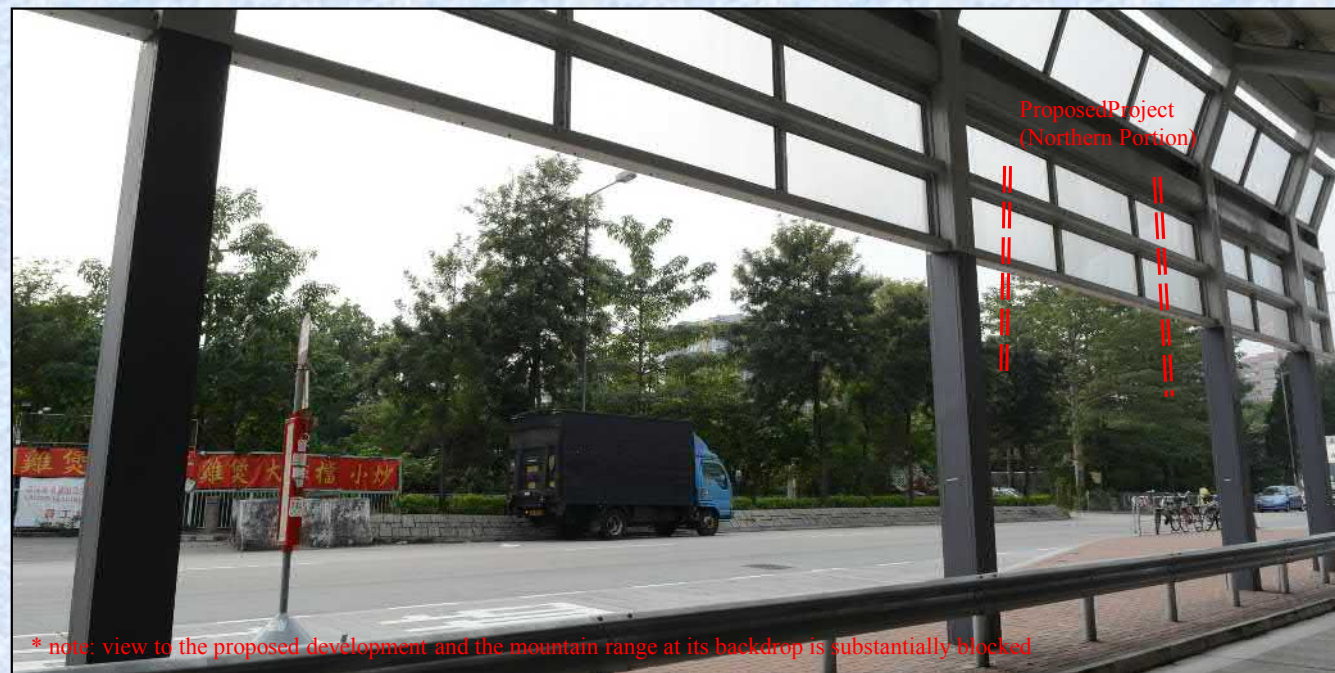
Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



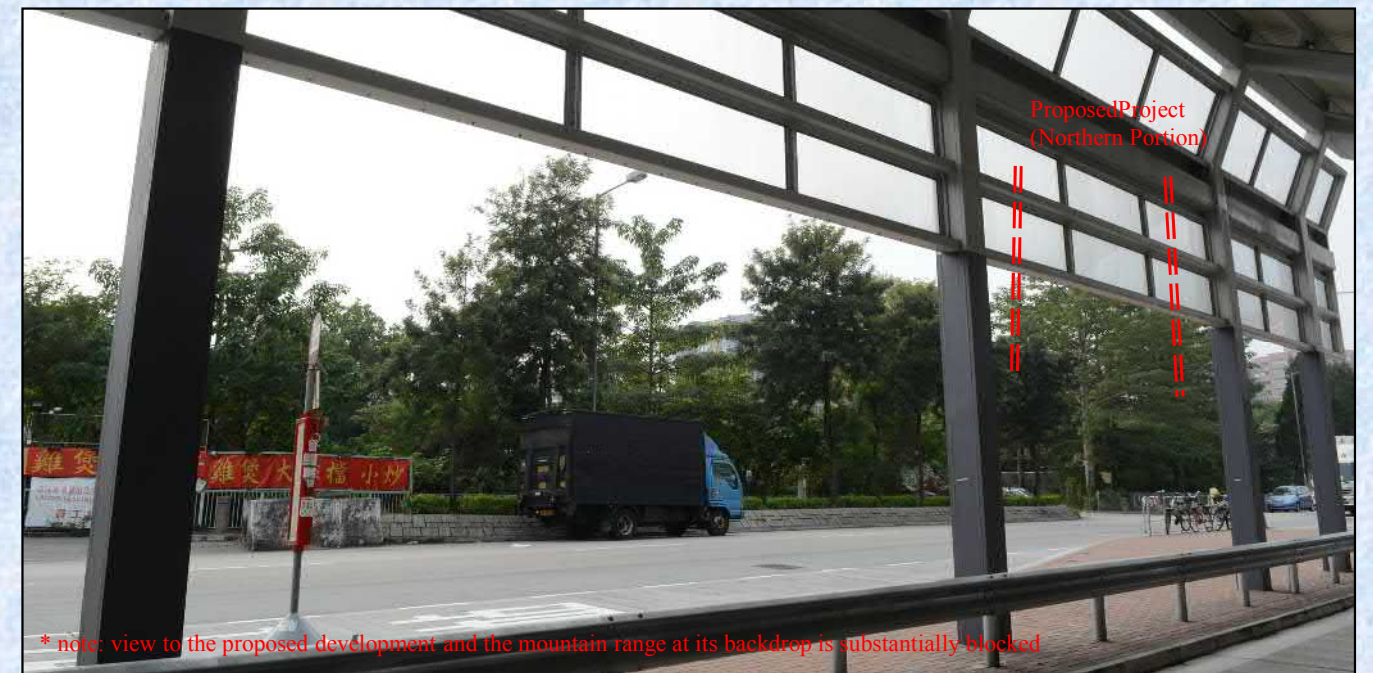
Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.21

Photomontage of Visually Sensitive Receiver VP9 without Northern Portion



Existing View (The public inside the station at ground level cannot observe the development due to substantial blockage of views. The existing view is taken on the footbridge behind the Chung Uk Tsuen LRT Station)



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2m

Photomontage of Visually Sensitive Receiver VP10



Existing View (The public inside the station at ground level cannot observe the development due to substantial blockage of views. The existing view is taken on the footbridge behind the Chung Uk Tsuen LRT Station)



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2n

Photomontage of Visually Sensitive Receiver VP10 without Northern Portion



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

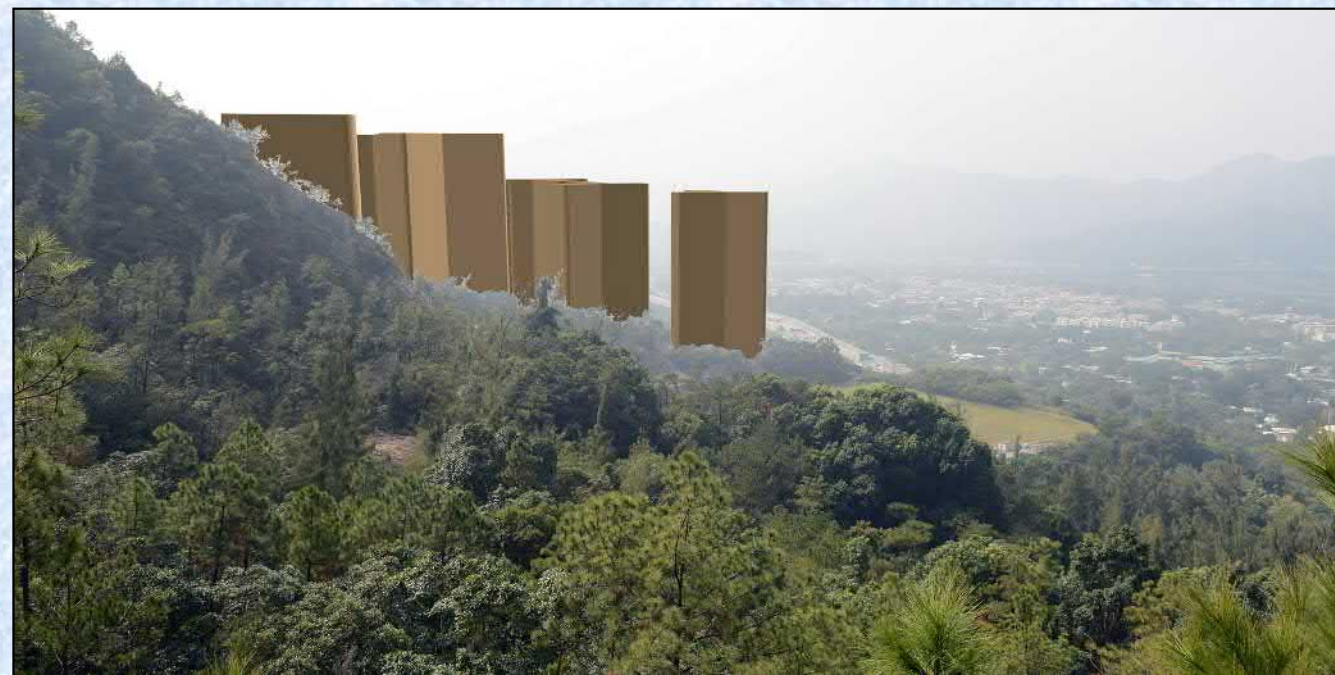
Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2o

Photomontage of Visually Sensitive Receiver VP11



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

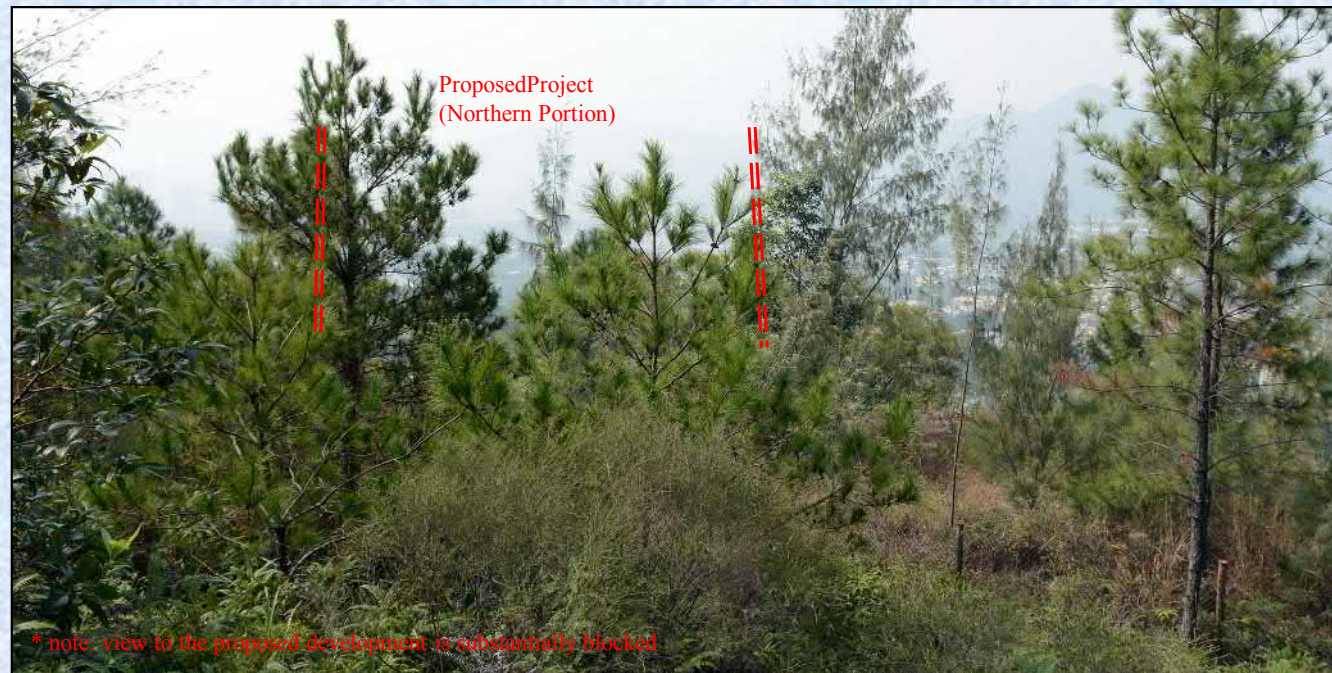
Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage



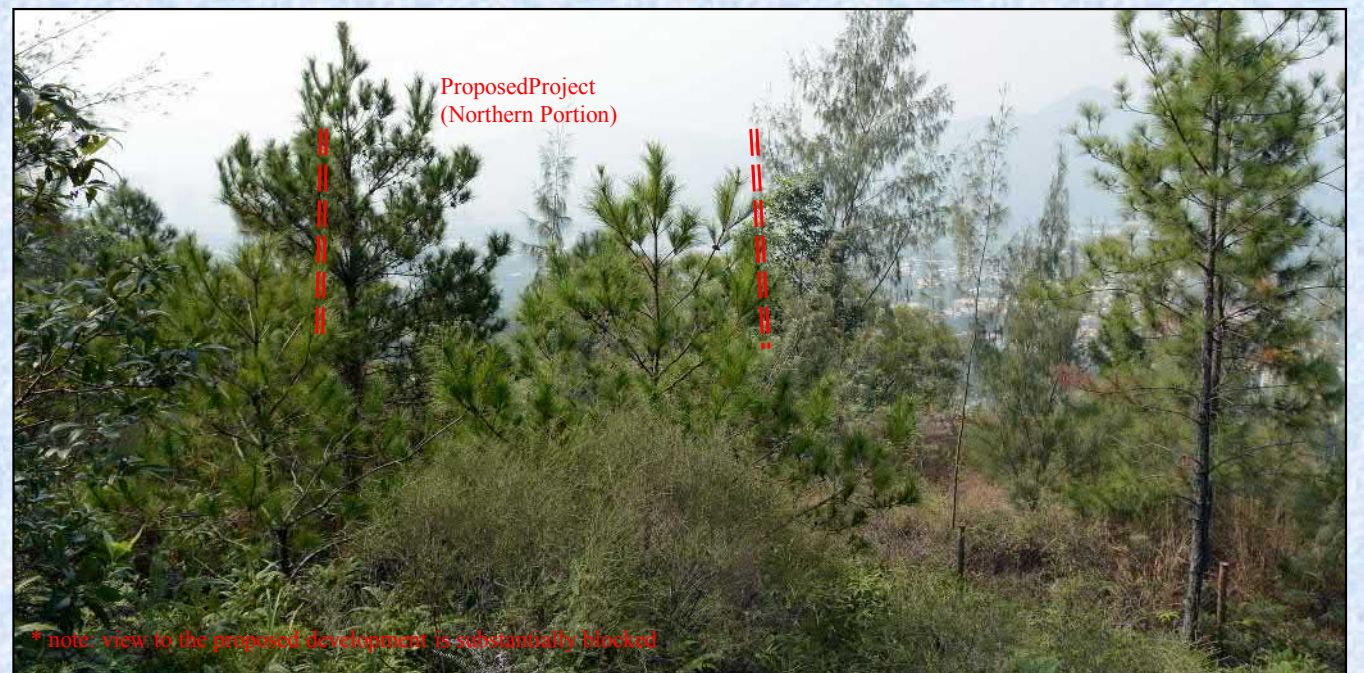
Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2q

Photomontage of Visually Sensitive Receiver VP13

Provision of GIC Facilities and Open Space in Tong Yan San Tsuen

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on existing population)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against existing provision)	Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned Provision		
District Open Space	10 ha per 100,000 persons	1.32 ha	7.13 ha	0	0	-1.32 ha	-7.13 ha
Local Open Space	10 ha per 100,000 persons	1.32 ha	7.13 ha	3.2	11.14	+1.88 ha	+4.01ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	21.74 classrooms	89.59 classrooms	60	60	+38.26 classrooms	-29.59 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	24.6 classrooms	98.13 classrooms	14	86	-10.6 classrooms	-12.13 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	7.53 classrooms	43.74 classrooms	11	61	+3.47 classrooms	+17.26 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0.03	0.14	0	0	-0.03	-0.14
Divisional Police Station	1 per 100,000 to 200,000 persons	0.07	0.36	0	0	-0.07	-0.36
Hospital	5.5 beds per 1,000 persons	72.6 beds	396.27 beds	0 beds	0 beds	-72.6 beds*	-396.27 beds*
Clinic/Health Centre	1 per 100,000 persons	0.13	0.72	0	0	-0.13	-0.72
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0.02	0.11	0	0	-0.02*	-0.11*

* Hospital bed and magistracy provision are determined on a regional basis.
The regional deficit of hospital bed would be served by Pok Oi Hospital.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on existing population)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against existing provision)	Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned Provision		
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	0.21	0.81	0	1.00	-0.19 [#]	+0.19
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0.09	0.48	0	0	-0.09	-0.48
Library	1 district library for every 200,000 persons	0.07	0.36	0	0	-0.07	-0.36
Sports Centre	1 per 50,000 to 65,000 persons	0.20	1.1	0	0	-0.20	-1.1
Leisure Centre	1 per 50,000 persons	0.26	1.43	0	0	-0.26	-1.43
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	0.05	0.29	0	0	-0.05	-0.29
Swimming Pool Complex - standard	1 complex per 287,000 persons	0.05	0.25	0	0	-0.05	-0.25

* Hospital bed and magistracy provision are determined on a regional basis.

The regional deficit of hospital bed would be served by Pok Oi Hospital.

Premises based. Subject to DSW's requirements.

會議內容：

七.其他事項（參考附上各計劃大綱圖）：

諮詢擬議修訂《唐人新村分區計劃大綱核准圖》
《洪水橋及厦村分區計劃大綱草圖》及擬議修訂相關的圖則
以及洪水橋新發展區計劃的實施安排

主席致歡迎詞及介紹與會嘉賓：

發展局規劃地政科首席助理秘書長(規劃及地政)5 鍾文傑先生
發展局規劃地政科助理秘書長(規劃)6 黃立基先生
規劃署屯門及元朗西規劃專員林智文先生
規劃署屯門及元朗西規劃處高級城市規劃師/ 元朗西 1 區裕倫先生
規劃署屯門及元朗西規劃處高級城市規劃師/ 洪水橋新發展區吳育民先生
房屋署發展及建築處高級規劃師(1)李倩儀女士
土木工程拓展署土木工程處總工程師/ 房屋工程 2 陳卓榮先生
土木工程拓展署土木工程處房屋工程 2 部高級工程師/ 2 陳國樑先生
土木工程拓展署土木工程處房屋工程 2 部高級工程師/ 5 周少康先生
土木工程拓展署新界西拓展處總工程師/ 新界西 3 張家亮先生
土木工程拓展署新界西拓展處高級工程師/ 5 (新界西)李杏儀女士
地政總署地政處/ 特別工程組首席地政主任任世寧先生
地政總署地政處/ 清拆組高級經理胡栢霖先生
地政總署元朗地政處高級產業測量師/ 西李綺華女士
奧雅納工程顧問 助理董事羅偉康先生
博威工程顧問技術董事勞智行先生

鄧達善副主席歡迎多位政府官員出席今次會議。鄧副主席表示，丹桂村村民擔心其居所受到清拆問題，一同出席今次會議討論上述發展計劃，並希望政府考慮交通配套及民生需要。屏山鄉鄉事委員會會配合政府發展，但政府政策必須以民為本。

規劃署高級城市規劃師/元朗西區裕倫先生講解修訂《唐人新村分區計劃大綱核准圖 S/YL-TYST/10》(參考擬稿)，上述修訂主要涉及前朗邊中轉房屋及周邊土地和丹桂村配水庫南面部份土地的改劃，亦包括兩項城市規劃委員會（下稱「城規會」）根據《城市規劃條例》第 12A 條已批准的改劃申請。內容如下：

1.前朗邊中轉房屋及周邊土地

-將前朗邊中轉房屋及周邊土地（約 10 公頃）由「休憩用地」及「住宅（乙類）1」地帶改劃為「住宅（甲類）1」地帶及一小塊土地（約 310 平方米）由「休憩用地」地帶改劃為「住宅（乙類）1」地帶

-最高總地積比率不超過 6，同時，因應房屋供應的需求增加，當局現正檢視輕微增加總地積比率至不超過 6.5 的可行性

-初步擬議的公營房屋發展

--幢數：11

--層數：約 40

--單位數目：約 11,100

--容納人口：約 31,200

-第一階段：前朗邊中轉房屋用地

--單位數目：約 2,800

--容納人口：約 8,000

--完工年份：2024/25

-第二階段：其餘大部份為私人土地的用途

--單位數目：約 8,300

--容納人口：約 23,200

--完工年份：2028/29

2.丹桂村配水庫南面部份土地

-把位於丹桂村配水庫以南的土地（約 10.6 公頃）由「綠化地帶」及「政府、機構或社區」地帶改劃為「住宅（甲類）2」地帶。

-最高總地積比率不超過 6.5。

-初步擬議的公營房屋發展

--幢數：7

--層數：約 40

--單位數目：約 7,400

--容納人口：約 20,600

--完工年份：2028/29

-此外，為提供食水及沖廁用水貯存設施以配合擬議公營房屋發展及相關項目，把鄰近兩塊土地（約 2.1 公頃）由「綠化地帶」改劃為「政府、機構或社區」地帶。

土木工程拓展署就兩項擬議公營房屋發展進行了地盤平整和基礎設施工程可行性研究，確定擬議發展將不會對附近地區的交通及運輸、環境及視覺景觀等造成不良影響。在實施了建議的交通改善措施後，擬建項目對整體交通及運輸沒有負面影響，亦將提供足夠停車位。擬議建築物的高度能大致保持區內的視覺通透性，建築物的位置及坐向亦將會按周邊發展佈局適當分隔，以促進空氣流通以及減少噪音及視覺等影響。透過適當的園林及建築設計，將為居民提供環保及健康的生活環境。

3.沙井路用地

-位於沙井路用地（約 630 平方米）由「政府、機構或社區」地帶改劃為「住宅（乙類）1」地帶

4.兩幅毗鄰金蘭觀西北及東南面的用地

-兩幅毗鄰金蘭觀西北及東南面的用地（約 780 平方米）由「政府、機構或社區」地帶改劃為「住宅（乙類）1」地帶

請在座各位就上述土地用途修訂建議提出意見，我們亦會再徵詢元朗區議會的意見，並把收集到的意見與擬議修訂一併交由城規會轄下的鄉郊及新市鎮規劃小組委員會考慮。如城規會同意有關修訂項目，將會刊憲展示收納有關修訂項目的分區計劃大綱草圖，作為期兩個月的公眾諮詢。屆時，公眾人士可對修訂項目提出申述。

土木工程拓展署房屋工程 2 部高級工程師周少康先生簡單報告擬議元朗丹桂村公營房屋發展計劃。該計劃位於丹桂村配水庫以南，連同鄰近兩塊用作食水及沖廁用水貯存設施的土地，面積共約 12.7 公頃，現時該土地有一些構築物，部份作住宅用途。現提供

- 航攝照片
- 土地位置及目前照片
- 視覺合成圖

該發展規模如下：

- 預計大廈數目：7 座
- 預計單位數目：約 7,400
- 預計人口：約 20,600
- 總地積比率：不超過 6.5
- 預計入伙年份： 2028/29

土木工程拓展署已進行有關的元朗丹桂村地盤平整和基礎設施工程可行性研究，確定交通及運輸、環境、景觀及視覺、空氣流通、排水、排污等各方面皆技術上可行。下一步工作是修訂分區計劃大綱核准圖、開展地盤平整及基礎設施的詳細設計、土地徵收等工作。最後，周先生簡單講解行車通道及行人連接路，並建議改善順達街與青山公路洪水橋段之交通交匯處。

土木工程拓展署房屋工程 2 部高級工程師陳國樑先生簡單報告元朗朗邊公營房屋發展計劃。該發展計劃位於朗天路以西、唐人新村交匯處以北約 10 公頃的範圍。第一期為北面拆卸中的朗邊中轉房屋；第二期為南面土地，目前大部份為私人土地，主要用作倉庫及維修等。現提供

- 航攝照片
- 第一期（拆卸中的朗邊中轉房屋）照片
- 第二期目前照片
- 視覺合成圖

該發展規模如下：

-預計大廈數目：11 座

-預計單位數目：約 11,100

-預計人口：約 31,200

-總地積比率：不超過 6，同時，因應房屋供應的需求增加，當局現正檢視輕微增加總地積比率至不超過 6.5 的可行性

-預計入伙年份： 第一期： 2024 /25；第二期：2028/29

土木工程拓展署已進行有關的地盤平整和基礎設施工程可行性研究，確定交通及運輸、環境、景觀及視覺、空氣流通、排水、排污等各方面皆技術上可行。下一步工作是修訂分區計劃大綱核准圖、開展地盤平整及基礎設施的設計、土地徵收等工作。接著，陳先生簡單講解行車通道及行人連接路。

最後，陳先生講解上述兩個發展項目的整體交通運輸模式，於繁忙時間（往市區方向）的交通運輸模式將會以巴士及西鐵為主。預計未來居民將主要使用項目內的公共運輸交匯處所提供的路面交通工具（如巴士/小巴服務），包括使用穿梭巴士前往西鐵站。另外，就長遠鐵路改善措施，運輸及房屋局已在立法會解釋，港鐵公司會提升西鐵線的訊號系統，列車會逐步由 7 卡增至 8 卡，最終的最高運載能力可達每小時每方向 28 班次。若每班次由 8 卡車組成，可載客量將比現時 7 卡車每小時每方向約 20 班增加 60%。另外，以上兩個屋邨入伙後，附近主要道路飽和率仍未達到百分百，相信交通負荷程度仍然維持可接受水平。

曾主席表示，丹桂村村代表、唐人新村村代表及受影響之丹桂村村民出席今次會議，了解唐人新村發展計劃及表達意見，多位相關政府官員也出席今次會議講解上述計劃內容，諮詢受影響村民之意見，然後諮詢元朗區區議會意見。曾主席個人代表屏山鄉鄉事委員會對上述計劃持反對態度，原因是上述計劃未有完善交通安排，而且政府將 98%公營房屋發展計劃集中興建於屏山鄉，引致元朗區人口密度過盛。

莫永堅副主席表示，位於屏山鄉多個房屋發展計劃，新增人口將會多達 20 萬人(朗邊及丹桂村的預計總人口為 5 萬)，周邊交通配套完全不足。現時在繁忙時間，道路出現塞車問題，將來道路必定負荷沉重，而且多個地區依賴西鐵為主要幹道，無論增設更多卡車廂，並不能解決繁忙時間搭客率飽情況，莫副主席對上述計劃維持反對。

張木林議員歡迎規劃署、土木工程拓展署及其他政府部門出席今次會議及介紹兩個發展區資料。張議員表示，上述計劃之交通安排未如理想，多條道路如順達街、洪順路和宏達路，不足以解決將來新入伙居民的交通問題。張議員質疑，規劃署有否通過環評報告在丹桂村綠化地帶興建公營房屋。更指，為何政府大費周章，勞民傷財而不選擇其他較大地方，如新界西農地。張議員表示，現時西鐵在繁忙時間搭客率高達 104 %，已超出負荷，要求興建屯荃鐵路，疏導人流，將交通打通東西方向行走才是正確解決方案。另外朗邊中轉計劃的另一個交通問題，是唐人新村交匯處位置，在繁忙時間經常出現塞車情況，擬修訂上述位置仍未見有明顯改善，令人難以支持。

鄧慶業議員對負責上述項目官員氣憤難平，認為政府多個發展項目處處追擊屏山鄉，已落成的洪福邨、將落成的屏欣苑及朗屏公營房屋統統出現交通問題，令元朗區交通更加沉重。鄧議員表示，元朗區區議會起初通過上述發展計劃，當時要求政府增加元朗區交通配套，由於元朗區是一個舊區，道路狹窄，必須把道路大翻新，建造大型道路以舒緩交通，可惜政府漠視上述要求。至於土木工程拓展署陳先生所提供的交通舒緩方案包括西鐵使用 8 卡車廂、穿梭巴士、小巴等等，都是紙上談兵。鄧議員直言，政府只顧興建公屋解決房屋問題，而沒有考慮日後造成交通擠塞問題，最終由區議會及該區居民「埋單」。鄧議員表示，一旦上述項目獲得通過，後患無窮，元朗區區議會一定會反對。

丹桂村村代表麥炳祥先生表示，該區村民抱怨現時交通配套不足，要花很長交通時間上班/上學，反對在該區興建房屋以致交通更加沉重。麥先生建議政府另覓其他地點興建公營房屋，如米埔沿海一帶，並對上述項目表示反對。

唐人新村村代表林如棟先生表示朗邊中轉發展計劃的道路設計安排（近唐人新村交匯處位置）非常出人意表，難以明白，交通未能改善，希望土木工程拓展署修改。

陳偉琛先生（丹桂村村民）表示，上述發展計劃將會影響丹桂村 20 戶居民，直言順達街及丹桂村路將來難以應付未來沉重交通。陳先生質疑，洪水橋是低密度發展區，在丹桂村能否興建 40 層高樓宇。而且，該地點位於石山，難以打地基，所需建築費可能倍增，還有該地點是綠化地帶，深受港人喜歡。基於上述原因，希望官員考慮，上述地點是否適宜興建公營房屋。

李先生（丹桂村村民）表示，自己從事運輸業，親身經歷該區交通嚴重問題，希望政府重新考慮上述計劃的交通問題。

有一村民質疑，西鐵列車能否 1 小時走 28 班次，平均 2 分鐘一班次，難道行車及上落客時間不計算在內。

曾主席表示，要配合政府發展計劃，但發展計劃不可影響居民生活，交通問題難以解決。

鍾先生（丹桂村村民）表示，現時該區交通情況到達飽和點，無論列車增加班次，作用不大，只是紙上談兵。希望政府完善安排交通配套，居民安居樂業，現階段表示反對。

曾主席希望在座受影響之村民盡量發言，現諮詢村民意見，以免日後村民陷屏山鄉鄉事委員會及政府部門不義，投訴上述計劃沒有諮詢過他們。

麥炳祥村代表提示村民對上述發展計劃可盡情抒發訴求，如清拆補償、如何安置、資產審查等等。

曾主席表示，若然政府落實要在該區發展，詢問村民需要屏山鄉鄉事委員會怎樣協助？本會透明度高，預先諮詢受影響村民意見，容許村民在會議中發表訴求。

羅先生（丹桂村村民）表示，政府要發展興建公營房屋是無可厚非，但希望將發展面積縮小，減少興建樓宇座數為三至四幢，豁免清拆自己的寓所，這樣大家都有所居。

曾主席提議政府先落實朗邊中轉發展計劃/唐人新村發展計劃，做好周邊交通配套，然後再考慮其他發展計劃。

陳偉琛先生（丹桂村村民）要求規劃署修改圖則，豁免清拆公路下之位置大約面積數十平方米，減少影響現時數十戶家庭，這樣政府可以繼續發展該公營房屋，我們村民又可繼續安居樂業。

鄧慶業議員語重心長表示，每個居民渴望社區交通配套良好，大家安居樂業，然而今次出席的官員就上述發展計劃未能提供有說服性數據/理據及未來願景。大家知道青山公路是一條不可變通的公路，將來不可承受人口增加之交通流量。為何政府不是先考慮「三通一平」，然後才去考慮發展房屋計劃呢。鄧議員要求均衡參與，質疑政府為何不考慮其他較大面積地方，如六鄉其他地方，並坦言，屏山鄉難以承受龐大房屋興建數量，以免屏山鄉居民日後要面對災難性交通問題。

林如棟村代表詢問規劃署官員，有否跟元朗南發展計劃官員溝通，是否知道全部元朗南區車輛依賴唐人新村迴旋處行走。該道路負荷沉重，嚴重影響唐人新村之車輛進出。

李小姐（丹桂村村民）詢問政府何時會落實收地政策，何時會安置受影響村民。

曾主席回應，此刻只是諮詢階段，至於收地及賠償時間表還未落實。

規劃署林智文先生感謝屏山鄉鄉事委員會安排丹桂村村民出席是次鄉事委員會會議，聽取村民意見。他表示有關公營房屋發展涉及分區計劃大綱圖的改劃，須依循法定規劃程序，得到城規會准許。是次會議收集到的意見將反映予城規會/相關部門考慮。以上意見可綜合為（1）為何那麼多公營房屋發展集中於屏山鄉；（2）丹桂村的綠化地帶是否適合興建高密度樓宇；（3）交通配套問題；（4）何時收地及賠償細節；及（5）減低對居民的影響。林先生表示希望大家明白社區上公營房屋需求越來越大，規劃署視察過不同地方，尋找合適土地發展，希望地盡其用。土木工程拓展署的研究顯示在丹桂村及朗邊兩處用地發展公營房屋技術上是可行的，而且接近元朗新市鎮。政府希望在發展過程中能盡量減少影響居民，然而在工程或其他因素下難以完全避免。土木工程拓展署同事稍後會講解交通配套措施及解釋土地平整的規模。至於何時收地及賠償細節，政府有既定機制，處理受影響居民的清拆賠償。現階段要先通過法定規劃程序，當局稍後會諮詢區議會，再把改劃提交城規會考慮，及後根據城市規劃條例刊憲，進行法定公眾諮詢。

土木工程拓展署總工程師/房屋工程 2 陳卓榮先生表示，政府推行整個新界西北公營房屋發展項目包括洪水橋、元朗南等，每個項目都進行獨立交通影響評估，而每個評估亦是根據規劃署提供全港整個人口及就業數據作出交通規劃。政府明白元朗區現時交通在繁忙時段較為擠塞，正研究建造新幹線，如 11 號幹線、屯門西繞道等。至於西鐵能否提供 1 小時 28 班次列車，據本人經驗，港鐵港島線現時可提供分半鐘一班列車，而港鐵公司在立法會向交通委員會承諾，當列車訊號改善完成後，列車班次定可增加。另外，估計公屋居民大部份選用集體運輸交通工具如西鐵和巴士，私家車流量會較少。將來 11 號幹線或其他幹線落成後，點對點交通工具往市區必定更便捷。陳先生解釋，西鐵設計時，容量以每平方米站立 6 人計算。如果以每平方米站立 4 人計算，現時繁忙時間載客率 104%，正如港鐵早前提及，乘客的背包可能是造成阻塞的原因之一。至於，朗邊第一期右轉往元朗市中心，稍後會再跟運輸署商討。

林如棟村代表表示對朗邊邨車輛左轉出青山公路至唐人新村掉頭往元朗設計不滿，四方八面車輛駛入該處，引致交通嚴重擠塞。

張木林議員亦表示，該部門於二月廿一日來區議會介紹交通安排，指車輛由朗邊邨左轉入青山公路一直去到唐人新村右轉屏廈路掉頭沿青山公路去元朗，認為交通安排荒謬，維持反對。

莫永堅副主席表示，在公營房屋區的私家車流量不是相對較少，只是居民選購便宜汽車代步而已。環顧天水圍南北所有公屋，停車場車位供不應求，停車場時租價錢不斷提升，足見在公屋區的汽車數目不少。

土木工程拓展署房屋工程 2 部高級工程師陳國樑先生補充，朗邊第一期出入口設計，顧問研究提出不同方案：(1) 加設一個交通燈控制路口，容許車輛由朗邊第一期右轉往元朗市中心，但運輸署回應此設計會吸引更多車輛前往元朗市中心，導致元朗大馬路更加擠塞；(2) 於青山公路/孖峰嶺路路口加設掉頭處，但運輸署回應此設計會令車輛在燈位等候時造成車龍，引致青山公路擠塞；(3) 經唐人新村路及新起村街返回青山公路元朗方向，行程只需數十秒時間。經考慮不同因素後，第三個方案為較合適的方案。

顧問公司鄧先生補充，顧問建議於孖峰嶺路新增出口往朗天路，前往元朗公路及九龍的車輛，無需再經青山公路，達到一個分流作用，令交通更加流暢。

林如棟村代表表示，否定上述設計，更不明白交通分流，只覺得車輛需要繞來繞去，浪費汽油。

鄧先生又補充，為了減輕現時青山公路擠塞情況，增多一個出口，車輛不會完全依賴青山公路往元朗方向。

曾主席希望多個相關部門再研究交通問題。

鳳池村村代表陳文輝先生分享真實個案，有一村民從洪水橋搬往鳳池村居住，原因是洪水橋交通配套不足，在繁忙時間，上班/上學困難。陳先生認為現時最迫切問題是建造公路，解決交通運輸問題，西鐵繁忙時間搭客率已飽和，為何現時不增設 28 班次列車，更笑言，工程師在評估車廂載客率時並沒有考慮乘客會揸背包。

曾主席表示，今次會議只是諮詢意見，不代表落實通過，還要通過區議會諮詢等等。

與會者無任何提問，丹桂村村民於下午 5 時 20 分先行離席。

~~規劃署高級城市規劃師/洪水橋新發展區吳育民先生講解新擬備的洪水橋及厦村分區計劃大綱草圖及相關圖則。洪水橋位於新界西北，亦位於屯門市中心、元朗及天水圍新市鎮之間，將會連接一些策略性公路，與大嶼山和大珠三角連接。洪水橋新發展區是新一代新市鎮，將成為新界西北的「區域經濟及文娛樞紐」。洪水橋新發展區規劃及工程研究於 5-9-2016 公布經修訂的建議發展大綱圖，並於 27-9-2016 向屏山鄉鄉事委員會簡介經修訂的建議發展大綱圖。並會根據經修訂的建議發展大綱圖修改相關法定分區計劃大綱圖，洪水橋及厦村分區計劃大綱草圖的內容如下：~~

~~1. 建立獨特的樞紐~~

- ~~-擬建洪水橋站周邊將規劃為「區域經濟及文娛樞紐」。~~
- ~~-圍繞現有西鐵天水圍站的地區為商業中心。~~
- ~~-洪水橋新發展區北面將塑造為本區服務中心，為天水圍北就近人口提供當地支援。~~
- ~~-洪水橋新發展區北近流浮山為當地商業中心。~~
- ~~-洪水橋新發展區西北面的物流、企業和科技區構成整個新界西北部的重要經濟就業樞紐，主要作現代工業用途。~~

~~2. 主要發展參數~~

- ~~-新增人口：約 176,000~~
- ~~-總人口：約 218,000~~
- ~~-新住宅單位數目：約 61,000~~
- ~~-就業機會：約 150,000~~

的個案，得到相關的資料和滿意的回覆，及知悉社會福利署（社署）會繼續適切跟進有關個案，因此今次會議不打算討論該議題。

5. 副主席表示他也有就郭議員的議題作出和議，亦有興趣了解有關個案的詳情，希望郭議員將社署的回覆提供給他參考。

6. 郭慶平議員補充，他與署理元朗區福利專員討論有關個案後，滿意她的回覆。他理解社署會酌情考慮關於綜援受助長者從親友獲得的金錢饋贈是否豁免計算為入息。

7. 副主席表示，他理解長者生活津貼的受助人從親友獲得的金錢援助不作入息計算，欲了解不同的社會保障援助是否有不同的要求，希望會後與有關方面討論。

8. 主席請社署的代表會後聯絡副主席。

9. 姚國威議員表示，他作為議題的聯署人之一，有興趣就有關個案和社署的回覆作出討論，並查詢會否將有關議題交由委員會處理。

10. 主席表示，由於郭議員是提出該議題的人，並滿意社署的回覆，因此不擬在今天的會議詳細討論。若議員對該議題有興趣的話，當然可以向相關委員會提出。

11. 郭慶平議員表示，若大家有興趣討論該議題，他會稍後向文委會提出。

12. 議員對議程沒有異議。

第一項：通過元朗區議會二零一六年度第八次會議記錄

13. 議員通過二零一六年度第八次會議記錄。

第二項：諮詢擬議修訂《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》 (區議會文件 2017／第 12 號)

14. 主席請議員參閱第 12 號文件，內容是規劃署向議員介紹有關《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》的擬議修訂，並徵詢議員意見。主席歡迎以下部門代表出席會議：

規劃署

屯門及元朗西規劃專員

林智文先生
(常設部門代表)

高級城市規劃師/元朗西 1

區裕倫先生

房屋署

高級建築師/20

楊志萍女士

高級規劃師/1

李倩儀女士

土木工程拓展署

總工程師/房屋工程 2

陳卓榮先生

房屋工程 2 部高級工程師/2

陳國樑先生

房屋工程 2 部高級工程師/5

周少康先生

奧雅納工程顧問助理董事

羅偉康先生

博威工程顧問技術董事

勞智行先生

博威工程顧問工程師

吳志豪先生

15. 區裕倫先生 簡介《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》的擬議修訂項目（擬議修訂）。

16. 陳國樑先生 和 周少康先生 分別簡介元朗朗邊公營房屋發展和元朗丹桂村公營房屋發展的工地平整及基礎設施工程可行性研究，包括發展規模、項目進展、行車通道、行人連接路等環節。

17. 曾樹和議員 表示，規劃署就有關的擬議修訂諮詢元朗區議會前，應先諮詢屏山鄉鄉事委員會，才符合既定的程序。另外，剛才的簡介表示有關的項目不會對附近地區的交通造成問題。然而，事實上元朗區的交通問題眾所周知。即以簡介中提到的丹桂村的擬議項目中的道路設計而言，亦不能紓緩現時丹桂村路的交通負荷。他表示會前曾與屏山鄉的村代表和當區議員談及有關的擬議修訂項目，他們擔心當局在元朗區的不同地點進行發展，未來十五至二十年內區內的人口增長難以想像。因此，他預計屏山鄉鄉事委員會反對有關的擬議修訂，希望規劃署和土木工程拓展署慎重考慮地區人士的意見。

18. 副主席 對部門的諮詢文件和簡介表示非常失望。他表示在 2014 年 4 月 29 日，時任發展局副局長馬紹祥先生，JP 出席元朗區議會會議，很多議員向他反映元朗區的對外交通問題特別是西鐵承擔力已達飽和的情況，副局長的回應令人感到其信息正面。但今次的諮詢文件卻對交通規劃着墨不多，顯示有關部門並無回應議會的意見。此外，據悉港鐵近日向政府提交文件，會就北環線等鐵路發展項目進行研究。他歡迎鐵路運輸服務得以整體改善，但更擔心北環線如落成後，預計不少市民會使用西鐵接駁北環線以前往內地，反而會加重西鐵的負擔。另一方面，政府應主動增加

「政府、機構或社區」和「休憩用地」的供應，以及善用已劃作這些用途的土地，改善市民生活環境的質素。然而，文件中的擬議修訂涉及改劃不少這些用地而非收回其他土地以興建房屋。例如文件中的修訂項目 A2 項建議將一小片面積約 310 平方米的「休憩用地」改劃為「住宅（乙類）1」地帶；若在這片土地興建高密度的樓宇，情況並不理想。此外，修訂項目 B 項更建議將一大片面積約 10.6 公頃的「綠化地帶」改劃。他對上述這些改劃抱有極大保留，並認為政府在近年的房屋發展「重量不重質」，不斷破壞香港的自然環境，降低市民的生活質素。他相信有關的土地改劃會嚴重影響當區的生態和居民的生活環境。因此，基於上述的理由，他不支持有關的擬議修訂。

19. 黃偉賢議員表示，區議會過去一直都希望政府在向區議會提出一些規劃發展建議前，先諮詢鄉事委員會的意見。但他並不認同這種做法，並認為政府可同步諮詢區議會和鄉事委員會。他查詢在程序上而言，政府在未諮詢鄉事委員會前，已就有關的擬議修訂提交區議會討論，是否意味着主席已決定撤銷一向的做法。

20. 曾樹和議員認為黃偉賢議員關於程序上的意見不無道理，若有關的擬議修訂未經鄉事委員會討論，在區議會進行討論也是白費時間。為免延誤其他議程的討論，他建議主席作出裁決，中止討論這個議題。

21. 鄧慶業議員，BBS表示完全同意屏山鄉鄉事委員會主席曾樹和議員的意見，因為事實上受有關擬議修訂影響的是屏山鄉的土地業權人、地區持份者和居民。若屏山鄉鄉事委員會並未討論有關的擬議修訂，在區議會討論並無意義。這不但涉及尊重鄉郊人士與否的問題，也涉及切合當區實際需要與否的問題。他亦希望中止討論這個議題。

22. 鄧家良議員表示，其本人是代表廈村的民選議員，並表示當局在諮詢地區意見時一向都程序井然，先向鄉事委員會作初步諮詢，蒐集鄉郊居民的意見後才諮詢區議會。這種程序廣受鄉郊居民的認同和支持，原因是受當局建議的規劃發展影響的土地範圍之內有不少村落，若在鄉郊地區有代表性的鄉事委員會和村代表不支持這些建議，當局直接諮詢區議會也是浪費時間，代表鄉郊的議員也一樣反對。他希望有關部門慎重考慮進行諮詢的程序，就有關的擬議修訂進行妥善的地區諮詢，才將之提交區議會討論。

23. 張木林議員表示，部門今天向區議會提出這個議題，違反行之有效的諮詢程序。一向以來，政府就新界區的發展計劃，都會諮詢有關的鄉事委員會和村代表，然後將計劃提交區議會討論。在受有關發展計劃影響的人士毫不知情的情況下，政府便將這些計劃提交區議會，這種做法不但尊重鄉事委員會，亦打破一貫的諮詢程序和常規。他相信若部門越過鄉事委員會進行諮詢，會得不到鄉事委員會以及區議會的支持，不少項目將

不能順利展開。他表示元朗區的六條鄉包括不少居民，有關部門需要顧及他們的意見和取得他們的認同。他支持屏山鄉鄉事委員會主席曾樹和議員的提議，待有關的擬議修訂在屏山鄉鄉事委員會討論後，區議會才作出討論。

24. 文炳南議員, MH認為部門的代表可能年紀尚輕，並不知道一些由來已久的諮詢程序和慣例。他很感謝資深的黃偉賢議員，指出區議會有一些慣例。他並認為主席應嚴守區議會的慣例，不應讓部門提出這項議程。

25. 鄧賀年議員表示，先後諮詢鄉事委員會和區議會是數十年的不成文規定，但自從某立法會議員就橫洲公共房屋發展計劃（橫洲計劃）肆意發表言論後，政府在進行地區諮詢時似乎自亂陣腳。此外，現屆政府一向希望加強區議會的功能，但獲得區議會支持的事項，未必獲得立法會的關注，令他覺得區議會的討論好像白費心機。他認為橫洲計劃至今還未獲得解決，現在政府又提出這些房屋發展項目在區議會討論，相信亦是白費心機。他表示若政府在元朗區進行地區諮詢時繞過鄉事委員會的話，六鄉鄉事委員會一定反對。最後，他認為若政府只重視某些立法會議員的言論的話，不如直接諮詢他們，無需諮詢鄉事委員會和區議會。

26. 主席表示，他聽到剛才曾樹和議員發言時指出有關的擬議修訂未經屏山鄉鄉事委員會討論，因此希望區議會中止討論這個事項，而其他發言的議員大多希望可以中止討論。他補充根據會議的程序，若大家建議不討論這項議程，應在會議開始前他詢問議員對議程有否異議時，表達這個意見。但議員已同意今天的議程和會議已經展開，主席無權中止討論某一項議程。即使剛才議員已表達清晰的意見，希望中止討論，主席也不可貿然更改議會慣常的做法。若有議員希望繼續發言，他亦須尊重他們發言的權利。

27. 鄧慶業議員, BBS認為大家必須參考《會議常規》和議事的慣例處理現在的情況，並認為現在的情況全由部門「急就章」的做法引起。至於部門是否急市民所急，他也不十分清楚，只覺得當局不斷批准發展商發展土地，造成元朗區的種種問題。他希望大家看清實際的情況，要求部門依照既定的程序諮詢鄉事委員會和會受影響的業權人、居民和持份者，才將有關的擬議修訂提交區議會討論。

28. 郭慶平議員查詢，議員可否提出動議，中止這項議程。此外，有關的擬議修訂未經鄉事委員會討論便在區議會討論，日後若鄉事委員會不贊成有關的擬議修訂的話，今天區議會的討論便是浪費時間。

29. 黃偉賢議員認為主席剛才的講法符合《會議常規》的程序，而《會議常規》中並無條文規定在區議會討論的事項必須先經其他團體討論，只是歷來議員提出這種要求並獲歷屆主席同意，成為不成文的做法。所以他

支持主席的意見，繼續讓議員發言。他更認為部門可同步諮詢區議會、鄉事委員會或其他持份者，以免令人誤會區議會一定同意獲鄉事委員會同意的事情，變成橡皮圖章。他相信如果程序上明文規定部門必須先諮詢鄉事委員會才可諮詢區議會，區議會的意見未必能夠有效地反映出來。如主席同意繼續討論這項議程的話，他支持主席的意見。

30. 秘書表示，《會議常規》並無專項條文規定可以中止已進行的提問和討論，但《會議常規》第 24 (1) 條列明「要求區議會暫停辯論某動議或暫停討論某事項的動議，可由主席提出，或由未曾就該事項提出過動議、作過和議或發言的議員提出。如該動議遭否決，經進一步討論後，可以同樣方式提出第二次暫停辯論的動議」。該條文較切合現在面對的情況。秘書續表示，這項議程是政府向區議會提交一個討論事項，形式上並非動議。然而，剛才不少議員認為區議會不應繼續討論這個事項。參考上述《會議常規》的條文，若有議員認為應暫停討論這個事項，議員可以以動議的方式提出，交由議會表決。

31. 主席補充，根據秘書剛才就《會議常規》的解說，暫停討論某事項是可以的，而有關的要求須由剛才沒有發言的議員提出，付諸表決。

32. 郭強議員, MH認為繼續討論這個事項下去並沒有結果，因為有關部門並無正視元朗區的交通問題，正如政府提出橫洲計劃的情況一樣。他認為當局應依照既定的程序，先將有關的擬議修訂提交鄉事委員會討論，並着手解決元朗區的交通問題。他表示解決元朗區的交通問題是當局首要的考慮，現時區內的道路如朗天路和博愛交匯處經常出現樽頸的情況，當局必須在建議進行發展的地點建造支路或行車天橋直接接駁主幹線如元朗公路，才可疏導交通。若當局不妥善解決元朗區的交通問題，區議會必定不會通過有關的擬議修訂。

33. 主席提醒議員應集中討論程序問題。

34. 湛家雄議員, BBS, MH, JP表示，他相信不少議員都會認為部門提交的資料並不充足，有關的資料大部分都是由部門代表即場展示和講解，並非在文件中列載。他表示當局首次就橫洲計劃諮詢區議會時，提供有關整個計劃的理念、樓宇設計和佈局、交通配套設施等詳細資料，並輔以一些電腦模擬照片以作說明，讓議員作出實質討論後，才在另一次會議諮詢擬修訂的分區計劃大綱圖，並聽取議員就有關分區計劃大綱圖的擬議修訂表達支持與否的意見。但今次部門一開始便建議修訂有關的分區計劃大綱圖，會前並無提供充足資料，做法較當局就橫洲計劃諮詢區議會時倒退。因此，他贊成區議會延後討論這個事項，並希望有關部門準備充足資料，才諮詢鄉事委員會和區議會。他更希望大家留意，有關部門每每將一些規劃發展項目、公營房屋發展項目等「斬件式」地提交區議會討論。若元朗南、錦田南、洪水橋新發展區等規劃發展項目完成後，未來十幾年元朗區

的人口會增加四十萬。連同當局不時向區議會提交的其他發展項目，例如今次部門提交的建議已涉及兩個公營房屋發展計劃，預計會有五萬多新增人口，所有個別項目的預計新增人口的總和會達六、七十萬。若加上現有的五十多萬人口，元朗區的人口將會超過一百萬。在交通規劃和其他配套設施不足的情況下，區內人口增長的問題令人擔憂。因此，他希望當局在元朗區進行發展時，應讓區議會審視整區的發展計劃、交通佈局和其他配套設施的規劃，使之掌握未來十至十五年整區的發展規模和人口密度，才爭取區議會的支持。

35. 袁敏兒議員表示，若路政署、環境保護署等相關部門不妥善解決朗天路的交通問題，她反對當局在有關地點進行規劃發展。現時使用深港西部通道穿梳內地與香港之間的車輛都會經過朗天路，當局雖已承諾會為朗天路加設隔音屏障，但至今還未兌現。在這種情況下，她反對當局在朗天路一帶的地點進行發展。

36. 主席表示，秘書剛收到議員的要求，希望提出動議以中止討論這個事項。他表示剛才很多議員表達強烈的意見，希望區議會中止討論這個事項，直至有關事項得以在屏山鄉鄉事委員會討論。現在有議員打算提出動議以中止討論，相信議員亦需少許時間撰寫動議內容。他建議休會五分鐘。

37. 議員對此並無異議。

[休會五分鐘]

38. 主席表示，收到鄧卓然議員提出的動議，並獲張木林議員、程振明議員、周永勤議員、黎偉雄議員、梁福元議員、梁明堅議員、文光明議員、文炳南議員，MH、鄧慶業議員，BBS、鄧賀年議員、鄧家良議員、鄧勵東議員、鄧瑞民議員、鄧鎔耀議員、曾樹和議員、楊家安議員及袁敏兒議員和議。動議的內容如下：

「動議暫停討論唐人新村分區大綱核准圖編號 S/YL-TYST/10 文件，並先行諮詢屏山鄉鄉事委員會後，再交回元朗區議會/城委會討論。」

39. 主席詢問各位議員會否就動議進行討論，否則便會進入表決。

40. 黃偉賢議員表示，他剛才的發言主要是提出程序問題，向主席查詢區議會會依照《會議常規》繼續討論這個事項，還是依照已往區議會的一個不成文規定，中止討論這個事項，以待當局先諮詢鄉事委員會。他理解既然這個事項已納入今天的議程，即代表依照《會議常規》，主席同意進行討論，而不是像過往區議會的做法一樣，未經鄉事委員會討論的事項

不會在區議會討論。現在的情況似乎是主席根據《會議常規》認為可以繼續討論，只是有議員提出中止待續的建議。若主席決定繼續討論，他會歡迎主席的決定，以改變區議會一些他並不認同的做法。就動議的內容來說，他由始至終並不同意一定先要諮詢鄉事委員會才諮詢區議會。而就着部門提交的文件來說，他只可以支持有關朗邊公營房屋發展的項目，並不同意其他的發展項目。因此，他希望日後政府向區議會提交這些規劃建議時，適當地將文件分拆，而非將不同項目網綁在同一份文件內。此外，有關的擬議修訂涉及改劃十多公頃的「綠化地帶」以發展公營房屋，實在令他難以接受。

41. 杜嘉倫議員 希望部門以廣泛諮詢的形式進行地區諮詢工作，同時，他同意黃偉賢議員的意見，政府不應將不同的規劃發展項目網綁在同一份文件內，迫使議員只可就所有而非逐個項目作出決定。另外，他亦只會支持前朗邊中轉房屋用地的重建項目，並反對改劃「綠化地帶」。

42. 陳美蓮議員 表示，議員經常促請政府盡快增加公營房屋的供應，以應付市民的住屋需要。然而，在發展公營房屋時，交通配套是十分重要的。所以，政府在發展公營房屋時需要廣泛諮詢居民、地區組織等各個層面，令有關的發展切合市民的實際需要。就今次部門提交的文件，她支持朗邊的公營房屋項目，但丹桂村的公營房屋項目涉及改劃「綠化地帶」，會影響居民的生活環境和空氣質素，她不予認同。現在部門將兩個項目網綁在同一份文件內，令議員很難決定如何通過。所以，她建議部門最好就個別項目逐一提交文件，以便議員討論和表達意見。

43. 主席 提醒議員，現在是討論動議本身，大家應就支持或不支持動議，即應否暫停討論這項議程表達意見，希望不要將討論焦點放在部門文件的內容上。

44. 鄧慶業議員，BBS不同意黃偉賢議員的看法，他認為黃議員是資深議員，對元朗區的問題經常提出意見。但今次建議將兩個公營房屋發展項目分開處理，似乎是因應一些環保團體的訴求，因而反對涉及改劃「綠化地帶」的丹桂村公營房屋發展項目但卻支持朗邊公營房屋發展項目。他表示交通是元朗區的嚴重問題，朗邊公營房屋發展項目會帶來三萬多的新增人口，環顧現時該地點的情況，根本無法可解決新增人口引致的交通問題。他認為有關部門並非急市民所急，盲目地在數年內增加公營房屋的供應，但卻忽視動輒需要十年廿載才可完善的交通配套設施。他認為議員不可撇開元朗區交通配套設施不足的問題而支持發展公營房屋，否則只會損害區內居民的利益。

45. 鄧卓然議員 理解申請公屋的輪候人士需要等候數年才可獲編配公屋單位，市民希望增加公屋供應。他提出這個動議可能與民為敵，但不得不提出，主要原因是部門就有關的擬議修訂還未諮詢鄉事委員會，繞過

多年來行之有效的諮詢程序。鄉事委員會是地區事務的第一個把關者，部門應尊重鄉事委員會的意見，同時亦應尊重當區的議員和村代表的意見。其次，部門的文件並無交代交通方面的規劃，主要是接駁現有的道路，難以應付新增人口的交通需要。他認為這種方式的諮詢實在令人失望。

46. 姚國威議員查詢動議的表決是否以記名的方式進行。他支持動議的內容，鄉事委員會擁有一定的法定地位，而鄉議局內不少成員也是選舉委員會的委員，在行政長官選舉中握有一定的票數，顯示他們在香港社會中的重要性。政府就規劃發展項目的諮詢程序忽略了鄉事委員會的意見，會是不妥當的。此外，剛才有議員建議部門就個別項目逐一提交文件，他不同意這種做法。今天部門即使向區議會提交一個整全的規劃發展建議，然而其中的交通配套方案亦是零零碎碎。可想而知，若部門化整為零，就個別項目逐一提交文件的話，恐怕他們會有更多原因不將整體交通規劃做好。所以，他反而希望部門以宏觀角度完善元朗區的規劃發展，汲取經驗改進，做足準備工作。最後，他認為若這個動議獲得通過，建屋計劃可能受到阻延，政府部門難免要負上部分責任。因為他們沒有做好諮詢的工作，而會前提交的資料也不充足，所以區議員要求暫停討論有關事項。其次，需要負責任的還有表態含糊的人，他們理應做好代議士的角色，緊守把關的工作，不可輕易通過任何準備不足的規劃發展項目。

47. 文炳南議員, MH認為民選議員十分重視民意，但民意不離諮詢。他對黃偉賢議員的發言內容中好像意味着部門可以不進行廣泛諮詢，感到十分失望。政府進行廣泛諮詢時，諮詢區議會是其中一個諮詢程序，但諮詢鄉事委員會也是不可或缺的。杜嘉倫議員、陳美蓮議員和姚國威議員都很贊成廣泛諮詢，當中姚議員講得特別清楚。為避免社區出現爭拗和分化，廣泛諮詢是十分重要的程序，當局就地區事務先諮詢鄉事委員會才諮詢區議會，更可減少議員之間的言語紛爭。

48. 鄭俊宇議員認為廣泛諮詢的對象更應包括受影響地區附近的居民，按道理而言，政府有責任令到信息更加透明，而非像今天政府將兩個近乎風馬牛不相及的公營房屋發展項目綑綁一起，以諮詢區議會。其次，他希望當局汲取經驗，根據既定程序，在諮詢區議會後，將每位區議員的立場、取態和意向原原本本地立法會的相關委員會中展示，這樣才是尊重區議會的做法。最後，真正的廣泛諮詢，是廣大的市民能夠參與其中。

49. 周永勤議員認為黃偉賢議員的意見不無道理，事實上鄉事委員會和區議會是兩個獨立的諮詢架構。可是，元朗區議會中有逾三分之一的議員代表鄉郊區，是議會關鍵的組成部分，所代表的土地範圍十分廣闊。若他們對政府建議的規劃發展事項持有強烈的不滿，要求與政府詳細溝通以完善有關的規劃，而政府在完善有關的規劃後才將之提交區議會，相信區議會的討論會更加有意義，並會減少將來政府在推行這些項目時的阻力。所以，他支持這個中止待續的動議。

50. 趙秀嫻議員, MH支持這項動議。就議員有關廣泛諮詢的意見，她認為廣泛諮詢可以有先後次序。同時，既定的諮詢程序一直以來先後有序，有助減少爭拗，她亦對此諮詢方式表示支持。她認同姚國威議員指出的情況，若今天動議獲得通過，有關的建屋計劃可能稍延。當然，作為代表公屋居民的議員，她歡迎部門就建屋計劃諮詢區議會。而部門將兩個建屋計劃一併提交區議會，讓她知道整個計劃所涉及的新增人口和整體狀況，會如何影響元朗區特別是天水圍的交通。初步來說，她看到部門主要是以改變現有的道路以疏導交通，若是如此，有關的建屋計劃一旦完成，會造成嚴重的交通問題。有見及此，她認為部門更應採用一向行之有效的做法，就有關的項目先諮詢鄉事委員會。至於黃偉賢議員建議同步諮詢的方法，她認為若可達至廣泛諮詢的目的和有助減少社區出現爭拗的話，值得部門探討。她認為今天因為部門一些不周詳的做法，可能令到建屋計劃延期進行，令人感到失望，而部門在這方面亦要負上部分責任。

51. 黃偉賢議員澄清，他剛才在發言中表示他只支持朗邊公營房屋發展的項目，暫時不會支持文件中其餘的房屋發展項目。另外，就文炳南議員說他的意見似乎是並不支持廣泛諮詢，他表示他的意見並無這些信息。他贊成廣泛諮詢，剛才的發言只是說當局不一定先要諮詢鄉事委員會才諮詢區議會，而是可以同步諮詢兩者。

52. 就姚國威議員的查詢，主席表示根據《會議常規》第 32(1) 條，「如需要以投票方式表決某動議或事項，應先以記名的方式表決。若有議員提出以其他方式表決，主席須根據大多數出席議員的意見來作決定」。所以，除非大家有其他意見，否則便以記名的方式表決。

53. 主席請議員就動議進行表決。

54. 議員以舉手及記名方式就動議進行表決。王威信副主席、湛家雄議員, BBS, MH, JP、陳思靜議員、張木林議員、程振明議員、趙秀嫻議員, MH、周永勤議員、郭慶平議員、黎偉雄議員、劉桂容議員、梁福元議員、梁明堅議員、馬淑燕議員、文光明議員、文炳南議員, MH、蕭浪鳴議員、鄧焯謙議員、鄧卓然議員、鄧慶業議員, BBS、鄧賀年議員、鄧家良議員、鄧勵東議員、鄧瑞民議員、鄧鎔耀議員、曾樹和議員、黃煒鈴議員、姚國威議員、楊家安議員及袁敏兒議員表示贊成。陳美蓮議員、鄭俊宇議員、杜嘉倫議員及黃偉賢議員表示反對。

55. 主席宣布，動議以 29 票贊成、4 票反對及 0 票棄權獲得通過。元朗區議會決定暫停討論《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》的擬議修訂。

56. 趙秀嫻議員, MH獲主席同意補充時表示，儘管今天區議會中止討論有關的擬議修訂，她希望部門盡快諮詢屏山鄉鄉事委員會和有關地點附近的居民，達到廣泛諮詢的目的。她亦希望部門在完成這些諮詢後盡快將有關的公屋發展項目提交區議會。

57. 主席總結，希望部門因應動議的表決結果，盡快諮詢屏山鄉鄉事委員會，然後再將有關事項提交元朗區議會或其轄下的城鄉規劃及發展委員會討論。

第三項：香港愛護動物協會簡介「如何能協助處理及協調社區內動物相關問題」

58. 主席歡迎香港愛護動物協會的代表出席會議，向議員簡介該會的服務：

香港愛護動物協會
社區發展經理
福利部營運經理

顏綺苓女士
黃靜雯女士

59. 顏綺苓女士簡介香港愛護動物協會（協會）的服務，包括動物生育控制、社區教育、協助各區解決與動物相關的工作等。

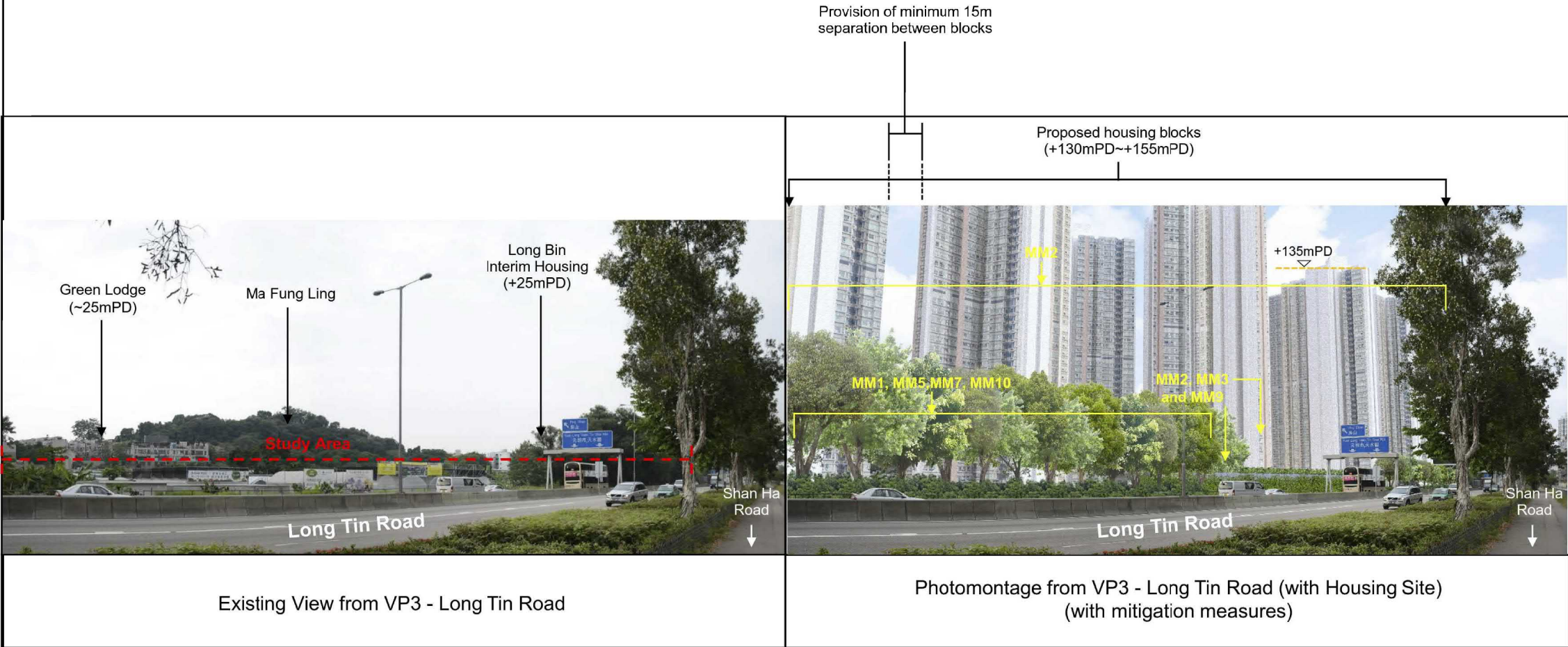
60. 黃偉賢議員感謝協會介紹其服務。他表示傳媒不時報道協會為流浪狗隻絕育以及拯救動物的工作，然而，香港雖然是一個文明的城市，動物被人虐殺的事情仍然偶有所聞。他希望協會加強青少年的教育工作，以及協助推動動物友善的政策。他認為若只有社區機構推廣動物友善的工作，效果並不理想。因此，他建議協會與政府部門例如漁農自然護理署（漁護署）合作，推動動物友善的政策。此外，不少市民喜歡飼養寵物，但很多屋苑特別是公共屋邨都會禁止飼養寵物。他建議協會向政府反映意見，讓公共屋邨和屋苑的居民可飼養寵物，例如限制在人口密集的地方只可飼養體型較小的寵物，以減低對鄰居的滋擾。此外，康樂及文化事務署（康文署）在各區設置寵物公園，但某些設施並不合乎規格，例如公園出入口沒有安裝雙閘門，寵物容易走失，而有些寵物公園興建在馬路旁，重型車輛駛過時會令寵物受驚。他建議協會如有這方面的專業意見，可向康文署反映，以改善寵物公園的選址和設施。


61. 陳美蓮議員表示，近年發生很多虐待貓狗的個案，情況慘不忍睹，希望協會繼續加強宣傳工作，教導市民愛護動物。她支持推廣動物友善的政策，並希望協會繼續努力。此外，很多市民在街上遛狗，狗隻便溺影響環境衛生，引起居民的反感。她希望協會加強向飼養狗隻的市民進行宣傳，呼籲他們盡責地處理其寵物的便溺，避免影響環境衛生，致力締造人和寵物和諧共存的社區。最後，有些市民因為某些原因放棄飼養寵物，但是他們並不願意將寵物送到協會，因為擔心無人認領的動物會被人道毀滅。她



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B	FINAL REPORT	WL	07/17
A	REVISED DRAFT	WL	11/16
-	FIRST ISSUE	WL	03/16
Rev	Description	By	Date
Consultant			
ARUP			
Project title			
Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 3			
Drawing no.			Rev.
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Agreement No. CE 26/2015 (CE)
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- Feasibility Study

Drawing title

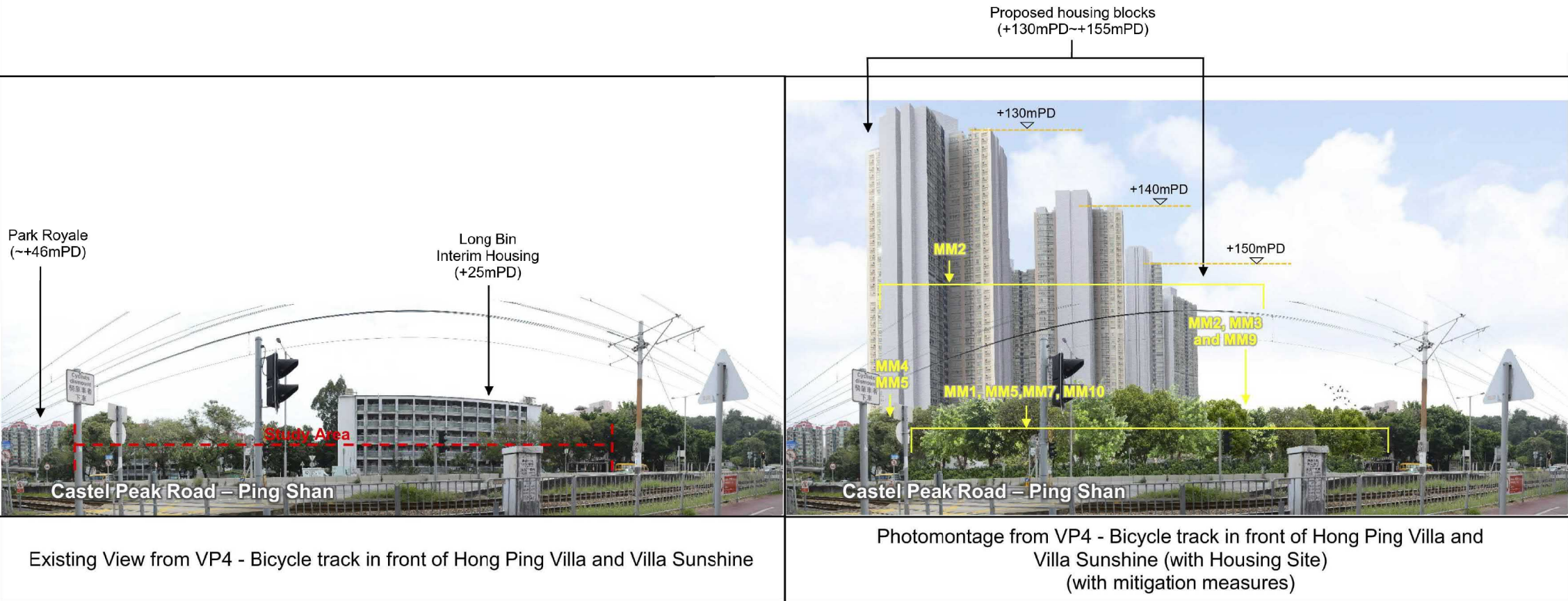
**PHOTOMONTAGES OF
VIEWPOINT 4**

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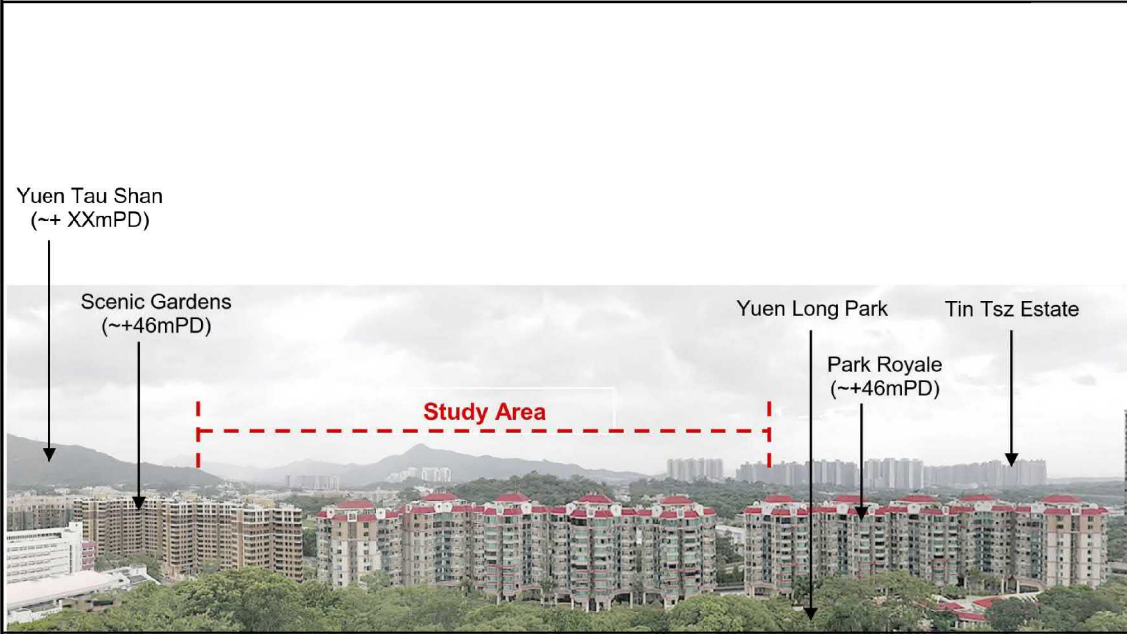


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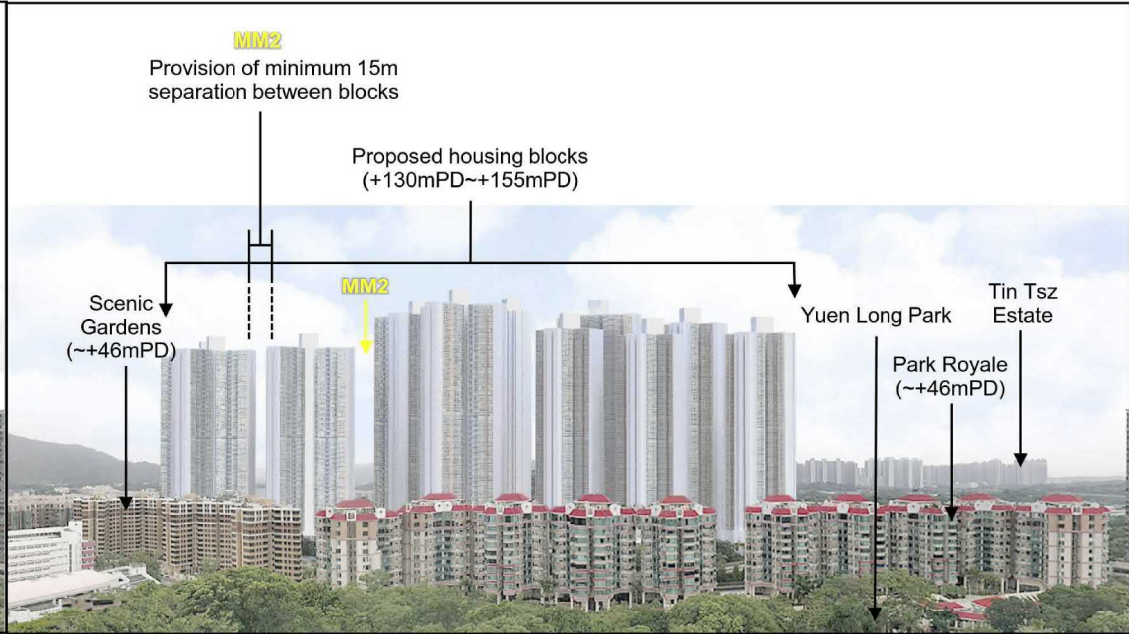


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Existing View from VP5 - Aviary pagoda at Yuen Long Park

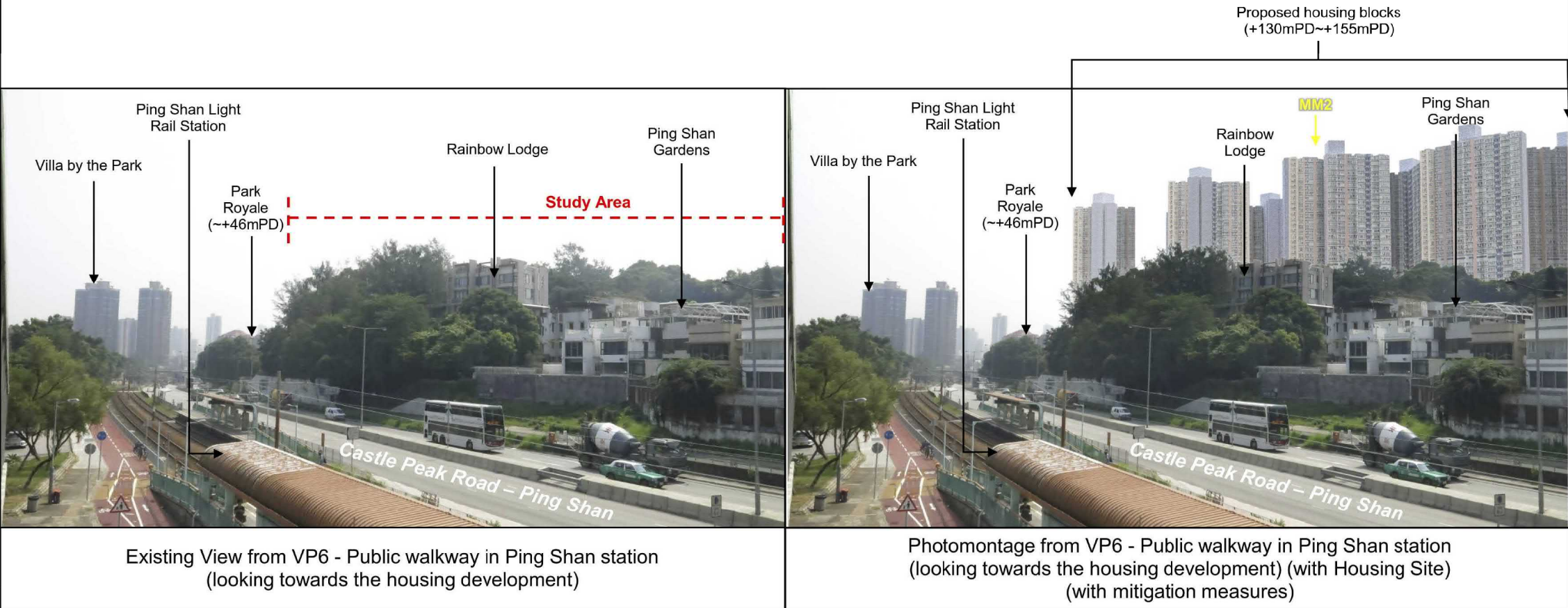



Photomontage from VP5 - Aviary pagoda at Yuen Long Park (with Housing Site)
(with mitigation measures)

A	FINAL REPORT	WL	07/17
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PHOTOMONTAGES OF VIEWPOINT 5			
Drawing no.		Rev.	
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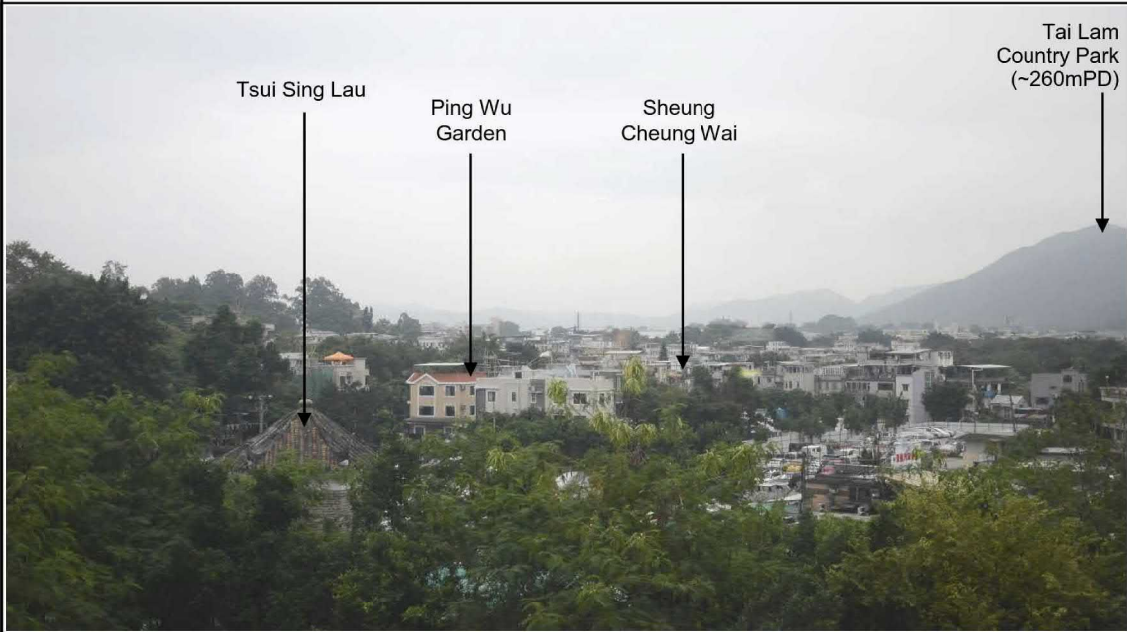
A	FINAL REPORT	WL	07/17
Rev	Description	By	Date
Consultant			
ARUP			
Project title			
Agreement No. CE 26/2015 (CE) Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long - Feasibility Study			
Drawing title			
PHOTOMONTAGES OF VIEWPOINT 6			
Drawing no.		Rev.	
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參考編號
REFERENCE No.
M/YLW/17/24

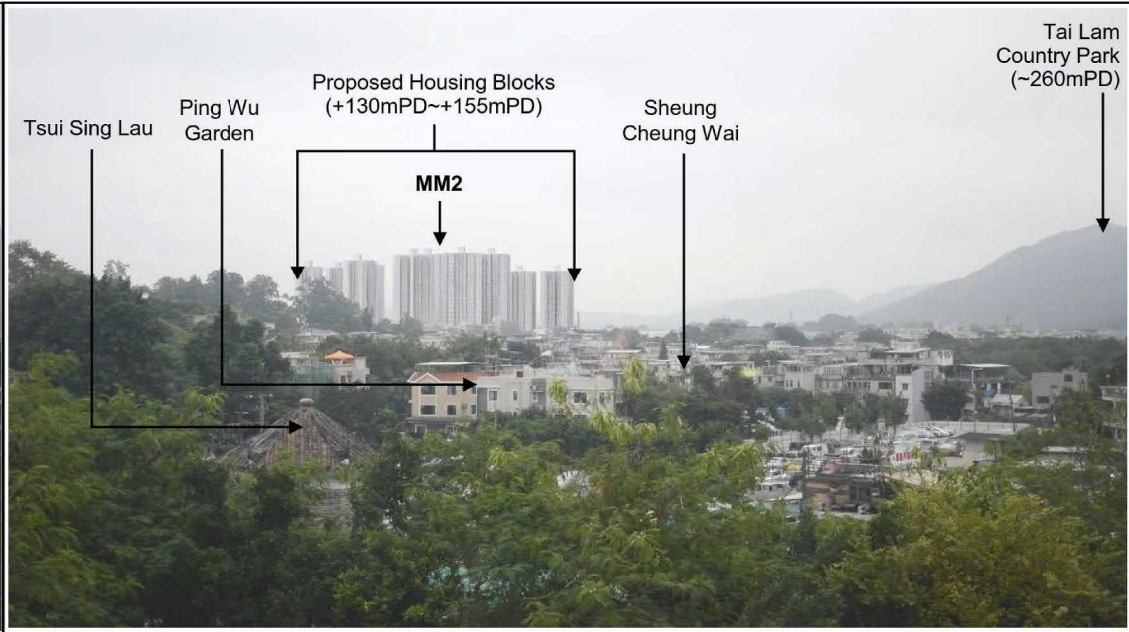
繪圖 DRAWING
3d

NOTE:

PLEASE REFER TO
DRAWING NO. 245467/LVIA/09/101 -
VISUALLY SENSITIVE RECEIVERS AND
VIEWPOINTS LOCATION PLAN AND
DRAWING NO. 245467/LVIA/11/101 -
PROPOSED MITIGATION MEASURES ON
PRELIMINARY LANDSCAPE LAYOUT PLAN



Existing View from VP15 - Tsui Sing Lau Pagoda



Photomontage from VP15 - Tsui Sing Lau Pagoda (with Housing Site)
(with mitigation measures)

A	FINAL REPORT	WL	07/17
Rev	Description	By	Date

Consultant

ARUP

Project title


Agreement No. CE 26/2015 (CE)
Site Formation and Infrastructural
Works for the Development
at Long Bin, Yuen Long
- Feasibility Study

Drawing title

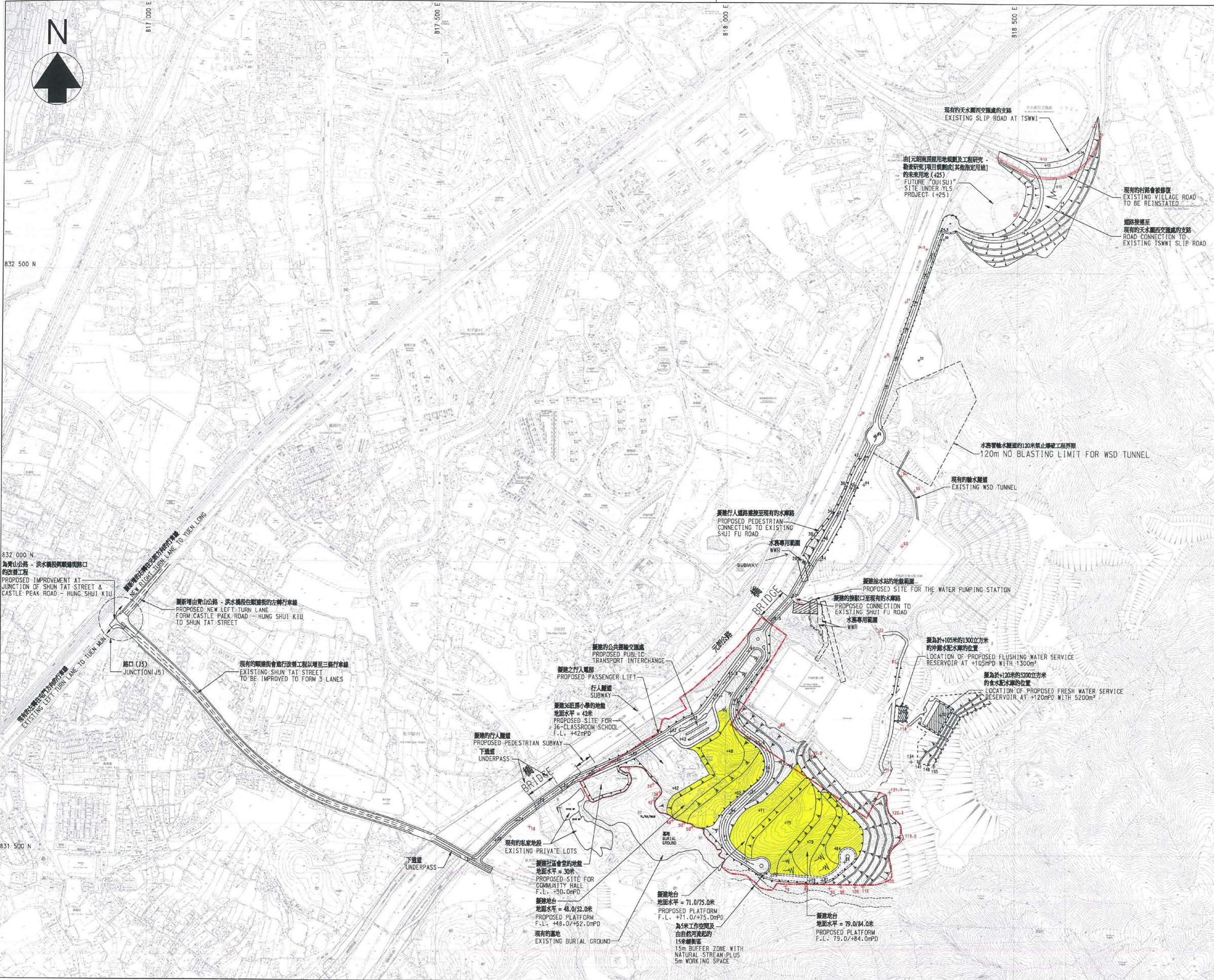
**PHOTOMONTAGES OF
VIEWPOINT 15**

Drawing no.		Rev.	
245467/LVIA/11/215		A	
Drawn	Date	Checked	Approved
ST	11/16	EL	HL
Scale	N.T.S. REVISED DRAFT		

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Civil Engineering and
Development Department



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圖例 LEGEND:

具發展潛力土地之原本研究範圍

INITIAL STUDY AREA OF POTENTIAL DEVELOPMENT SITE

擬建斜坡

PROPOSED SLOPE

+66.12

現時路面水平

EXISTING LEVEL

+65

施工後路面水平

PROPOSED LEVEL

擬建的護土牆

PROPOSED RETAINING WALL

水務署現有的禁止爆破工程界限

EXISTING WSD NO BLASTING LIMIT / WWR

擬建的公共道路

PROPOSED PUBLIC ROAD

擬為區內道路

POTENTIAL INTERNAL ROAD

圖本	日期	內容	圖號
Revision	Date	Description	Initial
設計	03/17	03/17	03/17
校核	03/17	03/17	03/17
繪圖	03/17	03/17	03/17
校核	03/17	03/17	03/17

批准 Approved

協議編號 Agreement no.
CE 31/2015 (CE)

工程名稱 Project Title
元朗丹桂村的地盤平整和基礎設施工程 - 可行性研究
SITE FORMATION AND INFRASTRUCTURAL WORKS FOR THE DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG - FEASIBILITY STUDY

圖則名稱 Drawing Title
概念設計圖
NOTIONAL LAYOUT PLAN

圖則編號 Drawing No.
190421/B&V/ES/001

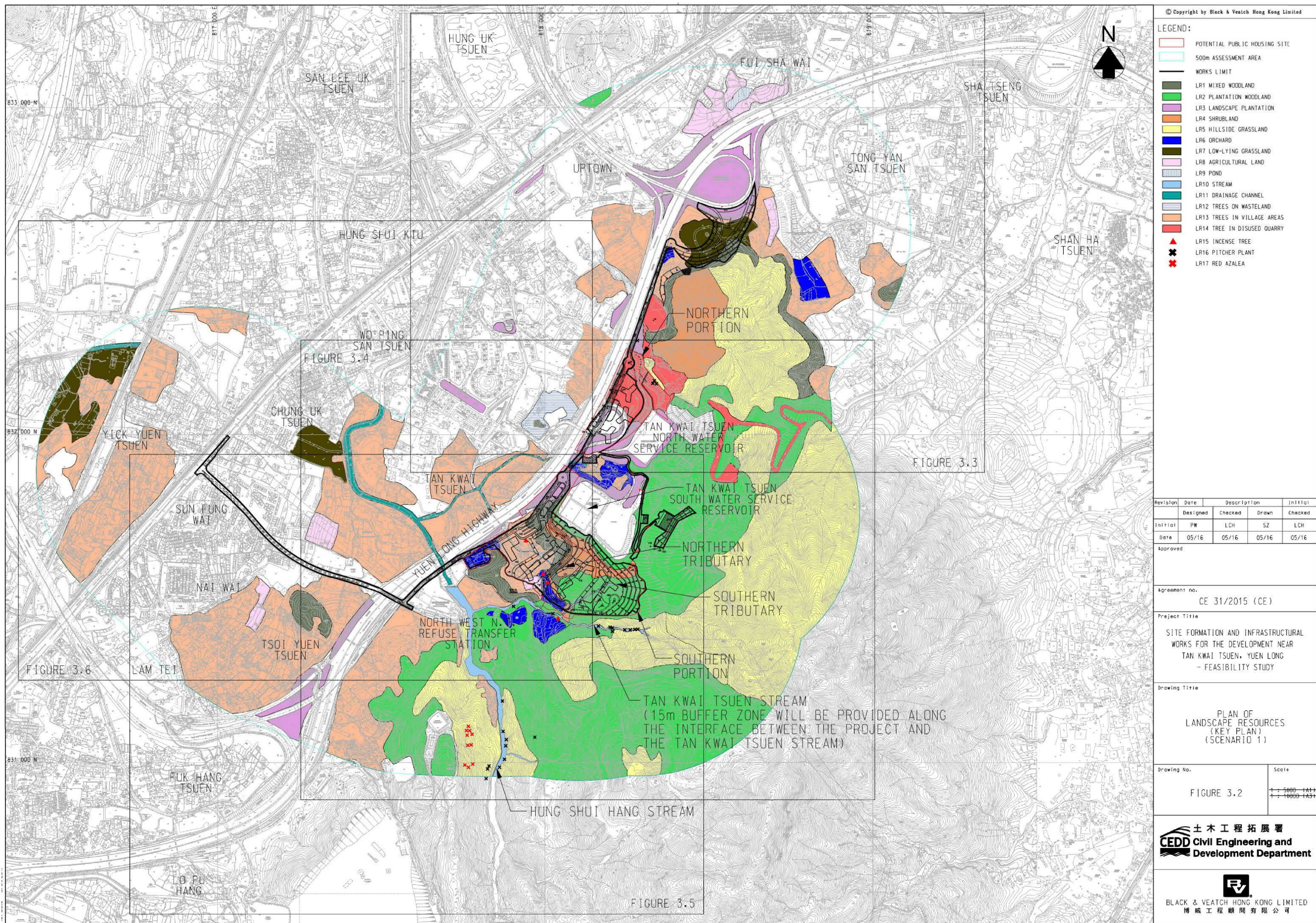
比例 Scale
1:3000 (A1)
1:6000 (A2)

土木工程拓展署
CEDD Civil Engineering and Development Department

BLACK & VEATCH HONG KONG LIMITED
博威工程顧問有限公司

參考編號
REFERENCE No.
M/YLW/17/24

繪圖 DRAWING
4



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- LEGEND:
- POTENTIAL PUBLIC HOUSING SITE
 - 500m ASSESSMENT AREA
 - WORKS LIMIT
 - LR1 MIXED WOODLAND
 - LR2 PLANTATION WOODLAND
 - LR3 LANDSCAPE PLANTATION
 - LR4 SHRUBLAND
 - LR5 HILLSIDE GRASSLAND
 - LR6 ORCHARD
 - LR7 LOW-LYING GRASSLAND
 - LR8 AGRICULTURAL LAND
 - LR9 POND
 - LR10 STREAM
 - LR11 DRAINAGE CHANNEL
 - LR12 TREES ON WASTELAND
 - LR13 TREES IN VILLAGE AREAS
 - LR14 TREE IN DISUSED QUARRY
 - LR15 INCENSE TREE
 - LR16 PITCHER PLANT
 - LR17 RED AZALEA

Revision	Date	Description	Initial
	Designed	Checked	Drawn
Initial	PW	LCH	SZ
Date	05/16	05/16	05/16

Agreement no.
CE 31/2015 (CE)

Project Title
SITE FORMATION AND INFRASTRUCTURAL
WORKS FOR THE DEVELOPMENT NEAR
TAN KWAI TSUEN, YUEN LONG
- FEASIBILITY STUDY

Drawing Title
PLAN OF
LANDSCAPE RESOURCES
(KEY PLAN)
(SCENARIO 1)

Drawing No.
FIGURE 3.2

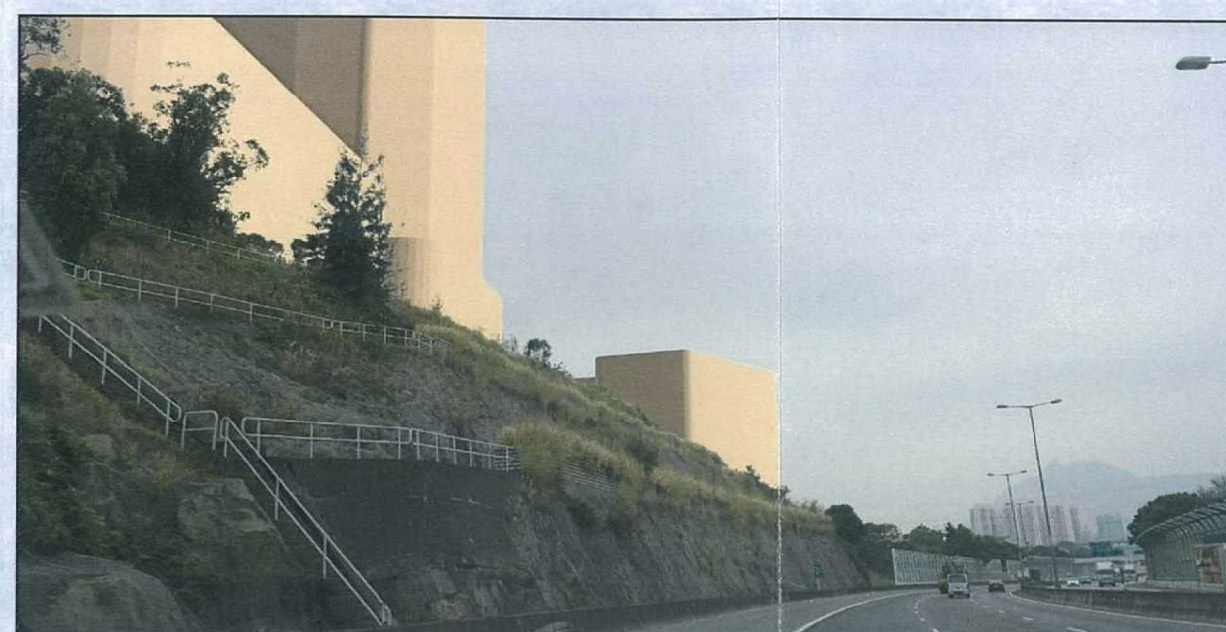
Scale
1:5000 (A1)
1:10000 (A2)

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Development Department

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博威工程顧問有限公司



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures

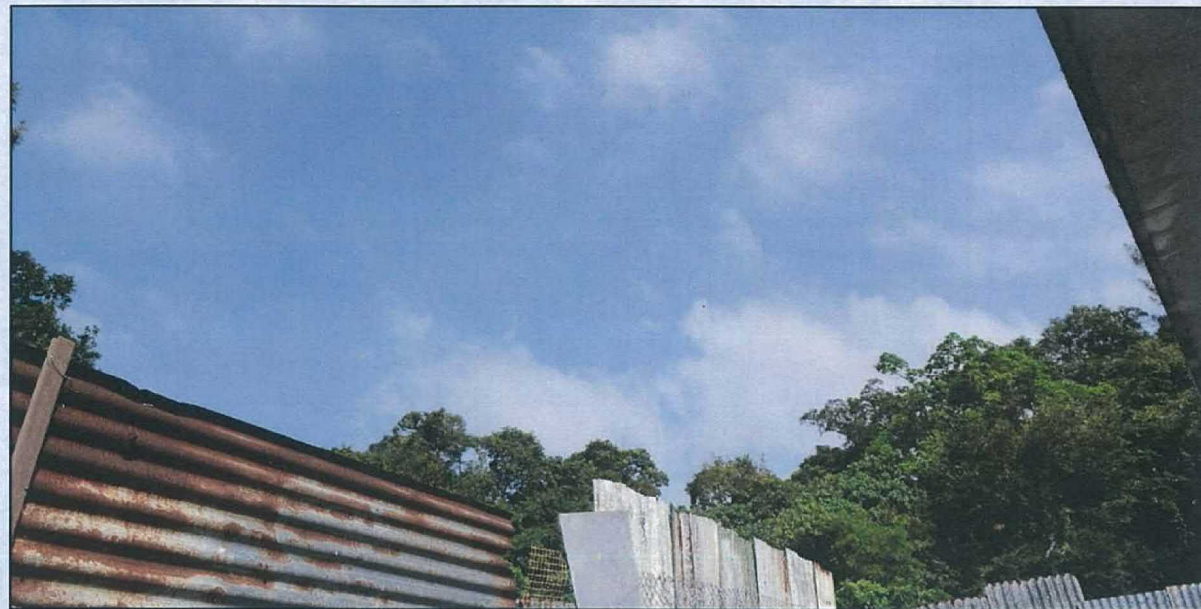


Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2c

Photomontage of Visually Sensitive Receiver VP1 without Northern Portion at alternative location



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2e

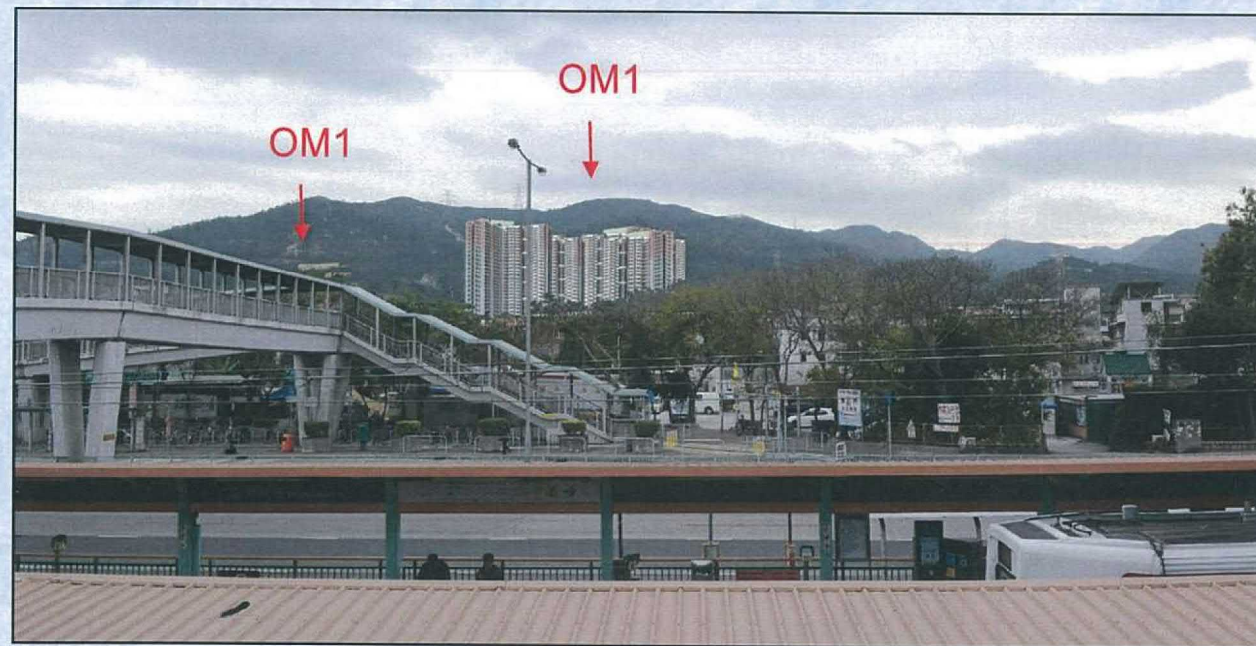
Photomontage of Visually Sensitive Receiver VP3



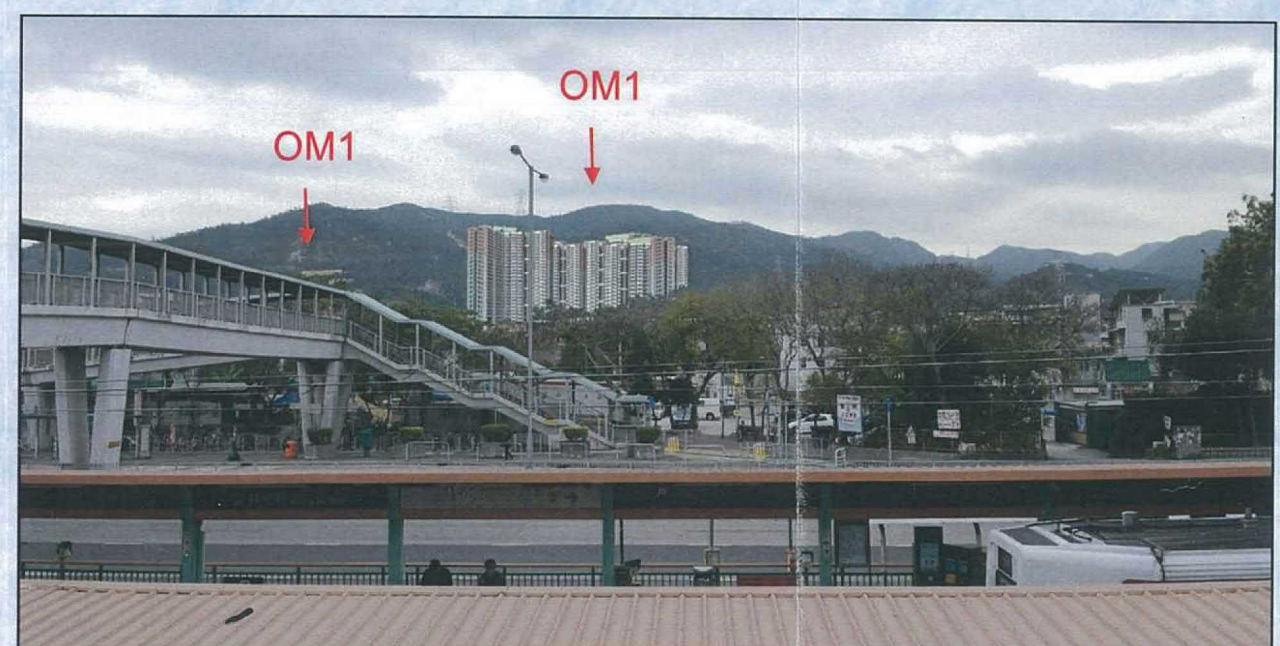
Existing View (The public inside the station at ground level cannot observe the development due to substantial blockage of views. The existing view is taken on the footbridge behind the Chung Uk Tsuen LRT Station)



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year 10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2n

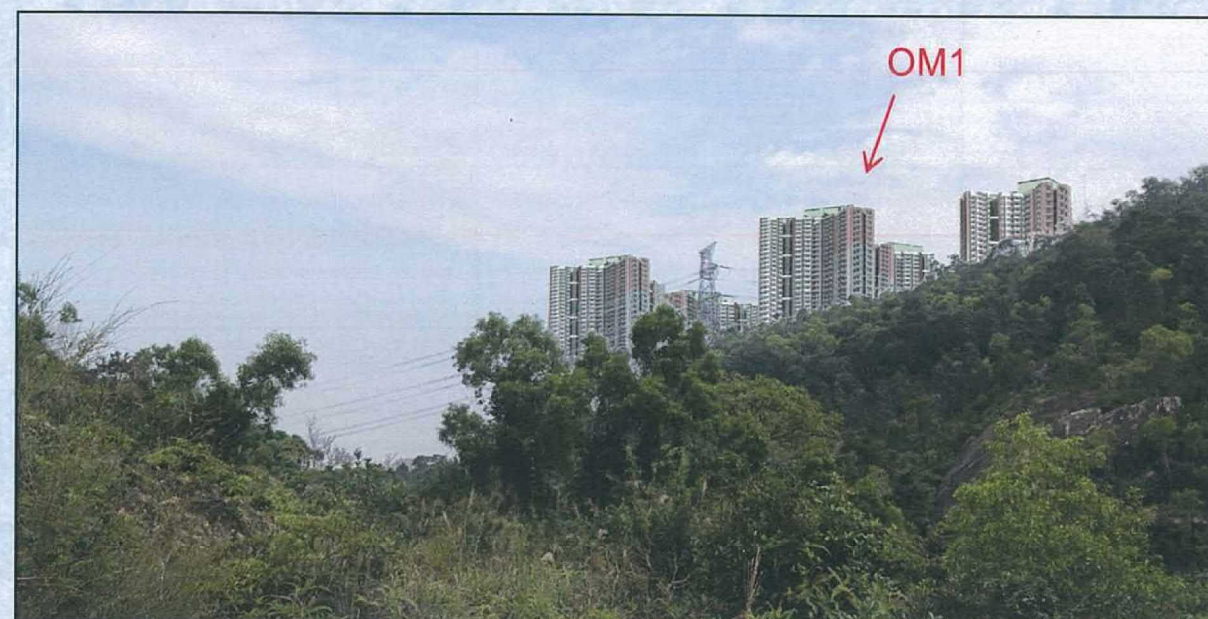
Photomontage of Visually Sensitive Receiver VP10 without Northern Portion



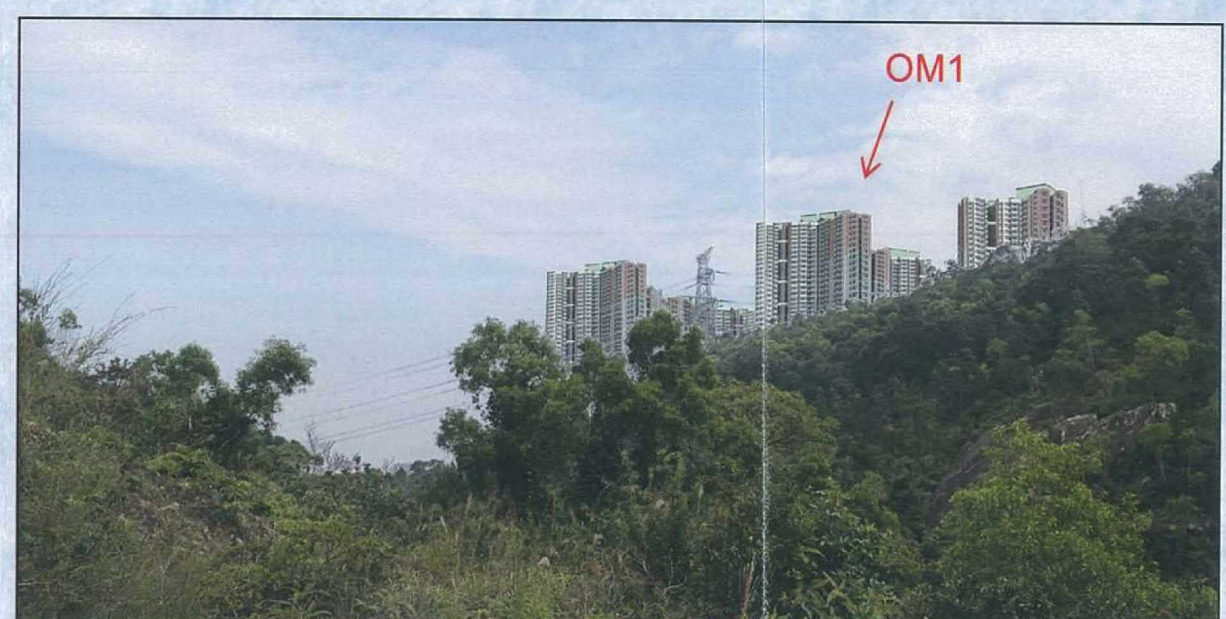
Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



Year10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

Figure 4.2o

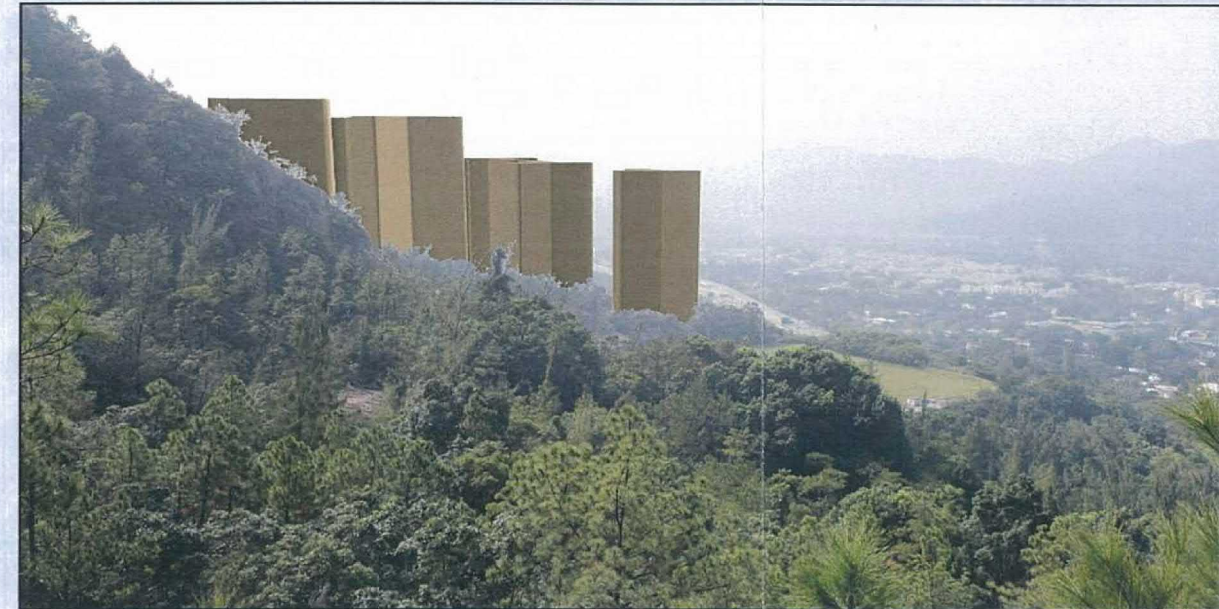
Photomontage of Visually Sensitive Receiver VP11

參考編號
REFERENCE No.
M/YLW/17/24

繪圖 DRAWING
6d



Existing View



Day 1 of Operation Phase without Mitigation Measures



Day 1 of Operation Phase with Mitigation Measures



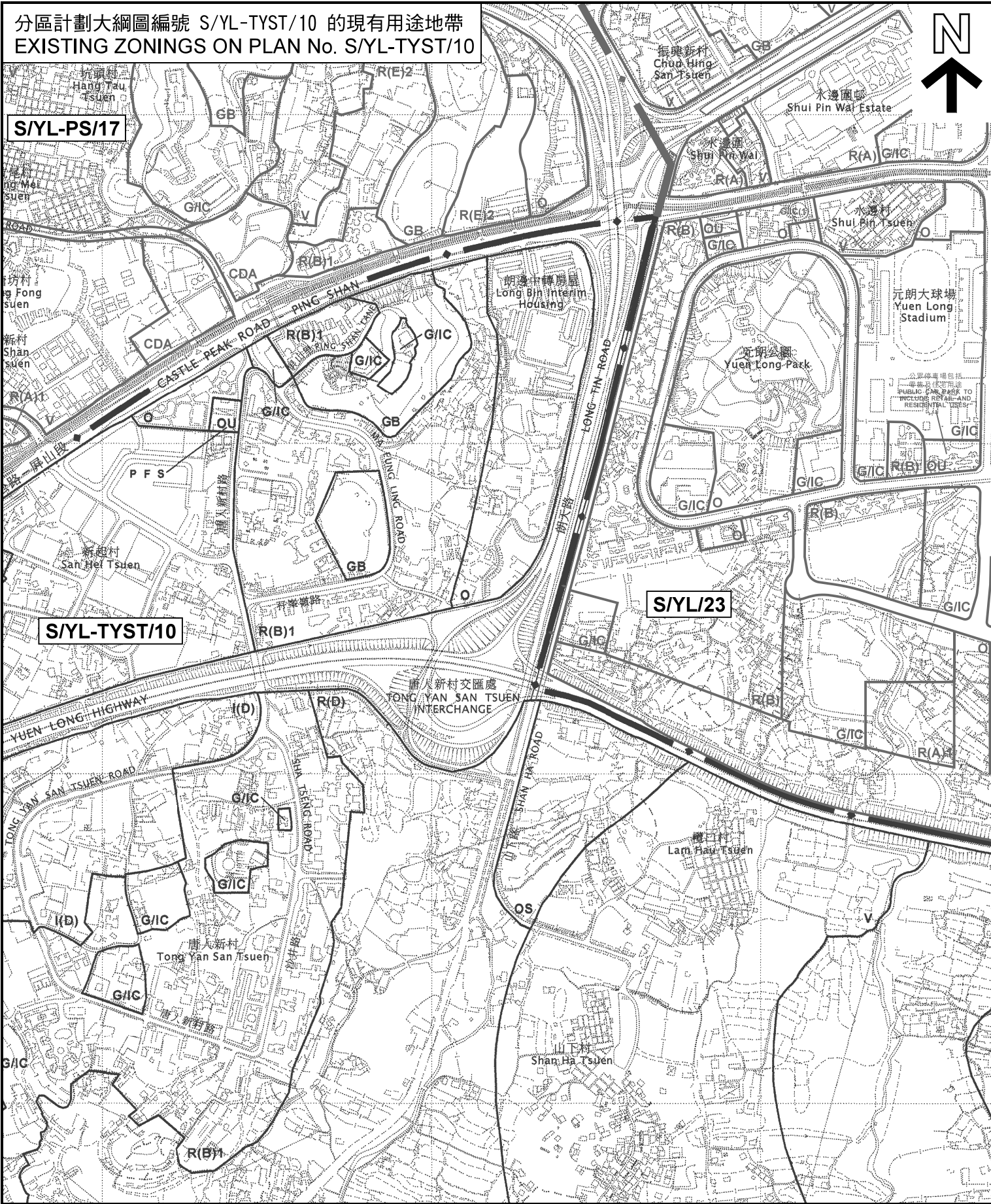
Year10 of Operation Phase with Mitigation Measures

Note: the design of the housing blocks is to be prepared by others and subject to review during the later detailed design stage

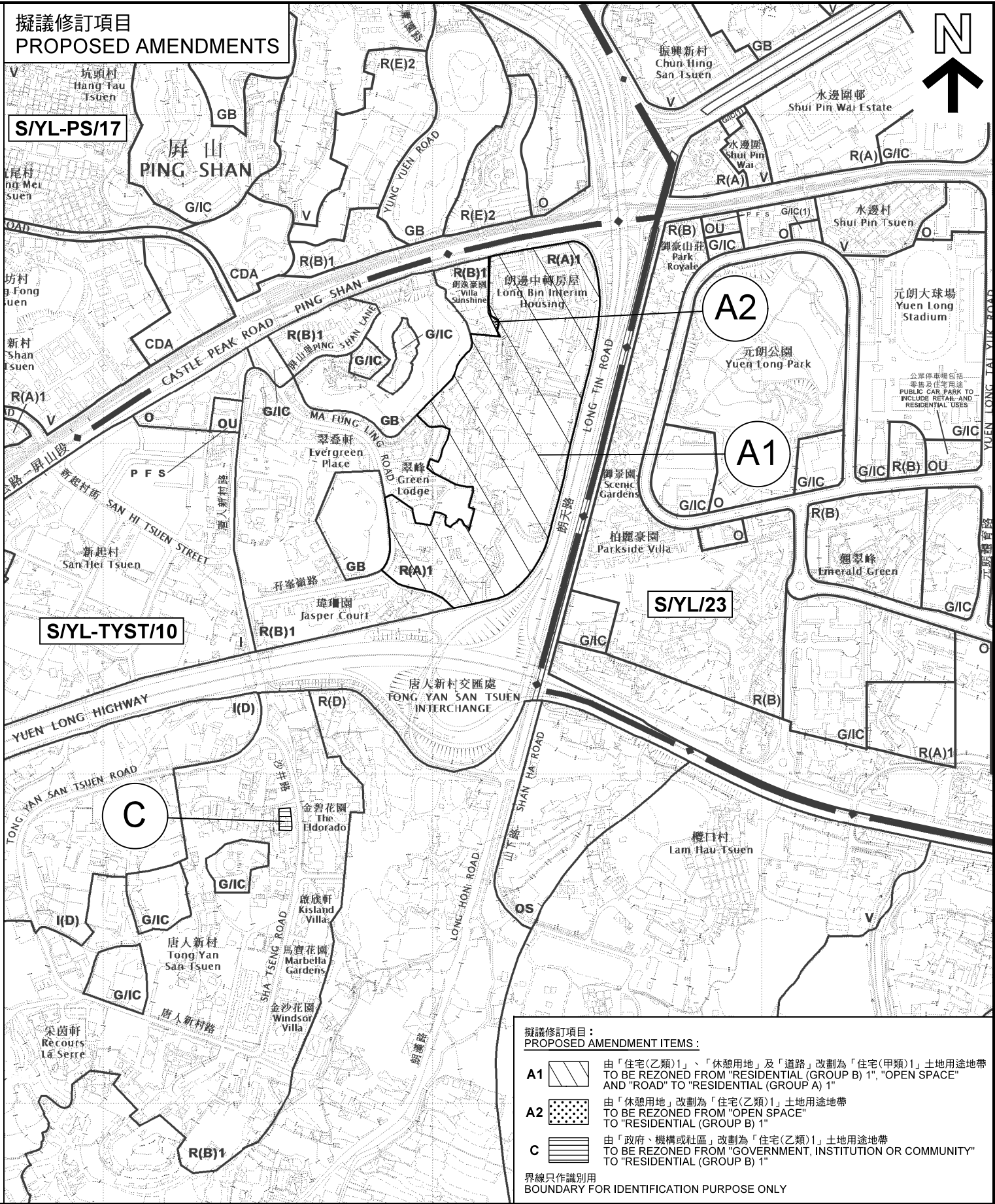
Figure 4.2p

Photomontage of Visually Sensitive Receiver VP12

分區計劃大綱圖編號 S/YL-TYST/10 的現有用途地帶
EXISTING ZONINGS ON PLAN No. S/YL-TYST/10

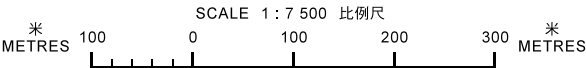


擬議修訂項目
PROPOSED AMENDMENTS



位置圖 LOCATION PLAN

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂 - 項目 A1、A2 及 C
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS A1, A2 AND C



本摘要圖於2017年9月1日擬備，
所根據的資料為於2006年2月7日
核准的分區計劃大綱圖編號 S/YL-TYST/10
EXTRACT PLAN PREPARED ON 1.9.2017
BASED ON OUTLINE ZONING PLAN No.
S/YL-TYST/10 APPROVED ON 7.2.2006

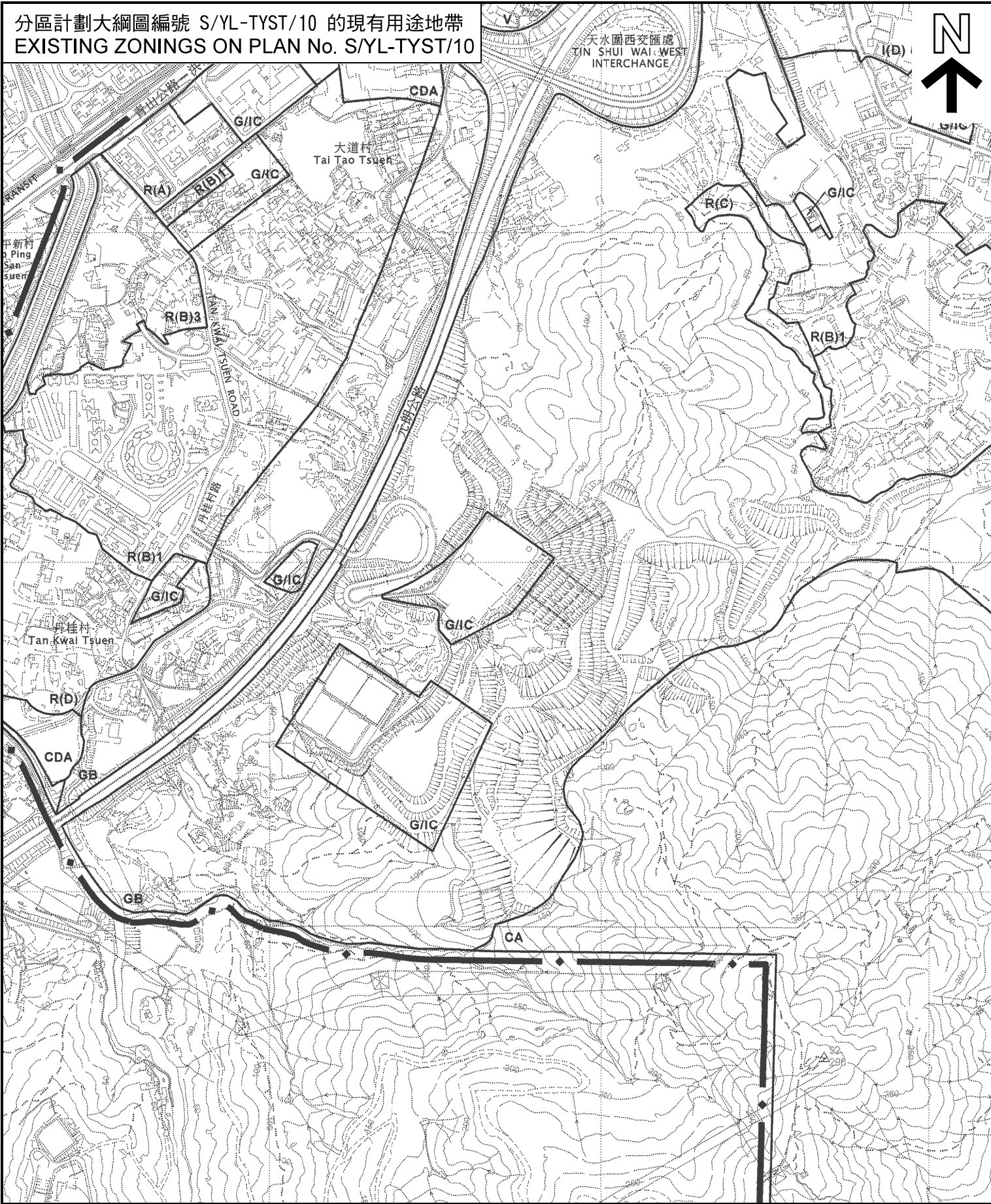
規劃署
PLANNING DEPARTMENT



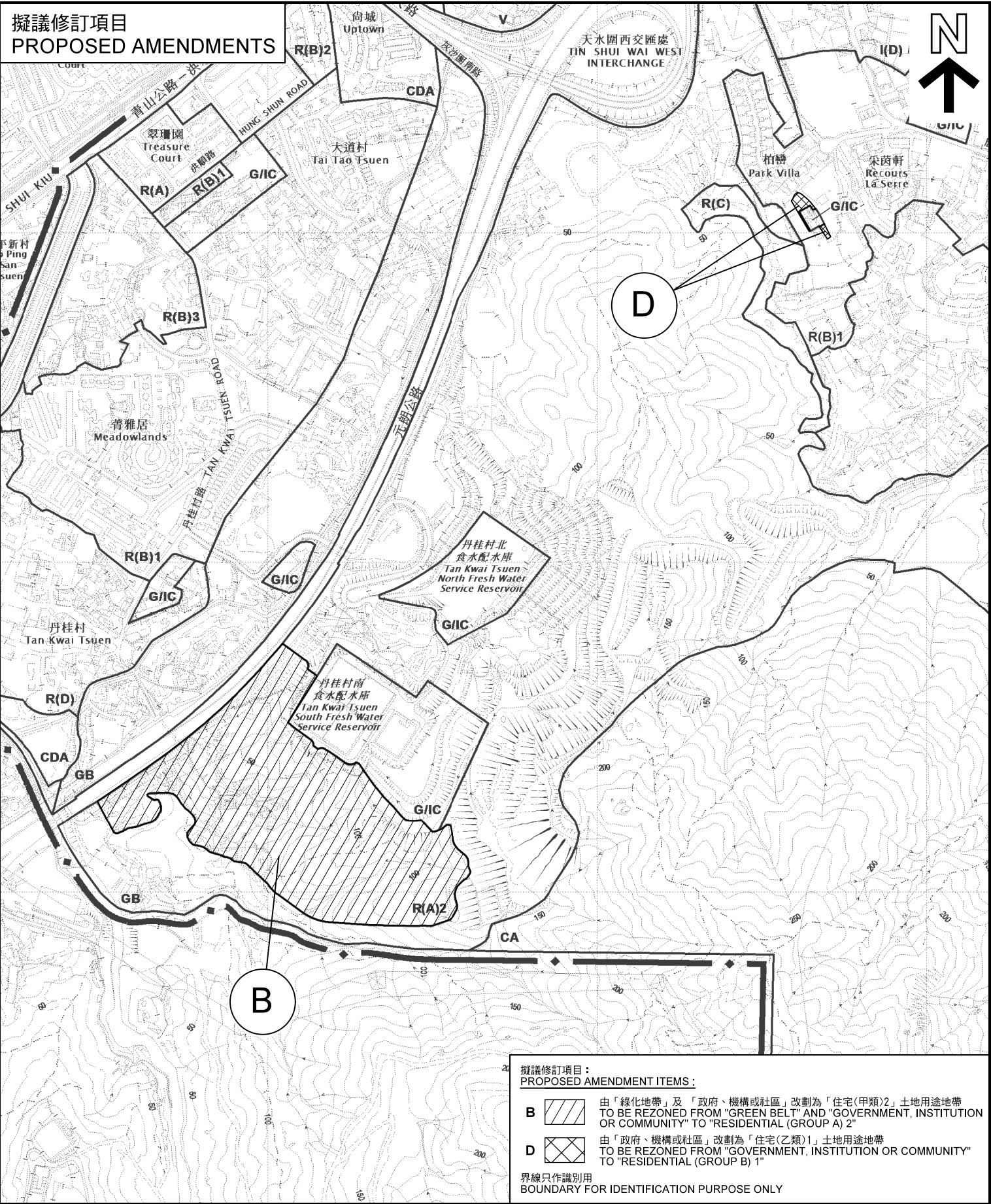
參考編號 REFERENCE No.
M/YLW/17/24

圖 PLAN
1a


分區計劃大綱圖編號 S/YL-TYST/10 的現有用途地帶
EXISTING ZONINGS ON PLAN No. S/YL-TYST/10




擬議修訂項目
PROPOSED AMENDMENTS



擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

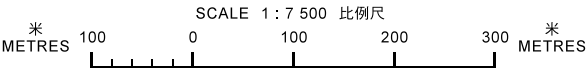
B  由「綠化地帶」及「政府、機構或社區」改劃為「住宅(甲類)2」土地用途地帶
TO BE REZONED FROM "GREEN BELT" AND "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP A) 2"

D  由「政府、機構或社區」改劃為「住宅(乙類)1」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B) 1"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂 - 項目 B及D
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS B AND D



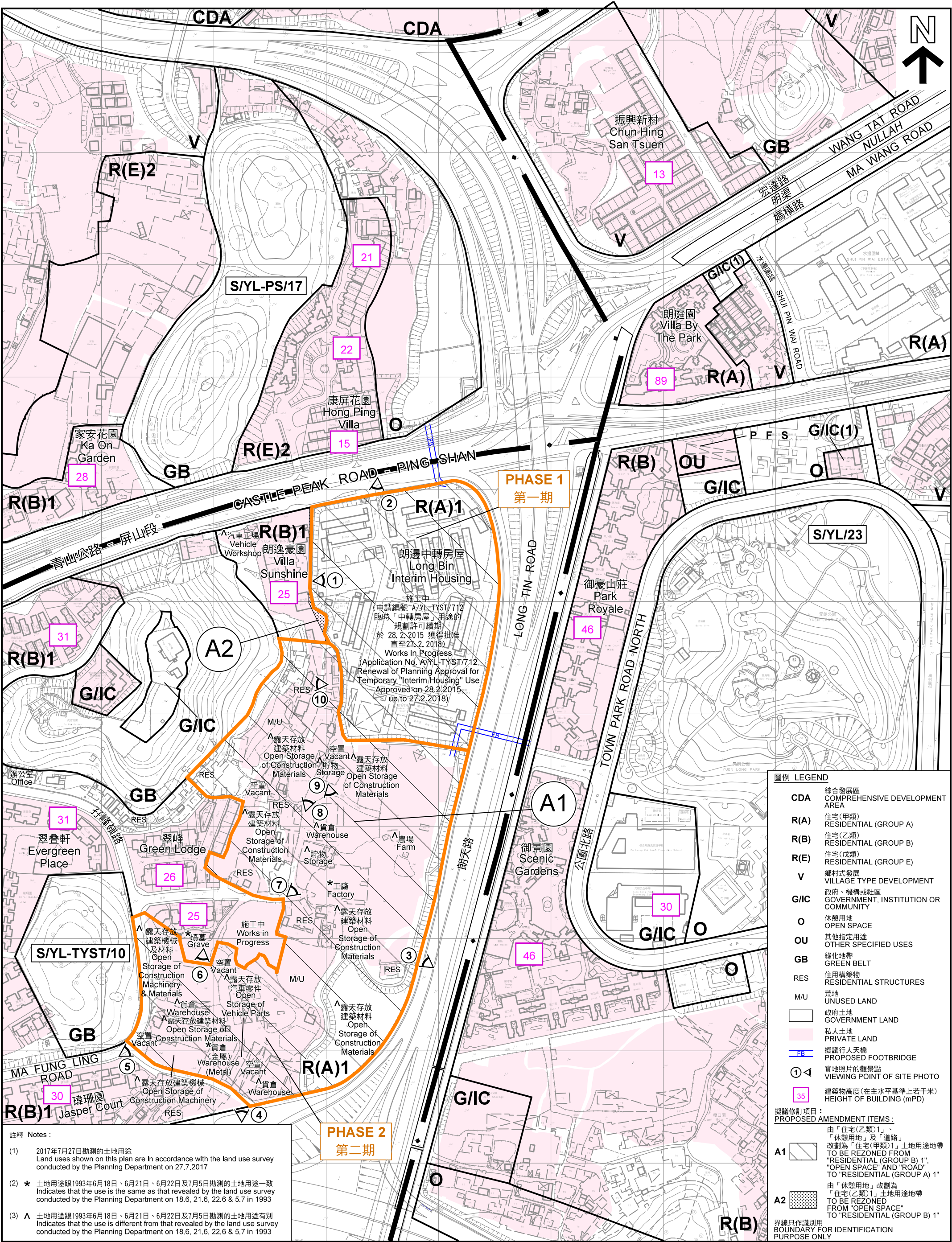
本摘要圖於2017年8月29日擬備，
所根據的資料為於2006年2月7日
核准的分區計劃大綱圖編號 S/YL-TYST/10
EXTRACT PLAN PREPARED ON 29.8.2017
BASED ON OUTLINE ZONING PLAN No.
S/YL-TYST/10 APPROVED ON 7.2.2006

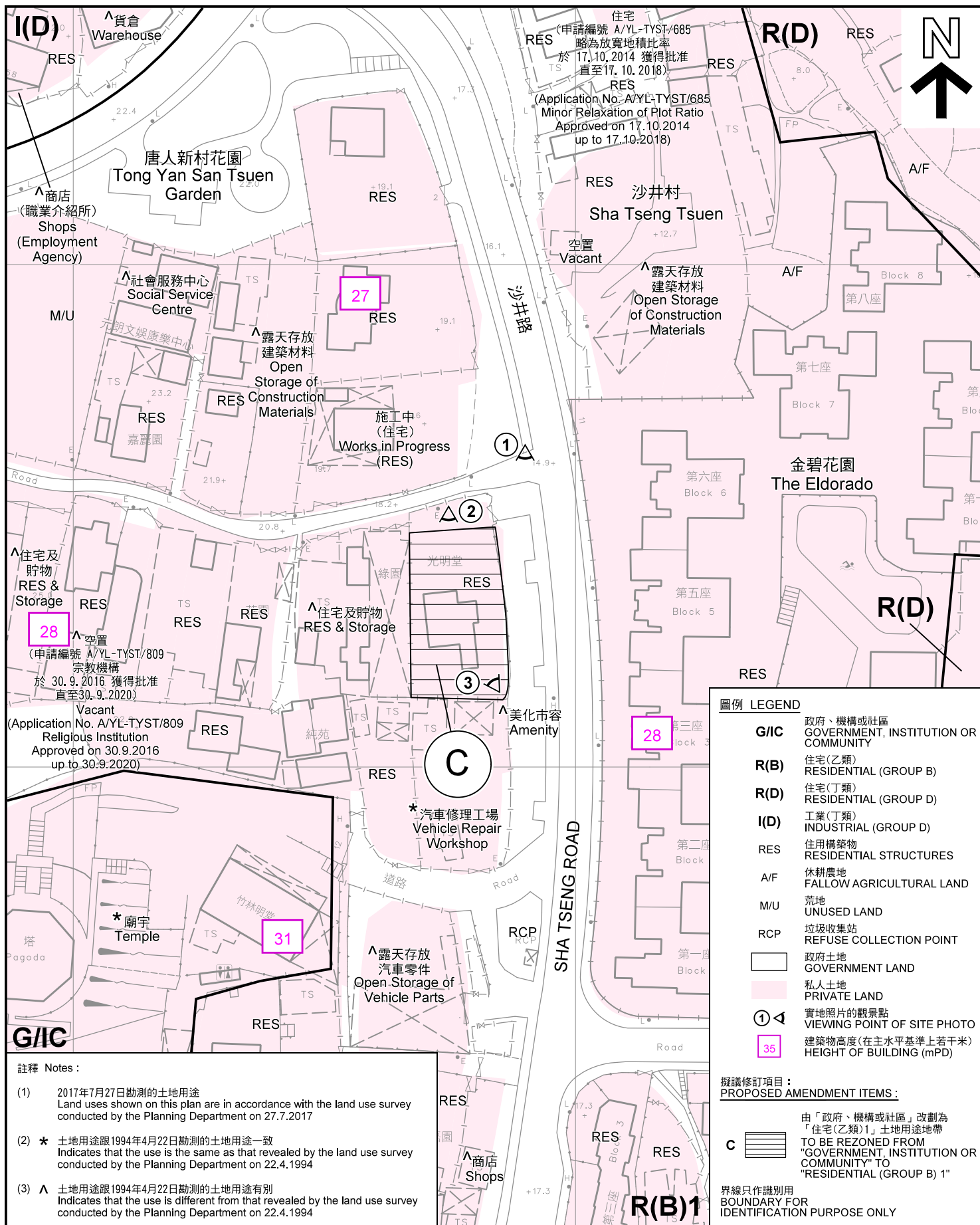
規 劃 署
PLANNING DEPARTMENT



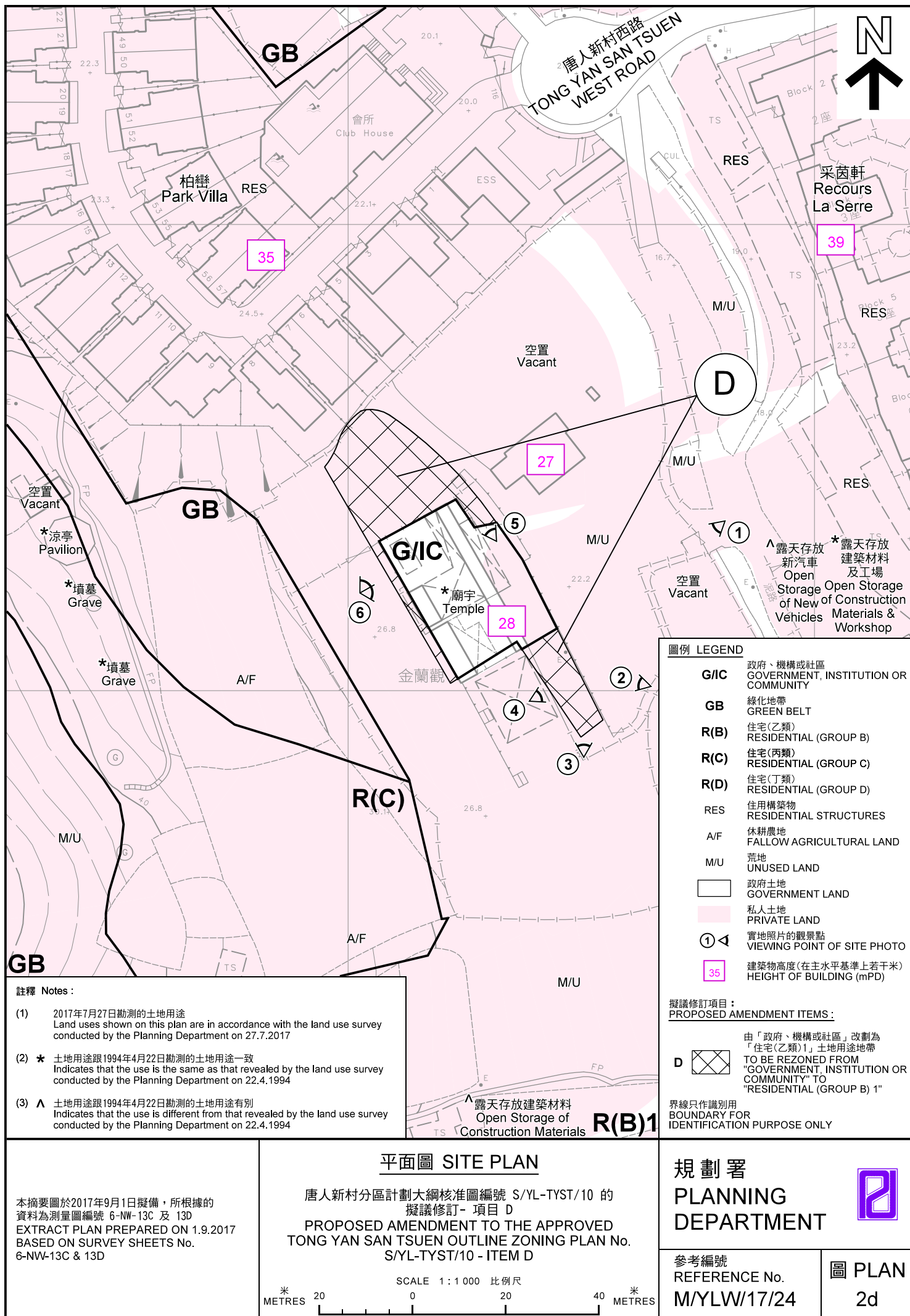
參考編號 REFERENCE No.
M/YLW/17/24

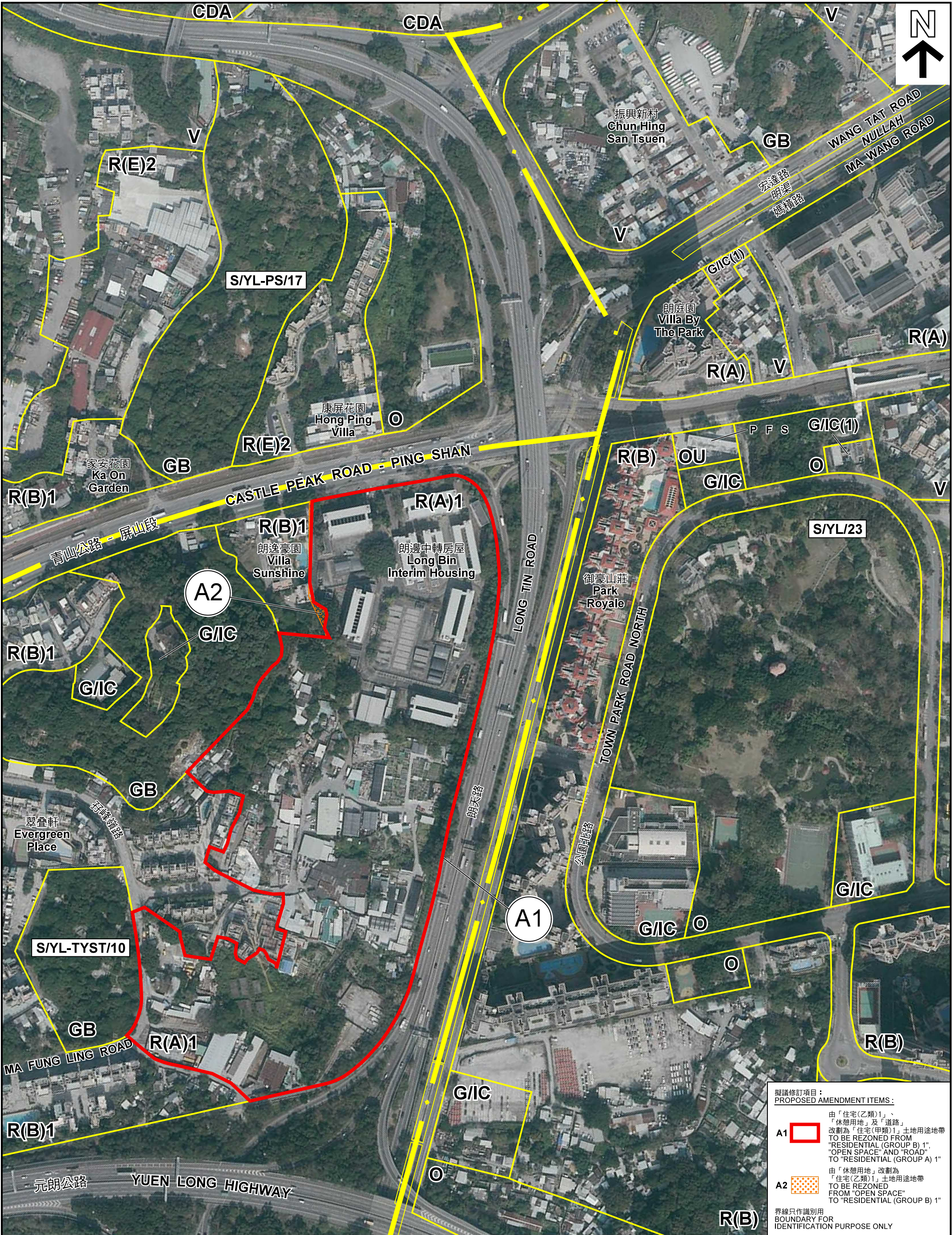
圖 PLAN
1b







<p>本摘要圖於2017年9月1日擬備，所根據的資料為測量圖編號 6-NW-13B 及 13D EXTRACT PLAN PREPARED ON 1.9.2017 BASED ON SURVEY SHEETS No. 6-NW-13B & 13D</p>	<p align="center">平面圖 SITE PLAN</p> <p align="center">唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的 擬議修訂- 項目 C PROPOSED AMENDMENT TO THE APPROVED TONG YAN SAN TSUEN OUTLINE ZONING PLAN No. S/YL-TYST/10 - ITEM C</p> <p align="center">SCALE 1 : 1 000 比例尺</p> <p align="center">米 20 0 20 40 米 METRES</p>	<p align="center">規劃署 PLANNING DEPARTMENT</p> <p align="center">參考編號 REFERENCE No. M/YLW/17/24</p> <p align="center">圖 PLAN 2c</p>
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- 擬議修訂項目：
PROPOSED AMENDMENT ITEMS：
- A1  由「住宅(乙類)1」、「休憩用地」及「道路」改制為「住宅(甲類)1」土地用途地帶
TO BE REZONED FROM "RESIDENTIAL (GROUP B) 1", "OPEN SPACE" AND "ROAD" TO "RESIDENTIAL (GROUP A) 1"
- A2  由「休憩用地」改制為「住宅(乙類)1」土地用途地帶
TO BE REZONED FROM "OPEN SPACE" TO "RESIDENTIAL (GROUP B) 1"
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年8月30日擬備，所根據的資料為地政總署於2017年1月26日拍得的航攝照片編號 E014007C
EXTRACT PLAN PREPARED ON 30.8.2017
BASED ON AERIAL PHOTO No.
E014007C TAKEN ON 26.1.2017
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO
唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 A1及A2
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS A1 AND A2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
3a



本摘要圖於2017年9月1日擬備，所根據的資料為地政總署於2017年1月26日拍得的航攝照片編號 E014037C
EXTRACT PLAN PREPARED ON 1.9.2017
BASED ON AERIAL PHOTO No.
E014037C TAKEN ON 26.1.2017
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

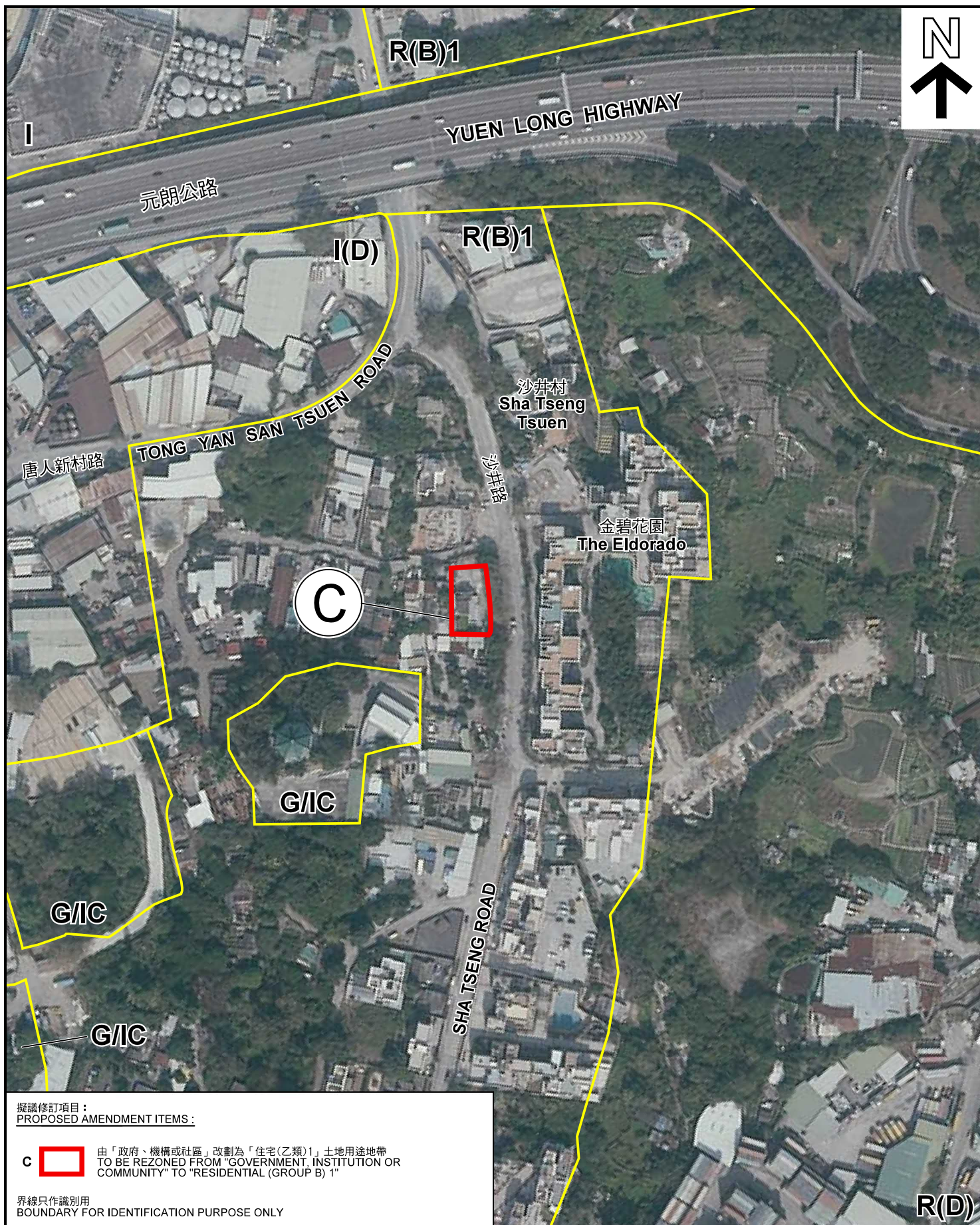
唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 B
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS B

規 劃 署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLW/17/24

圖 PLAN
3b



擬議修訂項目：
PROPOSED AMENDMENT ITEMS:

C  由「政府、機構或社區」改制為「住宅(乙類)1」土地用途地帶
TO BE REZONED FROM "GOVERNMENT, INSTITUTION OR COMMUNITY" TO "RESIDENTIAL (GROUP B) 1"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年8月30日擬備，所根據的資料為地政總署於2017年1月26日拍得的航攝照片編號 E014031C
EXTRACT PLAN PREPARED ON 30.8.2017
BASED ON AERIAL PHOTO No.
E014031C TAKEN ON 26.1.2017
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 C
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM C

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
3c



本摘要圖於2017年8月30日擬備，所根據的資料為地政總署於2017年1月26日拍得的航攝照片編號 E014033C
EXTRACT PLAN PREPARED ON 30.8.2017
BASED ON AERIAL PHOTO No.
E014033C TAKEN ON 26.1.2017
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO
唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 D
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM D

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
3d



申請地點界線只作識別用 APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 A1及A2
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS A1 AND A2

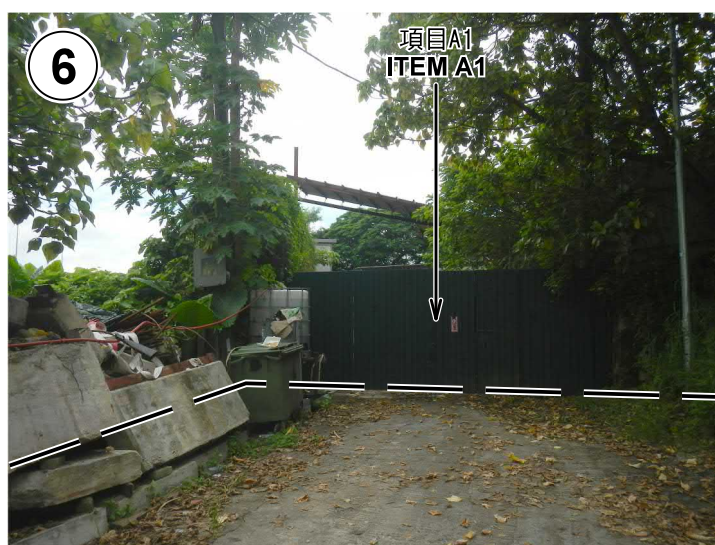
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4a1

本圖於2017年7月31日擬備，所根據的
資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 31.7.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017



主題地點界線只作識別用 SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 A1及A2
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS A1 AND A2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4a2

本圖於2017年7月31日擬備，所根據的
資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 31.7.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017



實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 A1及A2
PROPOSED AMENDMENTS TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEMS A1 AND A2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4a3

本圖於2017年7月31日擬備，所根據的
資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 31.7.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017



實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 B
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM B

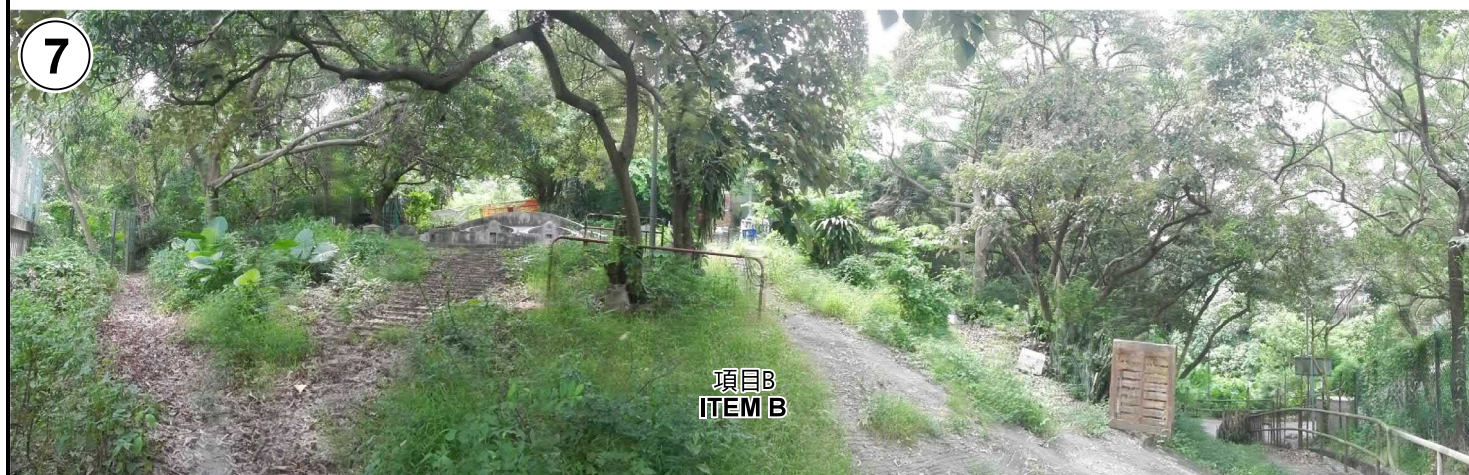
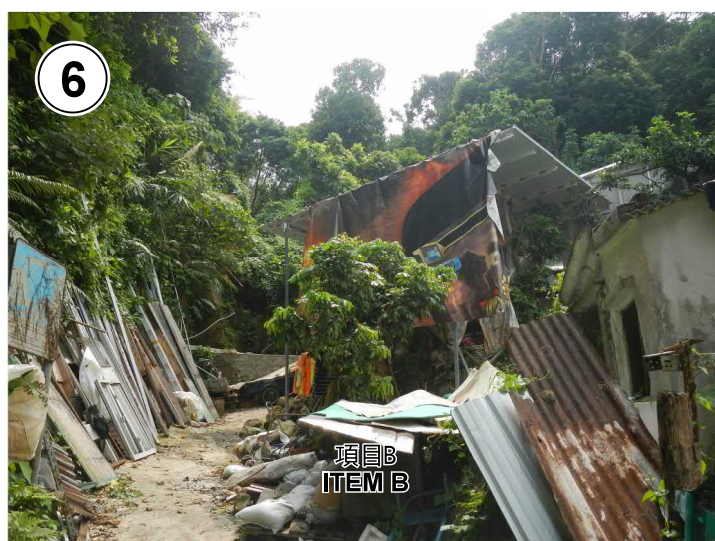
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4b1

本圖於2017年8月24日擬備，所根據的
資料為攝於2017年7月31日及8月16日的實地照片
PLAN PREPARED ON 24.8.2017
BASED ON SITE PHOTOS
TAKEN ON 31.7.2017 & 16.8.2017



申請地點界線只作識別用 APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 B
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM B

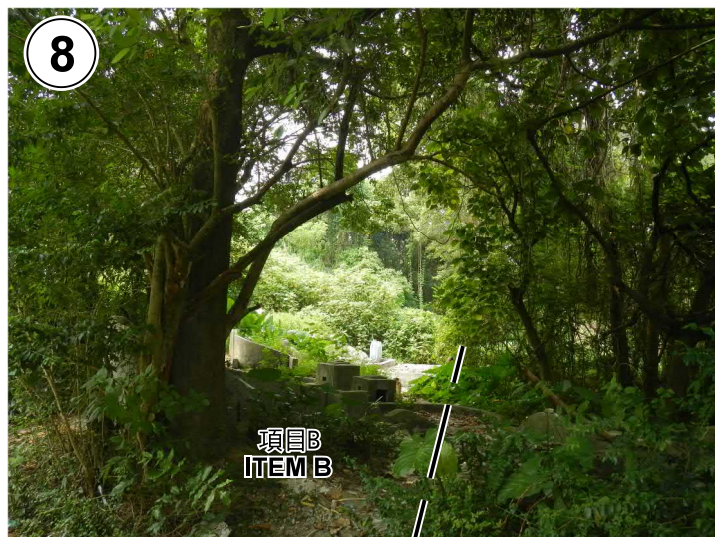
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PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4b2

本圖於2017年8月30日擬備，所根據的
資料為攝於2017年7月31日的實地照片
PLAN PREPARED ON 30.8.2017
BASED ON SITE PHOTOS
TAKEN ON 31.7.2017



實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 B
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4b3

本圖於2017年8月30日擬備，所根據的
資料為攝於2017年7月31日的實地照片
PLAN PREPARED ON 30.8.2017
BASED ON SITE PHOTOS
TAKEN ON 31.7.2017



主題地點界線只作識別用 SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 C
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM C

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4c

本圖於2017年8月30日擬備，所根據的
資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 30.8.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017



主題地點界線只作識別用 SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 D
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM D

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4d1

本圖於2017年8月30日擬備，所根據的
資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 30.8.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017



主題地點界線只作識別用 SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10 的
擬議修訂- 項目 D
PROPOSED AMENDMENT TO THE APPROVED
TONG YAN SAN TSUEN OUTLINE ZONING PLAN No.
S/YL-TYST/10 - ITEM D

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/YLW/17/24

圖 PLAN
4d2

本圖於2017年8月30日擬備，所根據的資料為攝於2017年7月27日的實地照片
PLAN PREPARED ON 30.8.2017
BASED ON SITE PHOTOS
TAKEN ON 27.7.2017

Extract of Minutes for Meeting with
Yuen Long District Council on 27.6.2017

~~43. 黃偉賢議員表示，剛才署長談及如果西鐵列車增加一卡車廂和提升信號系統，載客量便可增加 60%，但以往他只聽過港鐵公司表示會將西鐵載客量增加 14%，希望署長講解。~~

44. 鍾錦華太平紳士表示，列車由七卡車廂增加至八卡，載客量便會增加 14%。

45. 主席感謝署長的補充。

~~(副主席代主席主持會議)~~

第六項：諮詢擬議修訂《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》

(區議會文件 2017／第 36 號)

46. 副主席請議員參閱第 36 號文件，內容是規劃署聯同土木工程拓展署及房屋署就《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》的擬議修訂，於 2017 年 5 月 24 日諮詢屏山鄉鄉事委員會後，再次向元朗區議會提交有關擬議修訂，以徵詢議員意見。

47. 副主席歡迎以下部門代表出席會議：

規劃署

屯門及元朗西規劃專員

高級城市規劃師/元朗西 1

林智文先生
(常設部門代表)
區裕倫先生

房屋署

高級規劃師(1)

李倩儀女士

土木工程拓展署

總工程師/房屋工程 2

房屋工程 2 部 高級工程師/2

房屋工程 2 部 高級工程師/5

陳卓榮先生
陳國樑先生
周少康先生

工程顧問

奧雅納工程顧問 主任(交通)

博威工程顧問有限公司 技術董事

鄧思威先生
勞智行先生

48. 李月民議員, MH查詢，大家是否已經決定不再討論有關他提交的議題。剛才討論有關議題時，主席表示可以留待與路政署署長會面時討論與其工作範疇有關的工作。他補充說，自己提出的議題包括基建及交通費兩部分，有關事宜應該屬於運輸及房屋局（運房局）管轄。他表示已經向路政署表達意見，至於有關運房局的部分，他查詢大家是否決定不再討論。

（主席恢復主持會議）

49. 主席表示，剛才是合併議程討論。他在討論開始前向各位表明，若議員有查詢，可以要求常設部門代表作回應。他留意到李月民議員在發言後沒有進一步向部門代表作出查詢，因此沒有邀請他們作回應。若議員希望跟進有關事項，他建議轉交交通及運輸委員會（交委會）處理。然而，他表示交委會的議程眾多，因此亦希望聆聽交委會主席的意見後才作決定。

50. 交委會主席 程振明議員表示，其實李月民議員提出的議題已經納入交委會下次會議的議程中。因此，他支持主席把議題轉交交委會處理的建議。

51. 李月民議員, MH尊重主席及程振明議員的意見，而主席剛才已經說明會就路政署有關的議程作合併討論。他關心交通費及交通基建項目的發展，並滿意主席將議程轉交交委會處理。他認為若政府部門沒有回應議員的訴求，議員的意見只能記錄在案。有關意見在某程度上是代表市民的心聲，因此他感謝主席及交委會主席協助處理有關議程。

52. 主席請各部門代表介紹有關文件內容。

53. 區裕倫先生表示，他會先介紹《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/10》的擬議修訂，然後土木工程拓展署的同事會分享有關項目發展時涉及的技術性問題。因應 2017 年 2 月 21 日區議會的討論，各部門已於 2017 年 5 月 24 日徵詢屏山鄉鄉事委員會的意見。是次諮詢區議會的改劃共涉及五組修訂項目，包括前朗邊中轉房屋及

周邊土地的公營房屋發展和兩組丹桂村配水庫南面部分土地的公營房屋發展及相關供水貯存設施，還有兩組城市規劃委員會（城規會）根據《城市規劃條例》第 12A 條已批准的改劃申請。前朗邊中轉房屋及周邊土地的公營房屋發展，主要涉及由「休憩用地」及「住宅（乙類）1」地帶改劃為「住宅（甲類）1」地帶，擬議最高總地積比率不超過 6，分兩階段發展，容納人口約 31 200，預期第一階段及第二階段完工年份分別為 2024/2025 及 2028/2029。因應房屋供應的需求增加，當局現正檢視輕微增加總地積比率至不超過 6.5 的可行性。丹桂村配水庫南面部分土地的公營房屋發展，主要涉及由「綠化地帶」及「政府、機構或社區」地帶改劃為「住宅（甲類）2」地帶，擬議最高總地積比率不超過 6.5，容納人口約 20 600，預期完工年份為 2028/2029。有關部門代表在 2017 年 5 月 24 日及 6 月 23 日分別徵詢屏山鄉鄉事委員會及受影響的丹桂村村民，並歸納以下意見供各位參考：

- (1) 有委員認為屏山鄉已經興建了太多公營房屋；
- (2) 關於交通方面，委員關注西鐵的承載能力及道路擠塞的問題，包括青山公路、唐人新村交匯處、宏達街、順達街、洪順路、丹桂村路等。稍後土木工程拓展署的同事會就有關情況作詳細解釋；
- (3) 有居民建議減少有關計劃的建屋規模，丹桂村村民希望將受影響的民居剔出建屋範圍之外；及
- (4) 有居民詢問相關的安置賠償。

54. 區裕倫先生補充說，連同今天的區議會諮詢，政府會將收集到的意見與擬議修訂一併交由城規會轄下的鄉郊及新市鎮規劃小組委員會考慮。如城規會同意有關修訂項目，會根據《城市規劃條例》第 5 條展示該修訂分區計劃大綱草圖作公眾諮詢，屆時公眾人士可對修訂項目提出申述。

55. 陳卓榮先生表示，有關諮詢內容已在上次區議會作討論，不過因應各位議員的意見，例如有關交通問題，稍後同事會加以說明。至於某些內容剛才已由規劃署介紹，他會簡潔地作簡介。

56. 周少康先生繼而介紹丹桂村擬議公營房屋的工程規劃情況。

57. 陳國樑先生表示，相信大家應該對投影片仍有印象，因此他只會簡單介紹有關內容。他知道各位很關注地區的交通問題，因此他

會詳細介紹有關朗邊及丹桂村的交通問題。他繼而簡介有關交通安排。

58. 黃偉賢議員對有關文件表示失望。第一，就有關發展朗邊公營房屋的計劃，他建議政府盡快發展朗邊中轉房屋的原址，因為該處沒有甚麼爭議性。擬議修訂《唐人新村分區計劃大綱核准圖》擴大了朗邊公營房屋發展計劃的範圍，他擔心工程會影響該處的民居和作業。第二，議員收到丹桂村居民的反對意見，知道政府四處尋覓土地興建公營房屋，但是他質疑有關做法對社區發展是否有利，因此反對不斷增加元朗的人口。剛才部門代表表示會就上次區議會聽到的意見加強說明有關發展項目的情況，而不是加強改善有關問題。他認為議員要求的是加強改善措施，例如增建道路，可惜政府沒有積極回應有關訴求，現時朗天路的交通負荷已經到了極限，引用西方諺語的說法，即已經不能再增加一根稻草。若政府考慮在元朗各處增加數萬人口，他認為對元朗的整體交通必定帶來很大影響。因此，他希望政府不要繼續增加元朗區的人口，因為交通設施不勝負荷。另外，他建議政府可考慮在元朗公路上蓋發展住宅項目，因為不涉及徵收土地事宜，只需要在公路上增加一條分支道路接駁住宅項目便足夠。他認為現有的發展計劃並不合理，因為車輛需要繞道才能夠到達有關公營房屋。他表示大部分私人物業都有道路直接接駁主幹線，不理解為何有關公營房屋的發展計劃需要繞過一段很長的道路才能到達主幹線。

59. 曾樹和議員表示，正如剛才黃偉賢議員指出，他認為部門代表有關加強說明計劃詳情的說法是沒有幫助的。政府計劃在朗邊中轉房屋、橫洲及元朗南等地方興建公營房屋，以元朗南的發展為例，世宙及朗屏 8 號等新落成房屋都是沿用舊有道路，他質疑為何朗邊發展計劃仍然沒有考慮元朗南道路負荷的問題。在上次屏山鄉鄉事委員會的會面中，唐人新村居民代表向有關部門代表查詢道路設計時，有關部門代表在解釋計劃時不得要領，令大家都未能理解計劃的詳細情況。現時元朗發展項目眾多，令交通不勝負荷，例如橫洲、元朗南、丹桂村等擬議發展及世宙、朗屏 8 號等新建房屋，都是依靠元朗的青山公路。除了世宙，朗屏 8 號及元朗南等地方的房屋，政府計劃在朗屏增加 50 000 至 80 000 人口，他並不是想阻止有關發展，只是希望政府解決當區的交通問題，因為依靠青山公路及元朗大馬路是不足夠的。

60. 杜嘉倫議員反對有關計劃，認為很多議員已經在區議會會議中反映意見，若政府無止境地增加元朗人口，會剝削現有居民的生活空間。議員並不反對朗邊的發展計劃，因為該處鄰近市中心、西鐵站及主要道路；但是若政府將有關計劃與其他發展項目捆綁式擴展至丹桂村，令人口增加約 60 000，大家都認為有關計劃是不可行的，因為

現時該區的交通配套尚未足夠。他認為政府就橫洲及洪水橋發展項目的諮詢仍然存有很多問題，各部門沒有切實地解決丹桂村受影響的居民所面對的問題，也沒有充分諮詢他們的意見。他擔心若政府在此時強行增加區內人口，元朗日後的發展沒有任何出路。

61. 鄧慶業議員 BBS反對有關計劃，主要是他希望政府在發展公營房屋時可以令所有持份者均衡參與諮詢過程。他認為最近幾年政府將所有公屋及居屋都集中在屏山發展，有關做法並不合理，例如丹桂村的情況。至於朗邊中轉房屋及周邊土地修訂項目，他認同黃偉賢議員的意見，同意政府在朗邊中轉房屋原址興建公營房屋。政府計劃在丹桂村增加 30 000 人口，即使在青山公路增加車輛出入口，有關車輛亦只能轉入唐人新村路，他擔心屆時會出現交通擠塞的情況。朗天路轉入青山公路元朗段的交通擠塞情況嚴重，若再增加朗邊的人口，新增人口的起居飲食亦會在元朗市進行，相信會令元朗市更加擠迫。因此，他不贊成政府在朗邊中轉房屋原址以外及在丹桂村發展公營房屋。

62. 姚國威議員認為現時的元朗區不斷急速尋找土地興建房屋。他認為政府有需要興建公營房屋以回應市民的需求，可惜在洪水橋的發展計劃，政府在刊憲後才將草圖提交區議會討論，他質疑有關做法令區議會的功能及角色未能充分發揮。今天再次討論《唐人新村分區計劃大綱核准圖》，他不知道議員反映意見後，有關部門會否跟進及尊重各位的意見，例如在上次的會議，議員已經反映有關交通問題的疑慮，可惜政府在今天仍然沒有提交新方案以解決問題及釋除議員的憂慮。他認為部門代表今天的介紹只是片面之詞，不能解決車輛由朗天路轉入青出公路元朗段的交通擠塞問題，亦不能解決橫洲 4 000 至 10 000 多個公屋單位的交通問題。他表示工聯會一向以來都支持政府興建公營房屋，但是他不能支持那些不理性及不良性的地區發展項目。他看見計劃中仍有很多問題尚待政府解決，若人口繼續增加，相信只會令問題惡化。他舉例說，雖然天水圍的發展是一個痛苦的經驗，但當年政府亦是先興建道路，然後才興建房屋，問題只是社區設施發展比較滯後。若今天政府提交的計劃得以通過，他預見屆時區內將會出現更多問題，例如沒有社區設施及交通配套等，令居民出入不便。因此他要求部門重新提交方案，以改善有關地區的交通設施，否則他難以支持有關計劃。

63. 麥業成議員表示，有關計劃將增加人口約 90 000 人，若加上未來洪水橋等發展項目，估計元朗區的人口將達至 100 萬，他認為政府只是在分叉路口增建交通燈並不足夠，紙上談兵當然不會出現任何問題，但是落實執行計劃時便會有問題出現，屆時元朗的居民只能

承受苦果。他認為唯一可接受的方案，是在朗邊中轉房屋原址興建公營房屋，因為在該址不涉及任何收地問題。至於丹桂村方面，因為涉及收地問題，若部分居民要求不遷不拆，政府如何處理。當政府宣布遷拆現有民居後，若有市民不服從，便會立即被迫遷。另外，他認為政府以幾頁的文件及圖表諮詢議員，待議員發表意見後，最終還是要遷拆民居，整個規劃似乎欠缺人性。全港有 18 個區議會，他質疑為何政府只在元朗區增加那麼多的人口。他支持政府在朗邊中轉房屋原址興建公營房屋，至於其他地方的項目，他建議政府考慮在其他地區進行。他認為香港有需要興建公營房屋，但不應該將全部公營房屋集中在元朗區，建議政府考慮在每一區增加興建公營房屋的數目。

64. 周永勤議員表示，房屋署的代表剛才告訴大家，若能批准在有關地界內興建房屋，便會同時提供相關設施。另外，土木工程拓展署的代表開宗明義表示，若有關鐵路及道路項目得以落實，便會達到某一預期效果。他擔心那些鐵路及道路未能與公營房屋同步落成，屆時將會出現很多問題，而增加輕鐵列車及月台管理人員只是一些假設，故建議由相關決策局統籌並制訂各項工程的落實時間表。若政府考慮有關建議，他相信可以成功說服議員支持有關發展。

65. 張木林議員表示，土木工程拓展署及規劃署約 20 位人員於 5 月 24 日在屏山鄉鄉事委員會進行諮詢，剛才區裕倫先生亦曾提及當時諮詢的情況及各持份者的意見。當天部分村民及屏山鄉鄉事委員會主席曾樹和議員都有出席會議，就朗邊中轉房屋的發展項目反映意見。他認為有關交通安排令人感到擔憂，周少康先生介紹如何設計公營房屋才可以令景觀較佳，他認為有關項目並非豪宅，景觀不是考慮重點。陳國樑先生介紹的交通規劃並不理想，例如由朗邊去元朗市中心，需要駛入唐人新村及經過新起村街才能到達，或者經過朗天路轉入快速公路，在凹頭交匯處調頭轉入元朗市。他不能理解那些設計道路的人員的思維，因為他們不知道現時新起村街早上交通擠塞的情況，亦不知道唐人新村村民出入元朗市是依靠甚麼道路。他表示唐人新村路及朗漢路都是很重要的道路，村內所有車輛，包括貨車及混凝土車，全都必須經過唐人新村路及新起村街才能到達各區。因為朗漢路是私人地方，只容許私家車使用，中型以上貨車不准駛入，他反映若朗邊中轉房屋的車輛將來經新起村街及唐人新村路出市區，屆時會出現災難性的擠塞問題。他認為有關部門的人員只是在辦公桌上規劃交通安排，未能留意那些道路的實際容量已經飽和，特別是早上繁忙時間。就唐人新村交匯處的擠塞問題，交委會主席曾經與大家實地考察，希望可以解決現時擠塞的情況。若車輛再經唐人新村交匯處由朗天路穿過橋底，再出去元朗市及九龍，他認為這樣的設計是不能夠接受的。另外，他查詢朗邊公營房屋屆時將會有幾個車位，住戶與車位比例是多少。現時洪水橋住戶與車位的比例是 33:1，他希望有關部門可以交代準確數字，並清楚回應有關交通問題。最後，政府至今仍沒有交代賠償安

排，因此丹桂村村民及他不能支持有關發展計劃。

66. 林智文先生表示，明白議員關注有關項目的發展，亦聽見很多反對聲音，希望作出以下綜合回應：

- (1) 就有關要求減少興建單位數目的意見，兩項工程均是公營房屋發展計劃，現時香港市民對公營房屋有很大的需求，除了在元朗區外，當局早前已在全港尋覓一百多幅土地，希望能夠成功改劃作房屋用途，包括公營房屋；而在2014年向元朗區議會介紹區內所物色到的地點當中，包括上述兩個選址。及後政府就該兩選址作公營房屋發展作出技術可行性研究；
- (2) 在提交有關改劃建議予城規會考慮前，政府亦已諮詢鄉事委員會、區議會及居民的意見，並會將有關意見交由城規會考慮。署方明白大家都很關注這些公營房屋的發展會否影響現有民居，當局在選址時會盡量減少對附近民居的影響。但事實上，特別是在新界進行新發展，這些影響實在難以避免。而當中是一個困難的抉擇，一方面希望提供更多公營房屋以滿足市民的需求，另一方面卻可能對現有居民造成影響。然而，規劃署會與其他部門盡量收集居民意見並如實向城規會反映。舉例說，有關部門代表便在上星期五晚與丹桂村居民開會，了解他們的關注；
- (3) 有關社區配套問題，現時區內的配套設施仍然足夠，政府亦會在有關項目用地範圍內考慮提供中、小學等設施，以配合將來發展。至於交通配套方面，有關部門將會在個別路口進行改善工程，以增加有關道路的容量，希望令地區交通更暢順；及
- (4) 剛才有議員查詢，區內房屋發展大型項目及整體交通配套的落實是如何配合。政府會監察區內發展的進展情況，有序推進重要的策略基建項目，例如剛才路政署署長提及的十一號幹線及屯門西繞道計劃。剛才亦討論了很多關於交通的問題，例如現時交通配套是否足夠，當局有沒有清晰的數字向各位說明等，土木工程拓展署的代表會作進一步補充。

67. 陳卓榮先生的綜合回應如下：

- (1) 現時政府開展工程項目或聘請工程顧問作項目研究時，各部門並非各自進行而沒有協調。規劃署有一個全港性人口及就業數據矩陣系統，包含了2031年及2041年每

區的人口數據，工程顧問公司在進行每項研究時，都會使用有關數據，例如在發展朗邊中轉屋項目時，工程顧問公司除了得知政府計劃在該處增加 30 000 人口外，亦會考慮到丹桂村、橫洲及其他新界西北人口增長的有關數據為當區進行交通評估；

- (2) 至於整體有關策略性的道路發展政策，例如十一號幹線及屯門西繞道發展計劃，則需要依靠其他部門如路政署作詳細研究。幾個大型項目最快的人伙日期需要等到 2028 年、2030 年或 2031 年，路政署會因應發展時間表，計劃興建新幹道。然而，若有關道路發展計劃未能按時間表完成，各區增加人口的計劃亦會相應延後。若今天政府不作規劃，10 年後相信地區配套設施會進一步滯後於香港人口增長；
- (3) 明白議員對現有交通擠塞的情況感到憂慮，聽見議員的意見後政府會盡力作出優化，例如有關地區某些路口及道路擠塞的問題，顧問公司會詳細地就有關路段展開研究優化工程。由於會議時間的限制，未能向各位議員介紹每一個路口的優化措施。若大家關心某一段道路及路口的改善措施，工程顧問公司及土木工程拓展署職員可以向各位作進一步介紹；及
- (4) 關於議員查詢朗邊中轉屋發展項目的車位數目及車輛流量數據，有關計劃是根據《香港規劃標準與準則》進行策劃，房屋署提供的車位數目需要符合一定的要求，詳情可交由房屋署代表作回應。至於車輛流量的情況，若各議員對某一段道路表示關注，可交由工程顧問公司作簡介。

68. 李倩儀女士 就有關車位數目的問題作回應，由於現階段是規劃程序，有關項目的設計仍在進行階段，因此車位數目尚未有定案。一般而言，在設計車位數目時，房屋署主要參考《香港規劃標準與準則》，在諮詢運輸署的意見後才有確實數字，希望屆時能夠提供足夠車位給有需要的市民使用。

69. 張木林議員 表示，剛才李倩儀女士提及《香港規劃標準與準則》，他認為有關準則有固定的比例，例如按多少戶居民便需要提供多少個車位，查詢房屋署可否交代該項目的車位比例。洪水橋洪福邨的車位比例是 33:1，由於車位不足，令很多停車場應運而生。由於那些停車場違規經營，迫使地政署進行執法。居民駛至洪水橋洪福邨時，因為區內沒有足夠車位，所以將車輛四處停泊在街上，險象環生。他

認為政府必須正視有關問題，如居民搬入新屋苑，但區內沒有街市、學校及車位等配套設施，將來有關問題便需要議員去處理。他認為政府在興建房屋後，便不理會居民的生活，最後只會增加前線社會工作者的負擔。因此，他促請政府清楚交代有關單位與車位數目的比例。至於有關比例是否合理，可在諮詢議員的意見後再作檢討。最後，他希望政府在獲得區議會的同意後，才將有關發展項目刊憲。

70. 周永勤議員表示，剛才所有政府部門代表都沒有提及對受影響居民作出甚麼補償，希望政府在進行發展時，亦可以令當區居民受惠，例如寮屋區的居民關注政府會否在發展這些地區後，將部分單位用以安置他們。剛才房屋署及其他部門回應提問時，表示若發展有關項目後，居民可以使用附近屋苑的學校、社區設施及巴士站等。他認為這些新增人口會對現有居民造成不公，例如項目落成後可能形成「屏風樓」，對附近環境造成影響，因此他促請部門與現有居民商討補償安排。

71. 郭慶平議員表示，剛才聽見陳卓榮先生的介紹後，很多議員都對項目表達反對意見。他認為每一個路口的改善措施都值得大家討論，以朗邊村的公營房屋為例，土木工程拓展署表示擴闊路面便可解決有關交通擠塞的問題，他對有關說法有保留。因為朗天路往元朗公路在早上繁忙時間已經非常擠塞，他認為有關措施不能有效解決問題，更難以紓緩大馬路的交通擠塞情況。他質疑土木工程拓展署的改善措施是否有效，並認為有關顧問公司提供的數字未能反映真實情況。

72. 鄭俊宇議員表示，有關發展項目涉及改劃丹桂村的一幅「綠化地帶」。他認為政府改劃「綠化地帶」以發展房屋項目，可能會引來各方爭議。他查詢部門代表有否在區內召開居民大會，直接與受影響的居民對話，了解他們的需要。他知道有關部門會將項目提交城規會審批，查詢有關部門會否同時考慮將項目提交立法會作討論。

73. 鄧鎔耀議員向李倩儀女士查詢，她是否認為元朗區現時的車位數目已經足夠。

74. 梁福元議員表示，既然議員就有關的發展項目表達不少反對意見，他希望政府可以聽取各方意見，以「先易後難」的次序處理問題。例如大家對朗邊中轉房屋發展項目的反對意見較少，政府可以先展開有關工程，同時考慮加設袁敏兒議員一直為當區居民爭取的朗天路隔音屏障。若政府未能回應有關訴求，相信難以說服各位議員支持

元朗區內的各項發展項目。最後，他希望新一屆政府多聆聽地區的意見，例如原區安置受影響的居民及先行發展那些較少爭議的項目。

75. 麥業成議員表示，整個唐人新村發展計劃中，除了朗邊中轉房屋發展計劃是由住宅用地改劃為公營房屋外，其他所有項目都是涉及改劃「綠化地帶」及「休憩用地」。當初政府進行土地規劃時，已訂下那些地方可用作發展住宅，以平衡社區發展。可是現時政府四處覓地興建房屋，例如政府將丹桂村的「綠化地帶」改劃為公營房屋，令附近居民失去休憩及綠化空間，他認為有關做法並不合理。香港每一區都有「綠化地帶」，他建議政府考慮在其他區進行發展。若將所有項目集中在元朗區進行，對現有居民並不公平，因此他反對有關計劃。

76. 姚國威議員表示，若政府強行推出有關項目，各位應表達反對意見。另外，剛才部門代表的介紹中使用一些專業的詞語，希望有關部門說明，例如行車量及容車量的比例。剛才部門代表藉著投影片的簡單介紹，告訴各位有關地點的交通問題不大。但他留意到投影片的註釋顯示，當行車量與容車量的比例大於 1，即代表當區交通輕微擠塞，若比例是 1.1 至 1.2，即代表交通擠塞情況尚可控制。他表示某些地方的有關比例已經大於 1，即代表行車量已經超越容車量，他質疑為何政府部門認為當區沒有交通擠塞的情況。另外，他認為這些評估未能準確反映現實情況，因此希望有關部門代表加以補充說明。最後，他對有關發展計劃表示反對。

77. 陳美蓮議員表示，政府有需要發展公營房屋，不過選址是一個極重要的考慮因素，例如市民不願意搬入大澳龍田邨居住，原因是該區交通不便，市民往返工作地點出現困難，因此空置率較其他區高。現時元朗區人多車多，已經不可再容納更多人口。剛才部門代表介紹時透露日後居民需要繞道才能夠往返市區及工作地點，她認為有關交通設計有改善的空間，希望部門代表關注。另外，丹桂村項目涉及「綠化地帶」的改劃，她認為有關項目是蠶食「綠化地帶」及縮小居民的生活空間，同時亦影響當區的空氣流通。現時區內交通擠塞的情況嚴重，不單是某些路口出現擠塞的問題，整個元朗市及天水圍亦有擠塞的情況，她促請有關的部門代表落區視察，以了解實際情況。

78. 鄧慶業議員 BBS表示，所有議員都知道元朗區各處都出現交通擠塞的情況，若推出唐人新村及屏山鄉的發展項目，交通問題會是一個災難。他同意姚國威議員的意見，政府根本是「強搶土地」。他建議政府考慮將每天 150 人的單程證限額取消，否則香港永遠沒有辦法解決房屋供應不足的問題。最後，他認為發展有關公營房屋項目，是

扼殺元朗市民的生活質素及空間。

79. 鄧賀年議員表示，聽見各位議員發表意見時的語氣，便知道發生甚麼事情。他認為部門到區議會諮詢意見的方式有很大的改善空間，因為部門往往沒有接納議員的意見，以至各有各說。政府部門只按規劃發展公營房屋，獲得城規會通過後便不再跟進其他訴求，甚至拂袖而去。他認為政府部門若希望在諮詢元朗區議會及鄉事委員會的意見後便可繼續推出發展項目，不去跟進地區的訴求，有關做法是漠視民意。

80. 鄧家良議員表示，大家只集中討論興建公營房屋及有關交通問題，議員及政府部門代表均沒有討論如何展開發展項目，例如在另一會議場合討論洪水橋的發展時，至今沒有人提出有關收地補償的安排。政府有責任向大家交代清楚，那些受發展影響的地區是否有市民居住或使用有關土地。他認為政府在發展項目時，應該照顧受影響的市民及回應他們的訴求，可惜政府部門至今仍然沒有交代清楚。因此，他認為政府犧牲部分市民的利益，未能令市民在區內安居。他同情那些貧苦的基層市民，亦支持政府提供公營房屋讓他們居住，但他反對犧牲居民的生活而進行發展。

81. 杜嘉倫議員表示，剛才土木工程拓展署的代表介紹計劃時，表示不會就每一個路口及每一段道路諮詢區議會的意見，他認為有關說法令人感到遺憾。他表示區議會的職能是就政府政策提供意見，希望有關部門可以調整思維模式，並準備充足的資料才到區議會諮詢意見。他補充說，區議會的職能是就地區事務提供意見，因此各位議員對每一段道路及每一支燈柱都十分關心。另外，他希望獲取剛才部門代表介紹發展項目時所使用的投影片，方便他在會後繼續研究及跟進。最後，他希望政府的所有發展項目都不要觸及發展或改劃「綠化地帶」。

82. 黃偉賢議員表示，剛才部門代表回應議員查詢時，表示政府在較早前介紹了 100 多幅土地的發展計劃，當中兩幅土地亦諮詢了區議會，他擔心有關說法會令人誤會那些項目已經獲得區議會的支持。他補充說，當時有很多議員都表達了反對的意見，例如元朗區的人口已經飽和及不能繼續增加人口密度，可惜剛才部門代表沒有提及這些意見。另外，部門代表回應議員查詢時，表示有關房屋規劃有迫切性，否則將來房屋供應不足的情況將會更嚴重。然而，他認為交通設施同樣需要進行規劃，否則元朗區的交通擠塞情況在 10 年後亦會更趨嚴重。剛才李倩儀女士表示有關發展項目將會提供足夠的車位供居民使用，他認為這些新落成屋苑的車輛亦會出入元朗市中心，可惜市中心已經沒有充足的車位。政府計劃在元朗區增加 50 萬人口，他認為元朗市中

心的行人路根本不可能容納新增人口。雖然兩間工程顧問公司的代表今天亦在場，但他對有關顧問公司可否提供有效方案，應付元朗市及元朗大馬路將來的車輛及行人流量，實在存有疑問。

83. 湛家雄議員, BBS, MH, JP對有關部門未能在會議前將發展計劃交予區議員審閱表示遺憾，並補充說他曾在上一次會議提醒有關部門需要向區議會提交詳細的資料，否則議員無法就有關項目提供中肯的意見。有關部門只在會議上即時作出簡介，議員沒有足夠時間閱讀有關的資料及作出合適的評價，這樣的安排並不合理。另外，他一直以來都反對將一些發展項目分階段地(或俗稱「斬件式」)交予區議會討論，可惜各部門沒有接納他的意見，例如今天提交的兩個項目、較早前的橫洲第一期發展計劃、橫洲第二及第三期的項目，甚至日後可能有其他將「綠化地帶」改劃成住宅用地等「斬件式」的發展項目。他認為政府若以此模式規劃，對整個地區的規劃及發展並非好事，因此他希望政府可以將地區及房屋發展計劃作全面性的諮詢。他不同意將「綠化地帶」改劃成住宅用地，認為政府的規劃政策未能貫徹始終，例如以往「綠化地帶」是不可以改劃為住宅用地，規劃署亦以此為底線，但現時政府似乎沒有堅守有關原則。元朗公路兩旁仍然有很多「綠化地帶」作為緩衝區或消減公路噪音地帶，保留這些土地十分重要。因此，他促請政府在發展時切勿將元朗公路兩旁的「綠化地帶」改劃成住宅用地，並呼籲規劃署堅守原則。

84. 黎偉雄議員表示，大家都知道元朗區已經沒有空間可以容納更多人口，因為元朗區是一個舊區。另外，他贊成在「綠化地帶」發展公營房屋，並建議政府在后海灣及流浮山上下白泥一帶進行填海工程，興建足以容納 100 萬人居住的公屋及居屋單位，一次過解決所有問題。若政府考慮在該地區發展公營房屋，可考慮興建道路方便市民出入深圳灣公路和直達福田口岸。現時政府部門在區議會諮詢任何發展項目時都會遇到很多議員的反對。即使政府部門不理會反對聲音，有關項目最終獲得行政會議和立法會通過，議員亦只有無奈。

85. 袁敏兒議員支持興建公營房屋，因為很多市民正在公屋輪候冊上。她認為政府沒有必要指定在某些土地興建房屋，例如將朗邊中轉房屋原址改劃成興建 11 座每幢 40 層高的大廈，她對此建議有保留。另外，她在上次會議亦曾表達有關朗天路的意見，可是有關部門在是次介紹中，表示計劃開闢一條支路接駁朗天路，她認為這樣會將車輛引入港深西部通道。她認為朗天路及西部通道的車輛流量在十年前已經接近飽和，現時附近的屋苑已經錄得 80 多分貝的噪音，若政府計劃將車輛引入朗天路，相信只會令噪音問題進一步惡化。她支持政府發展公營房屋，但希望政府可以解決地區的交通問題，因為現時元朗區

的交通擠塞情況嚴重，沒有一個路口暢通無阻。最後，她促請政府與丹桂村居民商討有關賠償的安排。

86. 主席表示，所有議員已經在第二輪發言表達意見，他不打算再邀請部門回應，因為相信他們的答案亦不會不同。他總結表示，元朗區議會對有關發展計劃一致表達反對的意見。元朗區議會並非反對政府所有發展計劃，事實上，區議會十分支持政府興建更多房屋。可是，若部門急於求成，沒有好好規劃及設法解決地區的交通問題，實在難以獲得區議會的支持，他希望部門明白「欲速則不達」的道理。有關交通改善措施方面，政府沒有考慮興建任何新道路。剛才回應議員的查詢時，表示有關項目的車輛自北行可經青山公路，而向南行則可經朗天路。可是有關道路現時每天早上都會出現交通擠塞的情況，若再增加車輛流量，有關道路根本無法負荷。因此，議員只好就有關交通問題表示反對。有兩點希望部門留意，丹桂村現時仍然有不少民居，但是在剛才的介紹中似乎沒有交代如何安置及補償受發展影響的居民，因此亦引起有關居民的反對。另外，部分發展區位於「綠化地帶」，亦有議員堅決反對將「綠化地帶」改劃為住宅用地。他希望有關部門可以將這些意見如實地向城規會反映，不要只向城規會表示已經諮詢區議會，但沒有交代清楚有關意見。最後，他感謝部門及顧問公司的代表出席會議。

(副主席代主席主持會議)

~~第七項：《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》
(區議會文件 2017／第 37 號)~~

87. 副主席請議員參閱第 37 號文件，內容是規劃署、土木工程拓展署及創新科技署徵詢議員對《落馬洲河套地區分區計劃大綱草圖編號 S/LMCL/1》及其《註釋》和《說明書》(附錄 I 至 III)的意見，以及請議員參閱在席上傳閱的新田鄉鄉事委員會的信。

88. 副主席歡迎以下部門代表出席會議：

創新科技署

助理署長(基礎設施及品質事務)

鄧智良先生

規劃署

粉嶺、上水及元朗東規劃專員

錢敏儀女士

城市規劃師/元朗東 2

歐陽允文先生

土木工程拓展署

總工程師/新界西 1 (新界西)

劉永錦先生