

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

**RNTPC Paper No. 11/22  
For Consideration by  
the Rural and New Town Planning Committee on 9.12.2022**

**PROPOSED AMENDMENTS TO  
THE APPROVED YUEN LONG OUTLINE ZONING PLAN NO. S/YL/25**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/25 (**Attachment I**) as shown on the draft Yuen Long OZP No. S/YL/25A (**Attachment II**) and its Notes (**Attachment III**) 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 (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for publication together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 7.12.2021, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Yuen Long OZP, which was subsequently renumbered as S/YL/25.
- 2.2 On 3.5.2022, the CE in C referred the approved Yuen Long OZP No. S/YL/25 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 13.5.2022 under section 12(2) of the Ordinance.

**3. Background**

- 3.1 According to the 2013 Policy Address, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2019 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use. Optimisation of the development potential of brownfield sites is one of the key strategies among all.
- 3.2 In November 2019, the Planning Department (PlanD) promulgated the findings of the "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" (the "Brownfield Study") which identified a total of 1,579 ha of brownfield sites in the territory. Based on the study findings, PlanD shortlisted 450 ha of brownfield sites as having relatively higher development potential in

view of the proximity to existing new towns/new development areas and major highways/transport infrastructures, as well as the larger size of land in the sites. In light of the 2019 Policy Address, PlanD kick-started the assessment of 160 ha of those brownfield sites with a view to identifying clusters suitable for public housing developments. Taken into account a host of planning considerations, including the overall development strategy, land use compatibility, transport accessibility, infrastructure provision and broad environmental implications, eight priority clusters with a total area of about 35.7 ha in Yuen Long, Tuen Mun and Tai Po with higher potential for public housing development have been shortlisted. A cluster of about 2 ha in Tai Kei Leng, Yuen Long is one of them.

- 3.3 In view of the increasingly acute demand for public housing, the Government announced in December 2018 to allow further increase of domestic plot ratio (PR) for public housing sites to a maximum permissible PR of 6.5, where technically feasible. It was also announced in the 2022 Policy Address that the maximum domestic PR for housing land in the Northern Metropolis would be 6.5.
- 3.4 The current proposed amendments to the OZP involve the rezoning of a site mainly zoned “Open Space” (“O”) and partly zoned “Residential (Group B)” (“R(B)”) for public housing development at Tai Kei Leng, Yuen Long (**Item A on Plan 1a**) with a proposed overall PR of 6.7 (including domestic PR of 6.5 and non-domestic PR of 0.2) to facilitate the above-mentioned policy directives. There is no implementation programme to develop the site into public open space and sufficient areas have been reserved as “O” on the OZP to serve the long-term needs of the planned population. In this regard, relevant departments have no objection to/no adverse comments on the rezoning proposal.
- 3.5 The proposed public housing development, when materialised, will provide about 2,300 public housing units<sup>1</sup> for a total population of about 6,440 by 2031 tentatively. To assess the implications of the proposed development on the traffic, environmental, visual, landscape, air ventilation and other technical aspects, the Civil Engineering and Development Department (CEDD) has conducted an Engineering Feasibility Study (EFS) which confirms that the proposed development is technically feasible with no insurmountable problem. The major findings of the EFS are set out in the Final Report at **Attachment V** and summarised in the paragraphs below. The individual reports of technical assessments under the EFS would be deposited at the meeting for Members’ information.
- 3.6 Other amendments are proposed to take forward the decisions of the Rural and New Town Planning Committee (the Committee) of the Board regarding two approved s.12A applications (No. Y/YL/18 and Y/YL/16)(**Items B on Plan 1b**; and **Items C1 to C3 on Plan 1c**); and to rezone a “Comprehensive Development Area” (“CDA”) site to reflect the existing developments as agreed by the Committee in the 2021 review of “CDA” sites (**Items D1 to D4 on Plan 1c**). Opportunity is also taken to update the Notes and the ES of the OZP to reflect the latest planning circumstances.

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<sup>1</sup> The parameters stated in this paper reflect the latest design of the proposed public housing development, which are feasible based on the technical assessments under the Engineering Feasibility Study.

## **Proposed Amendments**

### **4. Item A – Rezoning of a Potential Public Housing Site at Tai Kei Leng (Plans 1a, 2a, 3a, 4a and 4b)**

#### ***The Site and Surroundings***

- 4.1 With a total area of about 2.06 ha, the Site lies to the north of Tai Kei Leng Road in the southeast of the Yuen Long New Town (YL New Town). It is currently occupied mainly by brownfield operations (including warehouses, car-washing workshops, open storage uses and open-air carparks) and some scattered residential dwellings/structures (**Plans 2a, 3a, 4a and 4b**). It is currently accessible via Tai Kei Leng Road from the south.
- 4.2 The surrounding areas of the Site have the following characteristics (**Plans 2a, 3a, 4a and 4b**):
- (a) to its north and northwest are residential developments (including The Reach, Reach Summit, La Pradera and Sereno Verde) on land zoned “R(B)”<sup>2</sup>;
  - (b) to its immediate west are some vacant land and scattered residential dwellings/structures and temporary structures within an area zoned “O” on the OZP; and to its further west are an open-air vehicle park, car-washing/car-beauty workshops and a real estate agency within the same “O” zone;
  - (c) to its south and southeast are Tai Kei Leng Road, the Yuen Long Highway and the Shap Pat Heung Interchange; and
  - (d) to its northeast and east across Shap Pat Heung Road is the village settlement of Sheung Yau Tin Tsuen.

#### ***Rezoning Proposal***

- 4.3 It is proposed to rezone the site from primarily “O” with a small portion of “R(B)” along the northern boundary to “Residential (Group A)6” (“R(A)6”) (a new sub-area under “R(A)” zone) for public housing development and subject to a maximum PR of 6.7 and a maximum building height (BH) of 185mPD (**Plan 1a**). The indicative layout of the proposed public housing development is at **Plan 5** and its major development parameters are summarised below:

<b>Development Site Area</b>	About 1.8 ha <sup>(1)</sup>
<b>Total PR</b>	Maximum 6.7
- Domestic PR	6.5
- Non-domestic PR	0.2
<b>No. of Storeys<sup>(2)</sup></b>	
- Domestic	45-50 storeys
- Non-domestic	5 storeys

<sup>2</sup> The “R(B)” zone is subject to a maximum domestic PR of 3.5 and a maximum BH of 25 storeys (excluding basement car park).

<b>Maximum Building Height (BH)<sup>(2)</sup></b>	185mPD
<b>No. of Blocks</b>	3 blocks
<b>No. of Flats (about)</b>	2,300 units
<b>Population (about)</b>	6,440
<b>Supporting Facilities<sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>• Kindergarten(s)</li> <li>• Retail Facilities</li> <li>• Social Welfare Facilities<sup>(4)</sup></li> </ul>
<b>Parking and Transport Facilities</b>	Ancillary car parking spaces and loading/unloading bays in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)
<b>Target Completion Year</b>	2031

Notes:

- (1) Excluding the adjoining footpaths and track road, and is subject to change at the detailed design stage.
- (2) Approximate number of storeys and maximum BH to cater for additional GFA concession for promotion of Modular Integrated Construction under Joint Practice Note No. 8 promulgated in July 2022.
- (3) The actual provision of non-domestic facilities will be subject to confirmation by relevant government departments at the detailed design stage.
- (4) Government, institution and community (GIC) facilities as required by the Government may be exempted from PR calculation. Gross floor area (GFA) equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities. The location, type and actual provision of social welfare facilities will be subject to the advice of the Social Welfare Department (SWD) and the Housing Department (HD) at the detailed design stage.

## ***Technical Assessments***

### ***Traffic Aspect***

- 4.4 A traffic and transport impact assessment (TTIA) has been conducted under the EFS (Section 4 at **Attachment V**) and various traffic improvement measures are proposed to ensure that adequate traffic capacity will be available to address the anticipated demand arising from the proposed public housing development. Taken the widening of Tai Kei Leng Road to a dual two-lane carriageway into consideration as proposed in the Yuen Long South Development Study, traffic improvement measures in the TTIA under the EFS include improvements to various junctions including the Shap Pat Heung Interchange, Shap Pat Heung Road/Tai Kei Leng Road Junction, Tai Kei Leng Road/Tai Shu Ha Road East/Tai Shu Ha Road West Junction and Tai Shu Ha Road East/Tai Shu Ha Road West/Long Ho Road Junction (**Plan 6**). Furthermore, four double-width bus bays will be provided at Tai Kei Leng Road eastbound, and a general lay-by and two bus bays forming a total of 50m long lay-by will be provided at Tai Kei Leng Road westbound to serve the proposed public housing development. Having regard to the findings and recommendations of the TTIA under the EFS, the Commissioner for Transport (C for T) has no in-principle objection to the proposed development.

### *Visual Aspect*

- 4.5 According to the Landscape and Visual Impact Assessment conducted under the EFS (Section 14 at **Attachment V**), the proposed development would result in a high-rise development outside the ‘core’ area of YL New Town, while the overall visual impact of the proposed development is generally “Negligible”, “Slightly Adverse” or “Slightly to Moderately Adverse” to most of the key public viewers. The project design has sought to minimise building congestion and optimise visual permeability through sensitive design of the building layout (such as building separations, setbacks and open areas). Mitigation measures including landscape planning, vertical greening, rooftop greening, aesthetically pleasing building design and provision of local open space and recreational facilities are also proposed to alleviate the adverse visual impacts (Table 14.3 at **Attachment V** and **Plans 7a to 7c**). More detailed considerations on the required design measures will be provided by HD at the detailed design stage.

### *Landscape Aspect*

- 4.6 About 55 trees will be affected by the proposed development and another 248 trees will be affected by the associated infrastructural works<sup>3</sup> while three other trees will be retained. All trees proposed to be removed are in poor or average condition, with no Old and Valuable Tree nor rare/protected plant species identified.
- 4.7 To mitigate the overall landscape impact including 61 trees to be affected by a nearby potential public housing site at Shap Pat Heung, a total of 364 new trees will be planted in the two public housing developments and along the roads at an overall compensatory ratio of at least 1:1. Furthermore, a minimum of 20% overall green coverage and local open space at a minimum of 1m<sup>2</sup> per person will be provided in the public housing development to ensure that a desirable landscape setting will be achieved in the development (**Plan 8**).

### *Air Ventilation Aspect*

- 4.8 According to the Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) conducted under the EFS (Section 3 at **Attachment V**), the proposed development would be potentially blocking some winds to its immediate surrounding area. Various key design features are proposed to enhance air ventilation including building separations aligned with prevailing wind direction of at least 15m wide, building setbacks from site boundary, etc. (**Plans 9, 10a and 10b**). The AVA-EE concluded that with incorporation of mitigation measures, overall no significant adverse air ventilation impact is anticipated from the proposed development on the surrounding wind environment. Other design features such as minimisation of podium bulk and adoption of permeable design for podium and carpark would be considered at the detailed design stage. It is recommended that a quantitative AVA shall be conducted to assess the effectiveness of the proposed mitigation measures to optimise the building arrangement. Where appropriate, the requirement of the mitigation measures and quantitative AVA will be incorporated in the planning brief for implementation.

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<sup>3</sup> The infrastructural works will also serve a nearby public housing development at Shap Pat Heung within the Tai Tong OZP, the proposed amendments of which will also be considered at the same meeting.

*Environmental Aspect*

- 4.9 According to the Preliminary Environmental Review conducted under the EFS (Section 13 at **Attachment V**), the proposed development will not be significantly affected by vehicular emission, provided that sufficient buffer distances from the road kerb to the nearest air sensitive uses (20m for Primary Distributor; and 5m for Local Distributor) in accordance with the HKPSG are allowed. The proposed development is also not subject to adverse air quality impact due to chimney emission.
- 4.10 To mitigate potential noise impact, suitable noise mitigation measures such as acoustic windows/balconies and fixed glazing windows with mechanical air ventilation will be adopted for those residential blocks and social welfare facilities vulnerable to noise exceedance. Significant adverse traffic noise impact on the proposed housing development is not anticipated.
- 4.11 With the implementation of appropriate mitigation measures, there are no significant adverse impacts on other environmental aspects, including water quality, waste and land contamination anticipated of the proposed development. The Director of Environmental Protection (DEP) has no adverse comment on the proposed development. More detailed assessment will be carried out at the detailed design stage to formulate appropriate mitigation measures.

*Other Technical Aspects*

- 4.12 The EFS conducted has also covered other technical aspects including geotechnical, sewerage, drainage, water supply, etc. With the implementation of mitigation measures and improvement works proposed, the EFS concludes that the proposed development will not result in insurmountable problems in technical terms. Relevant departments, including the Head of Geotechnical Engineering Office, CEDD (H(GEO) of CEDD), DEP, Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD), Chief Engineer/Construction, Water Supplies Department (CE/C of WSD) have no adverse comment on the proposed development.

**5. Item B – Rezoning of a site at Lam Hi Road for Proposed Private Subsidised Housing Development (Plans 1b, 2b, 3b and 4c)**

- 5.1 On 28.10.2022, the Committee agreed to a s.12A application (No. Y/YL/18) to rezone a site with a development site area of about 2,815m<sup>2</sup> for proposed private subsidised housing (PSH) at Lam Hi Road from “Other Specified Uses” annotated “Art Storage and Public Open Space” (“OU(AS and POS)”) to a residential zone to facilitate the development of a 25-storey PSH block (i.e. BH of 88mPD at main roof level) with a domestic GFA of about 14,076m<sup>2</sup> (i.e. domestic PR of 5) with one basement level of car park. The proposed PSH development is estimated to provide about 312 subsidised sale flats to accommodate a population of about 811 persons.
- 5.2 The site is located along the southern fringe of the YL New Town and to the north of the Yuen Long Highway. It is currently occupied by storage yards, parking of vehicles and some unused land. The site is accessible from Lam Hi

Road leading from Kung Um Road. To its north across Lam Hi Road and a nullah is a medium-rise residential development namely Park Signature with a BH of 22 storeys over two levels of podium (81mPD) on land zoned “Residential (Group A)1”. To its immediate east are a metal workshop, warehouse, storage site with ancillary office, vacant structures and some unused land. To its immediate south is a local track. The Yuen Long Highway is located to its further south and to its immediate west is an area intermixed with some residential structures, workshops and open storage yards (**Plans 2b, 3b and 4c**).

- 5.3 The applicant of the s.12A application originally proposes to rezone the whole “OU(AS and POS)” zone to “Other Specified Uses” annotated “Private Subsidised Housing and Art Storage with Public Open Space”. However, as it is anticipated that the PSH portion will be implemented under the latest government policy and separated from the AS cum POS portion, it is considered more appropriate to rezone the PSH portion to a residential zone with stipulation of appropriate development restrictions (such as maximum PR and BH). To accord with the development parameters agreed by the Committee mentioned in paragraph 5.1, it is proposed to rezone the site to “Residential (Group A)7” (“R(A)7”) (a new sub-area under “R(A)” zone) subject to a maximum PR of 5 and a maximum BH of 90mPD<sup>4</sup>. To rationalise the associated zoning boundaries, a strip of government land (**Plan 2b**) along Lam Hi Road (about 0.03 ha) adjoining the PSH portion is also proposed to be rezoned to “R(A)7” (**Plans 1b**).
- 5.4 To reflect the non-domestic GFA of the proposed art storage facilities as per the approved s.12A application (No. Y/YL/18) within the remaining “OU(AS and POS)” zone, the maximum GFA as stipulated on the Notes for the “OU(AS and POS)” zone is proposed to be reduced from 12,694m<sup>2</sup> to 5,968m<sup>2</sup> to correspond with the reduction in site area for Art Storage use while other restrictions, including the BH restriction of 23mPD and the required POS provision of not less than 590m<sup>2</sup>, remain unchanged (**Attachment III**).

**6. Items C1, C2 and C3 – Rezoning of a site at Wang Yip Street East for a Proposed Private Residential Development and the adjoining area (Plans 1c, 2c, 3c and 4d)**

- 6.1 On 27.8.2021, the Committee agreed to a s.12A application (No. Y/YL/16) for rezoning of an area of about 7,271m<sup>2</sup> at 21-35 Wang Yip Street East, Tung Tau Industrial Area (i.e. Yuen Long Town Lot (YLTL) No. 362) from “Other Specified Uses” annotated “Business” (“OU(B)”) to “Residential (Group E)2” (“R(E)2”) (**Item C1**) to facilitate the development of a 24-storey private residential building with retail, eating place, social welfare facilities and a basement carpark. The proposed development with a maximum domestic PR of 5, a non-domestic PR of 0.22 and a maximum BH of 85mPD is estimated to provide about 828 flats to accommodate a population of about 2,319 persons. Social welfare facilities to be provided includes a Short-Term Food Assistance Service Team, one team for Home Care Services for Frail Elderly Persons (2-team size non-kitchen based) and a 120-place Day Care Centre for Elderly (kitchen-based). The proposal also stated that any floor space dedicated for

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<sup>4</sup> According to the indicative scheme of the s.12A application, the maximum BH of the PSH block is 88mPD. To follow the general height bands on the OZP, a BH restriction of 90mPD is proposed for the “R(A)7” zone.



such GIC facilities as required by the Government may be disregarded in determining the maximum PR for the site.

- 6.2 The site under **Item C1** is currently occupied by a 10-storey industrial building, namely Lai Sun Yuen Long Centre, with an existing GFA of about 36,023m<sup>2</sup> (i.e. PR of about 4.95) within the Tung Tau Industrial Area. Within the same street block, to its immediate northeast is the Keung Yip Street Rest Garden zoned “O” with a footpath sandwiched in between, while to its immediate southwest are the On Lok Road Substation zoned partly “OU(B)” and partly “Government, Institution or Community” (“G/IC”), and a planter area currently zoned “OU(B)”. To its further northeast across Keung Yip Street is the Tung Tau Industrial Area Playground, while to the east across Po Yip Street are the Po Yip Street Sitting-out Area and the village settlement of Kwan Lok Sun Tsuen. To its west across Wang Yip Street East are industrial buildings (e.g. Fu Wah Industrial Building and Hing Wah Industrial Building), Po Leung Kuk Energetic Youth Club and the Wang Yip Street South Rest Garden (**Plans 2c, 3c and 4d**).
- 6.3 In accordance with the development parameters agreed by the Committee mentioned in paragraph 6.1, it is proposed to rezone the site from “OU(B)” to “R(E)2” (a new sub-area under “R(E)” zone) (**Item C1**) (**Plans 1c, 2c and 3c**) subject to a maximum domestic PR of 5, a maximum non-domestic PR of 0.22 and a maximum BH of 85mPD as stipulated in the Notes of the OZP (**Attachment III**).
- 6.4 To rationalise the associated zoning boundaries, the remaining portion (0.13 ha) to the southwest of **Item C1**, which covers part of the existing On Lok Road Substation and a planter area, is proposed to be rezoned from “OU(B)” to “G/IC” under **Item C2** while the remaining strip of land (0.03 ha) to the northeast of **Item C1** adjoining the Keung Yip Street Rest Garden is proposed to be rezoned from “OU(B)” to “O” under **Item C3** (**Plans 1c, 2c and 3c**).

**7. Items D1, D2, D3 and D4 – Rezoning of a “CDA” site to the immediate south of Long Ping Station and adjoining areas to reflect the as-built developments (Plans 1c, 2d, 3d, 4e and 4f)**

- 7.1 The site (about 1.55 ha) to the immediate south of Long Ping Station is zoned “CDA” on the current OZP. The development, known as ‘Sol City’, was completed in 2019. In the 2021 review of “CDA” sites, the Committee agreed to rezone this “CDA” site to reflect the existing development. It is therefore proposed to rezone the site to primarily “Residential (Group A)8” (“R(A)8”) (a new sub-area under “R(A)” zone) to reflect the as-built condition.
- 7.2 The lot boundary of YLTL No. 512, where ‘Sol City’ has been built upon, has minor encroachments onto the “G/IC” and “O” zones to the immediate west of the current “CDA” zone (**Plan 2d**). Hence, it is proposed to rezone the lot from “CDA”, “G/IC” and “O” to “R(A)8” under **Item D1**, subject to a maximum domestic PR of 5 or a maximum non-domestic PR of 9.5 and a maximum BH of 100mPD, to reflect the existing development (**Plan 4e**).
- 7.3 To the immediate west of ‘Sol City’, a strip of land (0.01 ha) is proposed to be rezoned from “O” to “G/IC” under **Item D2** to reflect the as-built condition of

the Drainage Services Department (DSD) Yuen Long Ping Shun Street Staff Quarters which is a four-storey residential block (**Plan 4f**).

- 7.4 As for the remaining area (0.43 ha) of the current “CDA” zone, the eastern portion of the current “CDA” site is proposed to be rezoned from “CDA” to area shown as ‘Nullah’ under **Item D3** to reflect the existing nullah (**Plan 4e**). To rationalise the associated zoning boundaries, opportunity is also taken to rezone an area of about 1.09 ha to the north of the “CDA” site at Ma Wang Road, currently zoned as “G/IC” with a minor portion zoned “R(A)”, and area shown as ‘Nullah’, together with areas of Ping Shun Street, Po Fai Path and the metered car park at Po Lok Square, to area shown as ‘Road’ under **Item D4** to reflect the existing roads, footpaths and on-street vehicle park.

## **8. Minor Boundary Adjustments**

Opportunity has also been taken to rectify minor discrepancies by slightly adjusting the zoning boundaries to reflect the existing developments and these adjustments would not have any material implications on the land use zonings.

## **9. Provision of GIC Facilities and Open Space**

- 9.1 Taking into account the proposed public housing development under **Item A**, the proposed PSH development under **Item B**, the proposed residential development under **Item C1** and other committed developments in the area, the planned population of the YL New Town area would be increased to about 190,170 persons. Based on this planned population and the relevant requirements under HKPSG, the planned provision for GIC facilities in the YL New Town area and Yuen Long District (YL District) is generally sufficient, except some social welfare facilities and hospital beds, as shown in **Attachments VI and VII**. There is a shortfall in the planned provision of hospital beds in YL District (3,112 beds), which will be monitored and addressed by the Hospital Authority on a regional basis (i.e. New Territories West Cluster).
- 9.2 According to the latest standards for the provision of social welfare facilities under the HKPSG, there will be shortfalls in the provision of residential care homes for the elderly, community care services facilities and child care centres in the YL New Town area. In this regard, it should be noted that the HKPSG standards for these facilities are long-term goals and the provision would be addressed by SWD on a wider district basis, having regard to a number of factors including the distribution of facilities, land supply and service demand as a result of population growth and demographic changes. PlanD, SWD and other concerned departments will work closely together to ensure that additional GIC facilities as required will be included in the planned GIC and residential developments in the YL New Town area and YL District. Opportunity has also been taken to provide appropriate social welfare facilities under **Items A and C1**. In accordance with the relevant government policy, a floor area equivalent to not less than 5% of the domestic GFA will be provided within the proposed public housing development for the provision of social welfare facilities as mentioned under **Item A**. This will help address the

requirement for social welfare provision. The types and actual provision will be worked out at the detailed design stage.

- 9.3 For the provision of public open space, there is sufficient planned district and local open space provision in the YL New Town and YL District to meet the requirements as stipulated in the HKPSG.

## 10. **Proposed Amendments to the Matters shown on the OZP**

- 10.1 The proposed amendments as shown on the draft Yuen Long OZP No. S/YL/25A (**Attachment II**) are as follows:

- (a) **Item A** (about 2.06 ha)

Rezoning of a site at Tai Kei Leng from “O” and “R(B)” to “R(A)6” with a maximum BH of 185mPD for public housing development.

- (b) **Item B** (about 0.31 ha)

Rezoning of a site at Lam Hi Road from “OU (AS and POS)” to “R(A)7” with a maximum BH of 90mPD for PSH development.

- (c) **Item C1** (about 0.73 ha)

Rezoning of the site at Wang Yip Street East from “OU(B)” to “R(E)2” with a maximum BH of 85mPD for private residential development.

- (d) **Item C2** (about 0.13 ha)

Rezoning of a site adjoining On Lok Road Substation from “OU(B)” to “G/IC”.

- (e) **Item C3** (about 0.03 ha)

Rezoning a strip of land adjoining Keung Yip Street Rest Garden from “OU(B)” to “O”.

- (f) **Item D1** (about 0.84 ha)

Rezoning of a residential development at YLTL No. 512 from “CDA”, “G/IC” and “O” to “R(A)8” to reflect the as-built condition.

- (g) **Item D2** (about 0.01 ha)

Rezoning a portion of the DSD Yuen Long Ping Shun Street Staff Quarters from “O” to “G/IC” to reflect the as-built condition.

- (h) **Item D3** (about 0.43 ha)

Rezoning of a nullah area to the immediate east of YLTL No. 512 from “CDA” to an area shown as ‘Nullah’ to reflect the as-built condition.

(i) **Item D4** (about 1.09 ha)

Rezoning of the portions of Ma Wang Road, Ping Shun Street and Po Fai Path from “CDA”, “G/IC”, “O”, “R(A)” and an area shown as ‘Nullah’ to an area shown as ‘Road’ to reflect the as-built condition.

**11. Proposed Amendments to the Notes of the OZP**

11.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised below:

“R(A)6”, “R(A)7” and “R(A)8” zones

- (a) in relation to **Items A, B and D1**, the Notes of the “R(A)” zone will be amended to incorporate the development restrictions for (i) the “R(A)6” sub-area with a maximum PR of 6.7 and a maximum BH of 185mPD as mentioned in paragraph 4.3 above; (ii) the “R(A)7” sub-area with a maximum PR of 5 and a maximum BH of 90mPD as mentioned in paragraph 5.3 above; and (iii) the “R(A)8” sub-area with a maximum domestic/non-domestic PR of 5/9.5 and a maximum BH of 100mPD as mentioned in paragraph 7.2 above. In addition, new remarks will be incorporated to stipulate that in determining the maximum PR for the “R(A)6” and “R(A)8” sub-areas, any floor space that is constructed for intended for use solely as GIC facilities, as required by the Government, may be disregarded;
- (b) in relation to **Item A**, to allow flexibility for the provision of public vehicle park at the relevant public housing site to meet local parking demand, ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6” only)’ will be added to Column 1, while ‘Public Vehicle Park (excluding container vehicle)’ in Column 2 will be revised to ‘Public Vehicle Park (excluding container vehicle)(not elsewhere specified)’;

“R(B)” zone

- (c) as a general practice, building bulk of development is controlled through the maximum site coverage (SC) permissible under the Building (Planning) Regulations (Cap. 123F) (B(P)R) unless there is a need to impose a more stringent SC restriction on the OZP. Given the streamlined arrangements provided in the Joint Practice Note No. 7, which has taken effect since August 2021, opportunity is taken to revise the Remarks of the “R(B)” zone to remove the maximum SC restriction of 50%;

“R(E)2” zone

- (d) in relation to **Item C1**, the Remarks for the “R(E)” zone is proposed to be revised to incorporate development restrictions for the new sub-area “R(E)2” as mentioned in paragraph 6.3 above. In addition, a new remark is proposed to be incorporated to stipulate that in determining the

maximum PR for the “R(E)2” sub-area, any floor space that is constructed for intended for use solely as GIC facilities, as required by the Government, may be disregarded; and

“OU (AS and POS)” zone

- (e) in relation to **Item B**, the Remarks for the “OU (AS and POS)” zone regarding the development restriction on maximum GFA is proposed to be revised from 12,694m<sup>2</sup> to 5,968m<sup>2</sup> to correspond with the reduction in site area for Art Storage use while other restrictions, including the BH restriction and the required POS provision of not less than 590m<sup>2</sup>, remain unchanged as mentioned in paragraph 5.4 above.

**12. Revision to the ES of the OZP**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

**13. Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/YL/26.

**14. Consultation**

***Consultation with Yuen Long District Council (YLDC) and Shap Pat Heung Rural Committee (SPHRC) for Item A***

- 14.1 On 25.10.2022 and 2.11.2022, PlanD, HD and CEDD jointly consulted YLDC and SPHRC respectively on the proposed OZP amendments and the related public housing development and infrastructural works for **Item A**.
- 14.2 YLDC indicated that although it has all along been supportive of government’s efforts to increase housing supply, its members generally do not support the OZP amendment for public housing development in a piecemeal approach. They consider that proposed housing developments should be assessed in a comprehensive manner to ensure that all infrastructural and technical issues could be examined and tackled holistically. SPHRC generally has no objection to/no adverse comment on the proposed public housing development.
- 14.3 Both YLDC and SPHRC also raised concerns on the potential traffic impact of the proposed public housing development and displacement of the existing residents and businesses on the land. Their major comments/views are summarised below:
  - (a) the proposed public housing development would generate additional population and traffic trips, and would aggravate the traffic congestion

problem currently encountered in various roads and junctions in Yuen Long. The improvement measures proposed in the EFS are piecemeal and would not be adequate to resolve the problem. A more comprehensive approach should be adopted in addressing the issue; and

- (b) the proposed development would involve displacement of existing residents and brownfield operations that have been living and operating in the area for a long time. In the lack of proper rehousing and reprovisioning arrangements, the livelihood of and job opportunity for the affected residents and employees will be gravely affected.

*Response from Relevant Government Departments*

- 14.4 Regarding the concern on adverse traffic impact arising from the proposed developments, the findings and recommendations of the TTIA summarised in paragraph 4.4 above are relevant. The proposed public housing development is feasible from traffic point of view with the implementation of the proposed traffic improvement works. As announced in the Policy Address 2022, other strategic railways and road networks such as the Northern Metropolis Highway and Central Rail Link will also improve the traffic conditions of YL District in the long term.
- 14.5 For those existing residents and brownfield operations to be affected, there are established mechanisms in place regarding rehousing, compensation and ex-gratia allowance arrangements. The Lands Department (LandsD) will instigate the relevant arrangement once the scope of clearance is confirmed. For those operators who wish to continue their business in other areas, PlanD and LandsD will offer assistance and facilitation through administrative means such as giving information on suitable relocation sites, offering advice to facilitate submission of planning applications if necessary, prioritising the processing of short term waiver applications, and restricted tendering of government sites by way of short term tenancy, etc.
- 14.6 Making use of the brownfield sites for housing development is generally supported by the public as one of the priority sources of housing land supply. As explained in paragraph 3.2 above, the site for the proposed public housing development is shortlisted amongst 1,579 ha of brownfield sites in the territory upon assessment of development potential and having regard to a host of planning considerations. The feasibility of the proposed development has also been assessed under the EFS taking into account all known planned/committed developments in the vicinity which concluded that no insurmountable problem will be caused by the proposed development in the YL New Town and YL District as a whole.

*Departmental Consultation*

- 14.7 The proposed amendments have been circulated to relevant bureaux/departments (B/Ds) for comment. Comments from relevant B/Ds have been incorporated into the above paragraphs, where appropriate. The following B/Ds have no objection to/no adverse comment on the proposed amendments:
  - (a) Secretary for Development;
  - (b) Secretary for Housing;

- (c) Secretary for Transport;
- (d) Secretary for Education;
- (e) District Lands Officer/Yuen Long, LandsD;
- (f) Chief Estate Surveyor/Land Supply, LandsD;
- (g) Chief Building Surveyor/New Territories West, Buildings Department;
- (h) DEP;
- (i) Director of Agriculture, Fisheries and Conservation;
- (j) C for T;
- (k) Chief Highway Engineer/New Territories West, Highways Department (HyD);
- (l) Chief Engineer 5/Major Works, Major Works Project Management Office, HyD;
- (m) Chief Engineer/Railway Development, HyD;
- (n) Director-General of Trade and Industry;
- (o) H(GEO) of CEDD;
- (p) Project Manager/West, CEDD;
- (q) CE/MN, DSD;
- (r) CE/C of WSD;
- (s) Chief Architect/Central Management Division 2, Architectural Services Department;
- (t) Director of Electrical and Mechanical Services;
- (u) Director of Social Welfare;
- (v) District Officer (Yuen Long), Home Affairs Department;
- (w) Director-General of Civil Aviation;
- (x) Government Property Administrator;
- (y) Director of Food and Environmental Hygiene;
- (z) Director of Fire Services;
- (aa) Director of Leisure and Cultural Services;
- (bb) Director of Housing;
- (cc) Commissioner of Police;
- (dd) Director of Health;
- (ee) Chief Engineer/Cross-boundary Infrastructure and Development, PlanD;  
and
- (ff) CTP/UD&L, PlanD.

### ***Public Consultation***

- 14.8 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/YL/26 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. YLDC and SPHRC will be informed of the amendments during the exhibition period of the draft OZP.

## **15. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Yuen Long OZP No. S/YL/25 and that the draft Yuen Long OZP No. S/YL/25A at **Attachment II** (to be renumbered to S/YL/26 upon exhibition) and its Notes at **Attachment III** are suitable for public exhibition under section 5 of the Ordinance; and

- (b) adopt the revised ES at **Attachment IV** for the draft Yuen Long OZP No. S/YL/25A (to be renumbered to S/YL/26) as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

**16. Attachments**

<b>Attachment I</b>	Approved Yuen Long OZP No. S/YL/25 (reduced size)
<b>Attachment II</b>	Draft Yuen Long OZP No. S/YL/25A
<b>Attachment III</b>	Notes of the Draft Yuen Long OZP No. S/YL/25A
<b>Attachment IV</b>	Explanatory Statement of the Draft Yuen Long OZP No. S/YL/25A
<b>Attachment V</b>	Final Report of the EFS (for Item A)
<b>Attachment VI</b>	Provision of Open Space and Major GIC Facilities in the Yuen Long New Town
<b>Attachment VII</b>	Provision of Open Space and Major GIC Facilities in Yuen Long District
<b>Plans 1a to 1c</b>	Location Plans
<b>Plans 2a to 2d</b>	Site Plans
<b>Plans 3a to 3d</b>	Aerial Photos
<b>Plans 4a to 4f</b>	Site Photos
<b>Plan 5</b>	Indicative Layout for Proposed Development
<b>Plan 6</b>	Proposed Traffic Improvement Measures
<b>Plans 7a to 7c</b>	Photomontages
<b>Plan 8</b>	Landscape Concept Plan
<b>Plan 9</b>	Building Separation Plan
<b>Plans 10a and 10b</b>	Prevailing Wind Flow and Proposed Air Ventilation Mitigation Measures

**PLANNING DEPARTMENT  
DECEMBER 2022**