

TOWN PLANNING BOARD

**TPB Paper No. 10728
For Consideration by the
Town Planning Board on 31.3.2021**

**DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO.
S/YL-TYST/13**

**CONSIDERATION OF
REPRESENTATIONS NO. TPB/R/S/YL-TYST/13-R1 TO R79
AND COMMENTS NO. TPB/R/S/YL-TYST/13-C1 TO C140**

**DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/13
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/YL-TYST/13-R1 TO R79
 AND COMMENTS NO. TPB/R/S/YL-TYST/13-C1 TO C140**

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/ YL-TYST/13-)	Commenters (No. TPB/R/S/ YL-TYST/13-)
<p><u>Item A1</u> Rezoning of two sites to the west of Kung Um Road and to the east of Lam Tai East Road from “Undetermined” (“U”) to “Government, Institution or Community(1)” (“G/IC(1)”)</p> <p><u>Item A2</u> Rezoning of two sites to the west of Kung Um Road and to the east of Lam Tai East Road from “U” to “G/IC(2)”; and a site to the east of Tong Yan San Tsuen Interchange (TYSTI) from “Open Storage” (“OS”) to “G/IC(2)”</p> <p><u>Item A3</u> Rezoning of five sites to the south, southwest and west of Tin Liu Tsuen and east of Shan Ha from “U” to “Residential (Group A)3” (“R(A)3”)</p> <p><u>Item A4</u> Rezoning of four sites to the north, west and south of Tin Liu Tsuen and east and south of Shan Ha from “U” to “Open Space” (“O”)</p> <p><u>Item A5</u> Rezoning of strips of land along Lam Tai East Road and Lam Tai West Road and to the west of Kung Um Road from “U” to areas shown as ‘Road’</p> <p><u>Item B</u> Rezoning of a site to the east of Lam Tai East Road and to the northwest of Tin Liu Tsuen; and a site to the southwest of Tin Liu Tsuen from “U” to “Residential (Group D)” (“R(D)”)</p> <p><u>Item C</u> Rezoning of a site to the west of Lam Tai West Road and to the east of Shan Ha from “U” to</p>	<p>Total: 79</p> <p><u>Support (1)</u></p> <p><u>Items D1, D3 and D4 (1)</u> R51: Individual</p> <p><u>Oppose (63)</u></p> <p><u>All Items (24)</u> R4: Mr LEUNG Tak-ming (Yuen Long District Council (YLDC) Member)</p> <p>R1 to R3 and R5 to R24: Individuals</p> <p><u>Items A1, A2, A3 and/or A4 (18)</u> R25: Capital Apex Development Limited</p> <p>R32 to R35 and R37 to R49: Individuals</p> <p><u>Items A1, A4 and/or E (5)</u> R26 to R30: Individuals</p> <p><u>Items A1, A2, D2 and D3 (1)</u> R31: Individual</p> <p><u>Items A2, A4, C, D1 and E (2)</u> R36 and R50: Individuals</p>	<p>Total: 140</p> <p><u>Providing responses to R1 to R24, R26 to R36, R48 to R50, R59 to R63, R68 to R71 (1)</u> C1: 公庵路居民組</p> <p><u>Supporting R1 to R24, R26 to R36, R48 to R50, R59 to R63, R68 to R71 (69)</u> C2, C3, C4 (i.e. R32), C5, C6, C7 (i.e. R49), C8 to C13, C14 (i.e. R30), C15 to C17, C18 (i.e. R59), C19 to C22, C23 (i.e. R48), C24 to C30, C31 (i.e. R35), C32 to C35, C36 (i.e. R26), C37, C38 (i.e. R1), C39 to C42, C43 (i.e. R47), C44 to C50, C51 (i.e. R6), C52 (i.e. R50), C53 to C55, C56 (i.e. R28), C57, C58 (i.e. R31), C59 to C70: Individuals</p>

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/ YL-TYST/13-)	Commenters (No. TPB/R/S/ YL-TYST/13-)
<p>“Village Type Development (1)” (“V(1)”); and a site to the east of Long Hon Road and to the west of Shan Ha from “R(D)” to “V(1)”</p> <p><u>Item D1</u> Rezoning of a site to the south of Yuen Long Highway and to the north of Tong Yan San Tsuen Road from “Industrial (Group D)” (“I(D)”) and “Green Belt” (“GB”) to “Other Specified Uses” (“OU”) annotated “Storage and Workshop Use” (“OU(SW)”); a site to south and east of Tong Yan San Tsuen Road from “I(D)”, “G/IC” and “Residential (Group B)1” (“R(B)1”) to “OU(SW)”; and a site to the south of Tin Shui Wai West Interchange (TSWWI) and to the east of Yuen Long Highway from “GB” to “OU(SW)”</p> <p><u>Item D2</u> Rezoning of a site to the south of TSWWI and to the east of Yuen Long Highway from “GB” to “OS”</p> <p><u>Item D3</u> Rezoning of strips of land to the south, west and north of Tong Yan San Tsuen Road, to the north and west of Park Villa and to the south of TSWWI from “R(B)1”, “GB”, “I(D)” and “G/IC” to “O”</p> <p><u>Item D4</u> Rezoning of a strip of land to the south and east of TSWWI from “GB”, “I(D)” and “R(B)1” to an area shown as ‘Road’</p> <p><u>Item E</u> Rezoning of a site to the southern end of Kung Um Road from “U” to “OU” annotated “Sewage Treatment Works” (“OU(STW)”)</p>	<p><u>Items D1, D2, D3 and/or D4 (7)</u> R53, R57 and R58: Three companies</p> <p>R52 and R54 to R56: Individuals</p> <p><u>Item E (6)</u> R59 to R64: Individuals</p> <p><u>Providing Views (15)</u></p> <p>R65: The Hong Kong & China Gas Company Limited (Towngas)</p> <p>R66: Ping Shan Heung Rural Committee (PSRC)</p> <p>R67: Shap Pat Heung Rural Committee (SPHRC)</p> <p>R68 to R70: Mr SZETO Pok-man, Mr FONG Ho-hin and Mr LEE Chun-wai respectively (all YLDC Members)</p> <p>R72 to R75: Four local organisations</p> <p>R77: Honchat Limited</p> <p>R71, R76, R78 and R79: Individuals</p>	<p><u>Supporting R66 (1)</u> C71: Individual</p> <p><u>Opposing R66 (62)</u> C72: 張致堉 (元朗山廈村村代表)</p> <p>C73 to C133: Individuals</p> <p><u>Providing responses to R66 (1)</u> C134 (i.e. R66): PSRC</p> <p><u>Providing views (6)</u> C135 (i.e. R68): Mr SZETO Pok-man (YLDC Member)</p> <p>C139: Hon HO Chun-yin, Steven (Legislative Council (LegCo) Member)</p> <p>C140: 鍾惠庭 鍾健康 (屯門鄉鍾屋村原居民村代表)</p> <p>C136, C137 and C138 (i.e. R76): Individuals</p>

Note: The names of all representers and commenters are attached at **Annex V**. Soft copy of their submissions is sent to the Town Planning Board Members via electronic means; and is also available for public inspection at the Town Planning Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_YL-TYST_13.html and the Planning Enquiry Counters of the Planning Department in North Point and Sha Tin. A set of hard copy is deposited at the Town Planning Board Secretariat for Members’ inspection.

1. Introduction

- 1.1 On 10.7.2020, the draft Tong Yan San Tsuen (TYST) Outline Zoning Plan (OZP) No. S/YL-TYST/13 (the Plan) at **Annex I**, together with the draft Tai Tong OZP No. S/YL-TT/17, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month statutory exhibition period, a total of 79 valid representations were received. On 16.10.2020, the representations were published for public comments, and in the first three weeks of the publication period, a total of 140 valid comments were received.
- 1.3 The amendments to the TYST and Tai Tong OZPs collectively reflect Stages 1 and 2 of the Yuen Long South (YLS) Development. As a significant number of representations and comments on the TYST and Tai Tong OZPs were submitted by the same representers and commenters (i.e. 40 representations and 73 comments), the Town Planning Board (the Board), on 15.1.2021, agreed to consider the representations and comments on the two OZPs collectively in one group. This paper is to provide the Board with information for consideration of the representations and comments on the draft TYST OZP. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 The Revised Recommended Outline Development Plan (Revised RODP) (**Drawing H-1**) of the “Planning and Engineering Study for Housing Sites in YLS – Investigation” (the YLS Study) was promulgated in May 2020. Under the Revised RODP, the YLS Development would provide about 32,850 new flats to accommodate a total population of about 101,200 with about 13,630 new employment opportunities through three development stages, i.e. Stages 1 and 2 (the subject of the amendment items) and Remaining Stages. Details of the YLS Study and the key features of the Revised RODP are summarised in **Annex III(a)**, while the preliminary phasing plan of the Revised RODP is in **Drawing H-2**.
- 2.2 The YLS Study has concluded that the development intensities under the Revised RODP are technically feasible and environmentally acceptable as a whole. To allow flexibility to adjust the scale of the Remaining Stages of the YLS Development (**Drawing H-2**), where appropriate, it was considered prudent to amend the zonings for Stages 1 and 2 of the YLS Development first, covering about 71 ha of land (providing about 16,920 public housing flats for a new population of about 51,760 and about 5,790 new employment opportunities), so as to meet the acute demand for housing and the expected demand for multi-storey building¹ (MSB) floorspace once clearance of

¹ MSBs are large-floorplate, high-headroom, purpose-designed buildings with wide and specially-designed vehicular passageways and ramps intended to accommodate brownfield operations that could not be accommodated in conventional flattened factory buildings. Apart from YLS, MSB developments are also

brownfield land in YLS ensues.

- 2.3 Moreover, a number of studies for strategic transport infrastructure are being/ will be undertaken to support the developments in Northwest New Territories (NWNT), such as the proposed Route 11 and widening of Yuen Long Highway (**Plan H-8**). Subject to the consideration of substantive findings of these studies, a further review would be carried out to explore the feasibility to further optimise the development intensities for the Remaining Stages of the YLS Development. Having regard to the outcome of the further review, further amendments to the TYST and Tai Tong OZPs would be carried out to effectuate the Remaining Stages of the YLS Development in due course.
- 2.4 On 26.6.2020, the RNTPC of the Board considered and agreed that the proposed amendments to the approved TYST OZP No. S/YL-TYST/12 and approved Tai Tong OZP No. S/YL-TT/16 were suitable for public inspection under section 5 of the Ordinance. The relevant RNTPC Paper No. 3/20 is available at the Board's website (https://www.info.gov.hk/tpb/en/papers/RNTPC/650-rntpc_3-20.pdf) and the minutes of the said RNTPC meeting is at **Annex III(b)**. Accordingly, the TYST OZP renumbered to S/YL-TYST/13 was gazetted on 10.7.2020.

3. Local Consultations

- 3.1 The proposed amendments to the TYST and Tai Tong OZPs were presented to the SPHRC, PSRC and the Housing, Town Planning and Development Committee (HTP&DC) of YLDC at their meetings on 8.5.2020, 12.6.2020 and 20.5.2020 respectively. SPHRC supported the proposed amendments to the OZPs, YLDC HTP&DC and PSRC did not raise objection to the proposed amendments *per se*, while all three bodies raised concerns covering various aspects, including traffic and transport impact, compensation and rehousing (C&R) arrangement and the future outlook of the affected brownfield operations, etc. The relevant minutes of the meetings of SPHRC, PSRC and YLDC HTP&DC are at **Annexes IV(a) to IV(c)** respectively. Moreover, two motions were passed at the YLDC HTP&DC meeting, which primarily requested the Government to expedite road improvement works instead of bundling the works with the YLS Development and to promote shared-bicycle system in Yuen Long. The Government's written responses to the motions are at **Annex IV(d)**.
- 3.2 SPHRC, PSRC and YLDC were invited to submit representations on the amendments in writing to the Secretary of the Board during the statutory exhibition period of the OZPs. PSRC (**R66**), SPHRC (**R67**) and four members of the YLDC (**R4, R68 to R70**) subsequently submitted representations to the amendments to the TYST OZP.

4. The Representation Sites and their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas

- 4.1.1 The representation sites (**Plan H-2**) are broadly located in three separate

proposed in the Hung Shui Kiu/Ha Tsuen New Development Area as one of the pilot cases (with about 24 ha of land reserved for MSB developments).

areas in the eastern (Items A1 to A5, B and C), central (Items D1 to D4) and southern (Item E) parts of the OZP.

Representation Sites under Items A1 to A5, B and C (Plans H-3a to H-3h)

- 4.1.2 Representation sites under Items A1 to A5, B and C cover about 44.2 ha of land (including about 6.3 ha of government land (GL)). The area forms a significant part of the “*Urban Living*” planning area (**Drawing H-3**) intended for a vibrant and lively neighbourhood proposed under the YLS Study.
- 4.1.3 As shown on **Plan H-3a**, five sites to the west of Kung Um Road and in the vicinity of Tin Liu Tsuen and Shan Ha are zoned “R(A)3”, primarily for high-density, high-rise public housing developments with about 16,920 flats and subject to maximum plot ratio (PR) and building height (BH) restrictions of 7 and 160mPD respectively (Item A3). In support of the new population and existing residents nearby, two sites in the vicinity are zoned “G/IC(1)” and three sites are zoned “G/IC(2)” for various government, institution or community (GIC) facilities, with BH restrictions of 8 storeys and 4 storeys respectively (both excluding basement(s), Items A1 and A2 respectively), while a further four sites in the vicinity are zoned “O” for open spaces (Item A4). A contiguous area in the vicinity of Lam Tai East Road, Lam Tai West Road and Kung Um Road is shown as ‘Road’ for new/improved access roads (Item A5).
- 4.1.4 Two sites to the west of Tin Liu Tsuen, consisting of the non-indigenous village and environs of Tin Lung Tsuen and a single residence, are zoned “R(D)” to reflect the existing residential developments on site, which were recommended for retention by the YLS Study (Item B). The zone is subject to maximum PR and BH restrictions of 0.2 and 2 storeys (6m) respectively. Two other sites to the east and west of Shan Ha are zoned “V(1)” subject to a maximum BH restriction of 3 storeys (8.23m), mainly for reprovisioning of village houses affected by Government projects (Item C).
- 4.1.5 The area is predominately occupied by temporary open storage yards, warehouses and workshops, with scattered residential structures, agricultural land and vacant land. There is also one chicken farm and one Residential Care Home for Persons with Disabilities (RCHD), which would be affected by the YLS Development (**Plans H-3b and H-6**). The area is generally bounded by Tin Liu Tsuen and a nullah flanked by Kung Um Road and Kiu Hing Road to the east, Yuen Long Highway to the north and the recognised villages of Shan Ha and Lam Hau Tsuen, as well as Shan Ha Road/Long Hon Road to the west. To the immediate south of the area is land within the Remaining Stages of the YLS Development, currently zoned “U” on the OZP.

Representation Sites under Items D1 to D4 (Plans H-4a to H-4g)

- 4.1.6 Representation sites under Items D1 to D4 cover about 22.6 ha of land (including about 5.7 ha of GL) generally to the south of Yuen Long Highway in the vicinity of TSWWI in the centre of the OZP. The area

corresponds to the “*Employment Belt*” planning area (**Drawing H-3**), which is a key employment node of the YLS Development proposed by the YLS Study.

- 4.1.7 As shown on **Plan H-4a**, three sites to the south of Yuen Long Highway are zoned “OU(SW)” and subject to maximum PR and BH restrictions of 5 and 110mPD respectively (Item D1). The zone is primarily intended for high-density, high-rise MSBs (with a total floor area of about 484,110m²) to accommodate brownfield operations that could not be accommodated in conventional flatted factory buildings. An area to the south of TSWWI is zoned “OS” to accommodate brownfield operations that could not practically be relocated into MSBs or conventional flatted factory buildings (Item D2). In support of the YLS Development and to serve as buffers between the proposed MSBs and existing residences, two elongated sites in the vicinity are zoned “O” (Item D3). A contiguous area in the vicinity of the sites is shown as ‘Road’ for new/improved access roads, including restructuring of the TSWWI (Item D4).
- 4.1.8 The area is predominately occupied by temporary open storage/storage yards, factories, warehouses and workshops, with two concrete batching plants, a private memorial hall and associated garden, some shrubland and vacant land (**Plans H-4b and H-6**). The surrounding area is generally characterised by low-rise residential developments and some brownfield uses in TYST in the adjoining “R(B)1”, “G/IC” and “R(D)” zones to its south and east, as well as the landscaped foothills of Kung Um Shan zoned “GB” and “Conservation Area” (“CA”) to the southwest. Across Yuen Long Highway to the north are areas zoned “Industrial” (“I”) and “V”, while across the TSWWI to the west are areas zoned “GB”, “Comprehensive Development Area” (“CDA”) and “R(B)1” near Tai Tao Tsuen.

Representation Site under Item E (Plans H-5a to H-5e)

- 4.1.9 Representation site under Item E covers a site of about 4.2 ha (including about 0.5 ha of GL) abutting the southern end of Kung Um Road towards the southern part of the OZP. A site is zoned “OU(STW)” and subject to a maximum BH restriction of 35mPD, mainly for a STW to support the YLS Development and surrounding developments (**Plan H-5a**).
- 4.1.10 The site is currently mainly occupied by open storage yards, warehouses and logistics centre and partly vacant (**Plan H-5b**). The surrounding area is predominately brownfield uses in the adjoining “U” zone to its north, as well as shrubland and landscaped slopes in the adjoining “GB” and “CA” zones to its west and south. To the east of the site is a nullah flanked by Kung Um Road and Pak Sha Shan Road, and an area mainly occupied by brownfield uses on land zoned “OU” annotated “Rural Use” on the draft Tai Tong OZP No. S/YL-TT/17.

4.2 Planning Intentions

4.2.1 The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) The “R(A)3” 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.
- (b) The “R(D)” 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.
- (c) The “V(1)” zone is intended primarily to provide land considered suitable for reprovisioning of village houses affected by Government projects.
- (d) The “OS” zone is intended primarily for the provision of land for appropriate open storage uses and to regularise 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.
- (e) The “G/IC” zone is intended primarily for the provision of 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, organisations providing social services to meet community needs, and other institutional establishments.
- (f) The “O” 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.
- (g) The “OU(SW)” zone is intended for MSBs to house the brownfield operations that could not be accommodated in conventional flatted factory buildings (i.e. storage of goods or operations that involve bulky and heavy goods/machinery and require high headroom).
- (h) The “OU(STW)” zone is intended primarily for the provision of sewage treatment/screening plant.

5. The Representations and Comments on Representations

5.1 Subject of Representations

5.1.1 There are a total of 79 valid representations, including one supportive

representation (**R51**), 63 adverse representations (**R1 to R50, R52 to R64**) and 15 representations providing comments (**R65 to R79**). The one supportive representation (**R51**) submitted by an individual supports Items D1, D3 and D4 with additional general comments.

- 5.1.2 Among the 63 adverse representations, 24 (**R1 to R24**) oppose all amendment items and 39 (**R25 to R50, R52 to R64**) oppose/provide adverse comments on one or more amendment items. The adverse representations were submitted by a YLDC Member (**R4**), four companies (**R25, R53, R57, R58**) and 58 individuals (**R1 to R3, R5 to R24, R26 to R52, R54 to R56, R59 to R64**).
- 5.1.3 The remaining 15 representations providing general view(s) and comment(s) were submitted by Towngas (**R65**), PSRC (**R66**), SPHRC (**R67**), three YLDC Members (**R68 to R70**), four local organisations (**R72 to R75**), a company (**R77**) and four individuals (**R71, R76, R78, R79**). Except for **R65** which provides comments on Item B, the other representations do not specify which items are being referred to and/or provide general comments/suggestions.
- 5.1.4 The major grounds of representations and comments as well as their major suggestions/proposals, and PlanD's responses, in consultation with the relevant government bureaux/departments (B/Ds), are at **Annex VI** and summarised in paragraphs 5.2 to 5.4 below.

5.2 Major Grounds and Responses to Supportive Representation

- 5.2.1 **R51** supports Items D1, D3 and D4 with additional general comments.

Major Ground(s)/Comment(s) of R51
(1) Consolidation of brownfield operations into MSBs (Item D1) could help ameliorate their existing environmental and safety impacts.
(2) The proposed continuous open space strip (Item D3) could act as a buffer between the brownfield operations and existing residences, thereby ameliorating existing environmental impacts and hygiene nuisances.
(3) The additional access from Yuen Long Highway to TYST Road (Item D4) could alleviate existing traffic congestion in the area.
(4) The proposed buildings and development areas should be compatible with the surrounding environment and landscape character.
(5) The construction of access roads should be expedited.
Responses
(a) The supportive views in (1) to (3) above are noted.
(b) In response to (4) above, efforts should be made by the project proponent(s) to create harmonious integration between the new development and the surrounding environment/landscape at the detailed design stage (Plans H-7a to H-7d).
(c) In response to (5) above, implementation phasing of road works would be

Responses
dealt with separately by relevant works department(s) in firming up the works programme and implementation details.

5.3 Major Grounds/Proposals of and Responses to Adverse Representations and Representations Providing Views

5.3.1 **R1 to R24** oppose all amendment items and **R25 to R50** and **R52 to R64** oppose Items A1, A2, A3, A4, C, D1, D2, D3, D4 and/or E, while some of them provide additional comments and/or suggestions. Amongst the adverse representations, **R1 to R3**, **R26 to R30**, **R32 to R35**, **R37 to R46**, **R54 to R56** are based on five similar/standard representations concerning mainly the C&R arrangement, traffic aspects and the proposed STW, while **R4 to R24** are largely based on one standard representation raising various concerns including C&R, traffic, brownfield operations and local agriculture, etc.

5.3.2 **R65** provides comments on Item B, while **R66 to R79** do not specify which items are being referred to and provide general and/or specific comments/suggestions. Amongst the representations providing views, **R68 to R70** are made on the same sample letter raising various concerns including C&R, traffic, brownfield operations and local agriculture, etc.

5.3.3 *Positioning and Scale of the YLS Development*

Major Ground(s)/Comment(s)	Rep's
(1) Other land supply options should be pursued instead of the YLS Development.	R2, R4 to R24
(2) There is a lack of employment opportunities in Yuen Long district; more jobs should be provided within YLS.	R4 to R24, R68 to R70, R79
(3) The concentration of development in NWNT is pretence to pave the way for major regional and cross-boundary infrastructures (e.g. Route 11, East Lantau Metropolis and cross-boundary high-speed rail).	R4 to R24
(4) Development intensities should be further optimised in the housing cluster to achieve other policy objectives, such as liveability and mixed tenancy development.	R25
(5) The population density of YLS Development should be significantly reduced.	R47
(6) The scale of the YLS Development should be reassessed once road improvement works have been completed.	R68 to R70
Responses	
(a) In response to (1) above, the Government has been developing land resources through various measures. The development of new town extensions (including the YLS Development as an extension of Yuen Long New Town) is amongst the key medium-to-long term options. Other measures to increase housing land supply will continue to be explored	

Responses
<p>concurrently by the Government.</p> <p>(b) In response to (2) above, about 5,790 employment opportunities will be created as part of YLS Development Stages 1 and 2 (such as within the public housing developments in Item A3 and the MSB developments in Item D1). While the entire YLS Development will provide about 13,630 employment opportunities, the nearby Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) will provide an addition of about 150,000 employment opportunities for NWNT. The implementation of the aforesaid projects, amongst others, will bring more jobs closer to residents in the NWNT region.</p> <p>(c) In response to (3) to (6) above, the proposed scale, development intensity and population density of the YLS Development have been duly assessed by the YLS Study (Annex III(a)) and are considered appropriate, having taken cognisance of the findings of the technical assessments and the public views received in the three stages of community engagement (CE) under the YLS Study. A number of strategic road links/improvement works have been proposed in the NWNT, which are expected to further enhance the transport infrastructure capacity of the area in the long term in commensurate with wider development needs (Plan H-8).</p>

5.3.4 *Traffic and Transport Considerations*

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
<i>Major Ground(s)/Comment(s)</i>	
(1) The existing public transport services and transport network in NWNT, such as the West Rail Line (WRL), Tai Lam Tunnel, Tuen Mun Highway and Shap Pat Heung Road, etc. (Plan H-8), would not be able to cope with the anticipated developments in the district. The Government should not bundle development projects with essential transport infrastructure improvements, such as widening of Kung Um Road/Kiu Hing Road (with cycle tracks along both roads), and improving TYSTI. All proposed traffic improvement works (including the entire proposed Road D1 (Drawing H-4) and public transport interchanges (PTIs)) should be expedited.	R4 to R24, R30, R47, R67 to R70, R72, R78
(2) The role of cycling should be elevated.	R4, R78, R79
(3) If the widening of Kung Um Road, Kiu Hing Road and Pak Sha Shan Road does not involve land resumption and disruption to existing residents, it can be supported. Full decking of the nullah for widening of the aforesaid roads should be considered to minimise land resumption.	R29, R36, R50
(4) The transport infrastructure in TYST should be enhanced.	R31
(5) A section of the proposed Road L1 (Item A5 (part), shown as 'R66' on Plan H-3c) should be deleted.	R66

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
(6) The proposed Route 11 should connect with YLS Development.	R72, R73, R75
<u>Major Suggestion(s)/Proposal(s)</u> (7) The existing Tong Tai Road should be recognised and be rezoned as 'Road' under Item D1 (Plan H-4b). The current extent of TYST Road and Sha Tseng Road should be reflected in Item D4.	R53
Responses	
<p>(a) In response to (1) to (7) above, the traffic and transport impact assessment (TTIA) of the YLS Study has concluded that the proposed YLS Development, with relevant traffic and transport improvement measures in place, will result in manageable traffic impact on the strategic, regional and local road networks (as well as the WRL) and is acceptable from traffic impact perspective. All the assessed road links would be operated at a volume/capacity (V/C) ratio below 1.2, indicating a manageable degree of congestion at peak hours.</p> <p>Besides the aforementioned strategic road links/improvement works (Plan H-8), a comprehensive local road network will be provided to enhance the connectivity of the YLS Development (as well as the adjoining areas, such as the TYST area) and to facilitate vehicular movements (Drawing H-4). To harness the potential of green mobility and to promote walking and cycling in NDAs, the Civil Engineering and Development Department (CEDD) is currently undertaking studies to investigate the potential Environmentally Friendly Transport Services (EFTS) arrangement to connect HSK/HT NDA with the YLS Development², as well as reviewing the pedestrian and cycle track network and associated cycling infrastructures in YLS. Furthermore, a comprehensive network of walkways, cycle tracks and open spaces will be provided to facilitate convenient and pleasant linkages amongst different development clusters and activity nodes in the YLS Development.</p> <p>Traffic improvement works and public transport services will be provided timely in commensurate with the population intake by phases, which would be monitored in tandem with the progress of the YLS Development by relevant works department(s). While works programme and the exact scope of the proposed road improvement works (including new roads/cycle tracks, road closures, road widening and associated decking of nullahs, etc.) are generally not directly related to the OZP, such matters are being/will be formulated under separate studies carried out by the concerned works department(s).</p> <p>(b) In further response to (5) above, the proposed Road L1 (Item A5 (part), Plan H-3c) provides essential access to the YLS Development Stage 1, as well as the rest of the “<i>Urban Living</i>” planning area and beyond.</p>	

² Stage 1 (including Stage 1 public consultation) of the 'Feasibility Study on EFTS in HSK/HT NDA and Adjacent Areas' has been completed. The next stage of the aforesaid study will recommend a suitable green public transport mode, carry out assessments to determine the recommended EFTS scheme and conduct Stage 2 public consultation, amongst others.

Responses
Retention of the concerned area as ‘Road’ (Item A5) is considered appropriate and necessary.
(c) In further response to (6) above, the alignment of Route 11 is currently being investigated under separate study by the Highways Department (HyD), and the public are being/will be consulted in due course.
(d) In further response to (7) above, the existing Tong Tai Road to the north of Item D1 will be realigned and widened to facilitate the proposed MSB developments. Although minor roads are generally not shown on the OZP, the majority of the existing TYST Road and Sha Tseng Road are retained under the YLS Development.

5.3.5 *Environmental and Ecological Considerations*

Major Ground(s)/Comment(s)	Rep’s
(1) The proposed STW (Item E) will generate environmental nuisance and cause ecological damage, with R62 suggesting that its construction should only take place after land resumption for all development phases is completed.	R26 to R30, R59, R61 to R63
(2) “GB” land serves important environmental and ecological purposes. Rezoning “GB” land for development (Items D1 to D4) will damage local habitats and undermine its enjoyment by the public. Development should take place on disturbed land and brownfields first.	R52
(3) The permissible use of ‘Petrol Filling Station’ (‘PFS’) under Item D1 will cause environmental pollution and traffic congestion.	R55, R56
(4) The proposed “OS” zone (Item D2) will cause environmental pollution and traffic congestion.	R55, R56

Responses
(a) In response to (1) to (4) above, the approved Environmental Impact Assessment (EIA) Report, subsequent environmental review (ER) and relevant technical assessments have concluded that no insurmountable problems concerning air quality, noise, sewerage and sewage treatment, waste management, water quality, land contamination, landscape and visual impacts, ecology, fisheries and cultural heritage are envisaged during the construction and operation phases of the YLS Development.
(b) In further response to (2) above, the affected “GB” land (Items D1 to D4) of about 8.3 ha is located at the northern fringes of the subject “GB” zone adjacent to Yuen Long Highway. The subject area is primely located adjacent to the to-be-restructured TSWWI, offering direct and convenient access to the strategic road network. In terms of the existing site condition, the part of the proposed MSB sites falling within the previous “GB” zone (Item D1) is generally disturbed and formed, while the proposed open storage site (Item D2) is largely disturbed and occupied by temporary uses with limited tree cover (Plans H-4e and H-4f). In view

Responses
<p>of these considerations, the subject “GB” land was rezoned to provide essential road infrastructure (Item D4), sites for MSB (Item D1) and open storage purpose (Item D2). Overall, rezoning of this peripheral area of “GB” land would not have a detrimental effect on the integrity of the subject “GB” zone.</p> <p>(c) In further response to (3) above, the Schedule of Uses of the “OU(SW)” zone was formulated to tie in with the planning intention while at the same time allow due flexibility in future land use composition. While ‘PFS’ is considered generally not incompatible with storage and workshop uses, having regard to the potential traffic, environmental and safety implications of ‘PFS’, the subject use was placed under Column 2 of the “OU(SW)” zone such that the impact of any such proposal could be gauged and scrutinised as part of the s.16 planning application process. Any such proposal will be considered on their individual merits.</p>

5.3.6 Proposed Sewage Treatment Works (Item E) (Plan H-5a)

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep’s
<p><u>Major Ground(s)/Comment(s)</u></p> <p>(1) The location of the proposed STW (Item E) on higher ground and away from the main development cluster is considered not well thought out.</p> <p>(2) There is insufficient detail on the proposed STW; the size, capacity and design of this facility may have been overestimated. There is also doubt over the sewage treatment process.</p> <p>(3) The proposed STW should be relocated nearer to the rest of the Stages 1 and 2 development and/or be rezoned at a later stage; with R6 further suggesting to position it closer to the MSBs sites (Item D1).</p> <p>(4) If the Remaining Stages of YLS Development are not materialised, the location of the proposed STW would be incompatible with the rest of the developments nearby and the STW would not be able to support the new population.</p>	<p>R6, R26 to R30, R59</p> <p>R26 to R30, R59</p> <p>R6, R26 to R30, R36, R50, R59</p> <p>R36, R50</p>
<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(5) The extent of the “OU(STW)” zone (Item E) should be reduced; with R60 suggesting that the resultant area can be further rezoned as “OU” annotated “Rural Use” or “Agriculture” to enable livestock farms to relocate therein.</p>	<p>R60, R64</p>
Responses	
<p>(a) In response to (1) to (5) above, the proposed STW (Item E, Plan H-5a) and the two associated SPSs (Item A2, Plan H-3a) are essential infrastructures to support the entire YLS Development and nearby developments. Rezoning Item E in the current phase would tie in with the works programme of the proposed STW, which is scheduled for commissioning tentatively in 2032, upon which all the sewage generated</p>	

Responses
<p>from the YLS Development will then be diverted to this facility for tertiary treatment. To overcome topographical constraints and to avoid excessive sewer depth, two new SPSs (Item A2) are proposed to convey the sewage flows to the proposed STW, with gravity sewerage system provided as far as possible. The proposed STW, with a footprint of about 4.2 ha, is considered an optimum and cost-effective proposal for providing new sewerage infrastructure to meet the requirements and demands of the YLS Development and nearby developments.</p> <p>The current proposed location of the STW has also taken into account the public views expressed during Stage 2 CE of the YLS Study, i.e. that the facility should be sited away from existing and future residents to minimise potential environmental nuisance, and is commensurate with the planned urban fringe setting at the southern tip of the YLS Development. The suggestions in (3) above to relocate the proposed STW to the eastern part (mainly for housing development) or central part of the OZP (mainly for MSB development) would be incongruous with the former's positioning as a new high-rise, high-density residential cluster, while undermining the latter's intention to capitalise on its strategic location with direct and convenient access to Yuen Long Highway, which is well suited for MSB developments. For these reasons, the location, extent and inclusion of the "OU(STW)" zone (Item E) are considered appropriate, justified and acceptable.</p> <p>Detailed design of the proposed STW and SPSs will be carried out by relevant works department(s) in due course, which will take into account the potential impacts of the infrastructures during the construction and operation phases and would be subject to the provisions of the EIA Ordinance (EIAO), where appropriate. Regarding R60's suggestion to rezone part of Item E to facilitate relocation of agricultural uses therein, the responses on agricultural matters in paragraph 5.3.13 below are relevant.</p>

5.3.7 Individual Sites

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
<i>Major Ground(s)/Comment(s)</i>	
(1) Lot 1440 S.B in D.D. 119 (shown as 'R37-R46' on Plan H-3c) should not be resumed as it is not suitable for residential development due to its location at the corner/fringes of the "R(A)3" zone near a main road and nullah.	R37 to R46
(2) The widening of TYST Road would encroach onto an existing industrial premise ³ (hereafter referred to as 'A-Chow Metal Workshop') (shown as 'R53' on Plan H-4c) and may affect its operation (Plans H-9a to H-9c).	R53
(3) The proposed YLS Development would damage a memorial hall	R54

³ Lots 1268 S.A, 1268 S.B, 1268 S.C, 1268 S.D, 1268 RP, 1782 RP and 2008 S.A RP in D.D. 121.

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
(陳家祠堂 or 陳氏家族紀念堂, hereafter referred to as 'Chan's Memorial Hall') and its <i>fung shui</i> /natural landscape (shown as 'R54 to R56' on Plan H-4c). Various associated ancestral land parcels ⁴ should not be resumed (Plans H-10a to H-10c). R55 and R56 suggested that there is no need to rezone the concerned lots for "O" as the lots are already well landscaped.	to R56
(4) Lots 1145 S.P RP and 1145 S.Q RP in D.D. 121 (shown as 'R57' on Plan H-4c) should be excluded from the zoning amendment as the planned open space serves no tangible environmental purpose. There is already sufficient buffer for the existing residential developments. Besides, there are active plans to develop private residential development at the subject concerned lots.	R57
(5) Lots 1049 to 1052 and 1125 in D.D. 121 (shown as 'R58' on Plan H-4c) should be excluded from the zoning amendment.	R58
(6) The previous "OS" zoning for a piece of land to the east of Shan Ha Road (Item A2 (part)) (shown as 'R66' on Plan H-3c) should be retained. Existing storage/warehouse operations should be retained around Tin Lung Tsuen (Items A2 (part), A4 (mainly) and A5 (part)) (also shown as 'R66' on Plan H-3c).	R66
(7) The entire Lots 1323 and 1325 in D.D. 119 (shown as 'R67' on Plan H-3c) should be included in the YLS Development Area (DA) and be resumed.	R67
(8) The proposed Road L27 and a "OU(Mixed Use)" site (including the PTI therein) to the south of Item A1 (shown as 'R74' on Plan H-3c) should be expedited to Stage 1 works and be included in the current amendment.	R74
(9) Aggrieved by the upcoming resumption of Lots 1048 S.B RP and 1825 S.B in D.D. 121 (shown as 'R77' on Plan H-4c).	R77
<u>Major Suggestion(s)/Proposal(s)</u>	
(10)Item D3 should be reverted back to its original "R(B)1" zoning.	R57
(11)Some lots ⁵ should be rezoned as "U" or "OU" (shown as 'R67' on Plan H-3c).	R67
Responses	
(a) In general response to (1) to (11) above, the formulation of the Revised RODP of the YLS Development, which forms the basis of the OZP, was the result of iterative refinements with due considerations to the public comments received under three stages of CE of the YLS Study. The proposed development and layout for the YLS Development have undergone relevant technical assessments and statutory processes	

⁴ Lots 472 to 475, 477, 478 S.A&S.B., 479 RP, 480, 491 RP, 492 RP, 493 RP, 494 RP, 495 RP, 496 to 499, 501 RP, 503, 507 RP, 508, 510 to 514, 516 to 520, 1829 RP and 1829 S.A ss.4 in D.D. 121.

⁵ Including Lots 1334 S.A RP, 1334 S.A., 1335 S.A. and 1550 S.A in D.D.119, etc.

Responses

(including EIAO) while taking cognisance of various planning considerations, such as the efficient use of land resources, overall housing mix, quality urban design framework, provision of necessary open spaces/GIC facilities and capacity of planned infrastructures, etc..

While the planning of the YLS Development has minimised impact on the existing developments as far as possible, impact on certain existing residences and operations is unavoidable due to their locations. As the affected land parcels are generally isolated, located amongst the planned developments and/or essential for the comprehensive development of YLS into a sustainable, green and liveable community that befits its status as an extension of Yuen Long New Town, it is generally difficult to preserve them in any consistent manner without adversely affecting the coherence of the Revised RODP. Affected stakeholders are entitled to relevant C&R arrangement (paragraph 5.3.11 refers), as appropriate, which would be dealt with separately by the Government in firming up the implementation arrangements.

- (b) In specific response to (1) above, the concerned lot mentioned by **R37 to R46** falls partly within Items A3 and A4 (**Plan H-3c**). Omission of the subject lot from the amendment would lead to a decrease in developable site area for public housing development (about 550m², within Item A3), decrease in the extent of local open space (LO) (about 205m², Item A4) and impact on the integrity of the LO strip (with a significant reduction in the width of the 20m-wide LO strip to about 6m at its narrowest point).
- (c) In specific response to (2) above, 'A-Chow Metal Workshop' mentioned by **R53** falls mainly within Item D1 and partly within Item D4 (**Plan H-4c**). In view of its location at the centre of the "OU(SW)" zone (Item D1), omission of the subject premises from the amendment would lead to a decrease in developable site area for MSBs (about 0.57 ha within Item D1) and may have further knock-on impact on the scale/layout of the residual MSB sites due to setback and other building requirements. It would also primarily affect the implementation of proposed Road L11, which provides essential access for the proposed MSB developments and the wider area.
- (d) In specific response to (3) above, the concerned lots and the 'Chan's Memorial Hall' thereon mentioned by **R54 to R56** fall partly within Items D1, D3 and D4 and marginally within Item D2, with the remainder falling outside the amendment items (**Plan H-4c**). Omission of the subject concerned lots from the amendment would virtually render one of the MSB sites (1.7 ha, Item D1) unsuitable for its intended use, leading to a significant loss of about 60,500m² of non-domestic floor space for MSB to house brownfield operations. The suggestion would also primarily affect the implementation of the proposed TSWWI improvement works and the proposed Roads L20 and L22, which would significantly affect the overall feasibility of the YLS Development given the former's function as one of two main access points connecting the YLS Development with the strategic highway network.
- (e) In specific response to (4) and (10) above, the concerned lots mentioned

Responses
<p>by R57 fall within Item D3 (Plan H-4c). Omission of the subject lots from the amendment would lead to a decrease in the extent of district open space (DO) (about 740m², Item D3). The concerned lots are isolated and located towards the centre of the subject “O” zone, which would affect the integrity of the subject DO if retained for residential-based uses.</p> <p>(f) In specific response to (5), (7), (8), (9) and (11) above, the concerned lots fall outside the amendment items (Plans H-3c and H-4c); some lots fall within YLS Development Remaining Stages (Drawing H-2), while others fall outside the YLS DA. Land within the Remaining Stages of the YLS Development will be subject to further review in due course. Furthermore, there are no strong justifications or technical assessments to substantiate the proposal at (11); without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.</p> <p>(g) In specific response to (6) above, the concerned areas fall within Items A2, A4, A5 and B, and partly outside the amendment items (Plan H-3c). Within Item A2, the subject SPSs and refuse collection points (RCPs) are needed to support the YLS Development, and are intentionally sited away from potential sensitive receivers. The proposed amenity area therein also forms the reserve area for the adjoining TYSTI improvement works and related uses. The proposed DO and LO therein (Item A4) are required to serve the existing/new population in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), while also serving as landscape buffer to the retained Tin Lung Tsuen and its environ (Item B). The proposed Road L1 (Item A5) provides essential access to the YLS Development Stage 1 and beyond. Moreover, the suggestion to retain the existing brownfield operations in the concerned area would be incongruous with the residential neighbourhood and the overall objectives of the YLS Development.</p> <p>(h) For the reasons stated above, retention of the concerned areas as proposed in the amendment items is considered appropriate, necessary and justified.</p>

5.3.8 Provision of GIC Facilities and Open Spaces

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep’s
<i>Major Ground(s)/Comment(s)</i>	
(1) The anticipated increase in population will strain the capacity of public services of Yuen Long district.	R4 to R24, R68 to R70, R79
(2) Single use “O” zone should be revisited in light of the recent “single site, multiple use” initiative.	R25
(3) Rooftop open spaces should be introduced at the two “G/IC(1)” zones (Item A1).	R25
(4) The open space and GIC provision targets under Hong Kong 2030+ should be adopted; a higher GIC provision standard should be adopted instead of the minimum standard.	R76

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
(5) The quality of the proposed "O" strip (Item D3) is questioned.	R76
<p><i>Major Suggestion(s)/Proposal(s)</i></p> (6) The proposed roads (Item D4) could be placed underground, thereby releasing space for more open space and recreation uses at-grade.	R76
Responses	
<p>(a) In response to (1) and (4) above, based on the HKPSG requirements, the planned provision for GIC facilities in Yuen Long District is generally adequate to meet the demand of the overall planned population (including the amendment items), except for hospital beds, child care services facilities, community care services facilities, residential care home for the elderly (RCHE), libraries, sports ground/sport complex and swimming pool (Annex VII). Taking into account the advice of relevant B/Ds, public views received from the CEs of the YLS Study and in commensurate with local circumstances, a diverse range of GIC facilities are proposed in the YLS Development, including clinic, markets, police station, fire station, post office, youth facilities, community hall, primary schools, RCHE, sports and recreation and other social facilities, etc., which will be implemented incrementally, with some of the facilities falling within the current amendment items. Notwithstanding the above, the Leisure and Cultural Services Department (LCSD) will continue to explore the scope to provide additional libraries, sports ground/sport complex and swimming pool within Yuen Long District as appropriate. Hospital services are assessed on a wider regional basis and can be partly addressed by the provision in adjoining areas. PlanD and the Social Welfare Department (SWD) will also work closely to ensure that more community facilities can be included in new and redevelopment proposals from both public and private sectors in Yuen Long District. In this connection, the Notes of the OZP for the "R(A)3" zone (Item A3) has allowed due flexibility to disregard any floor space that is constructed or intended for use solely as GIC facilities as required by the Government when determining the maximum PR.</p> <p>In terms of open spaces, there is planned surplus in the provision of DOs (+36.5 ha) and LOs (+79.9 ha) in Yuen Long District. Moreover, the proposed DO and LO provision for both the YLS Development as a whole and for YLS Development Stages 1 and 2 alone (i.e. the subject of the current amendment) are more than that required under the prevailing HKPSG requirements. Besides, more open spaces and some of the shortfalls in GIC facilities in the TYST planning scheme area (Annex VIII) could be met under the Remaining Stages of the YLS Development, which would be subject to further review, upon which there may be scope to further enhance both provisions. Overall, there is generally sufficient open spaces and GIC facilities to serve the future population within the YLS Development.</p> <p>(b) In response to (2) and (3) above, the co-location of other uses within "O" zones (Items A4 and D3) and opportunity to include rooftop open spaces</p>	

Responses
<p>at the “G/IC(1)” zone (Item A1) will be considered at the detailed design stage, for which the Notes of the OZP has allowed suitable flexibility. However, as rooftop open spaces are generally not countable towards the provision of open spaces, DOs and LOs will continue to be provided at-grade within designated “O” zones (Items A4 and D3).</p> <p>(c) In response to (5) above, the “O” strip (Item D3) between the proposed MSB sites and the existing residences is intended to serve as buffer and recreational space for future and existing residents, as well as the nearby workers. Active and passive uses of the open space are expected and are subject to detailed design by LCSD in due course.</p> <p>(d) In response to (6) above, the proposed roads under Item D4 are required to match the existing road levels and connect with the existing road networks (i.e. TYST Road and TSWWI), hence it must be kept at-grade.</p>

5.3.9 *Public Housing and Dedicated Rehousing Estate (DRE)*

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep’s
<p><u>Major Ground(s)/Comment(s)</u></p> <p>(1) Land should be allocated for public housing/DRE with priority for rehousing assigned to those residents affected by the YLS Development. The rehousing flats should be affordable; with R71 further suggesting to relax the associated eligibility criteria.</p> <p>(2) The per capita living space standard for public housing should be increased. Subsidised sale flats (SSF) should be made affordable.</p>	<p>R31 to R36, R48, R49, R71</p> <p>R68 to R70</p>
<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(3) Two housing sites should be intensified and be rezoned from “R(A)3” (Item A3, Plan H-3a) to “R(A)4” with total PR of 9 (including domestic PR of 7.5 and non-domestic PR of 1.5) and BH of 180mPD.</p> <p>(4) Two sites (to the west of Muk Kiu Tau Tsuen) should be rezoned from “O” (Item A4, Plan H-3a) to “R(A)4” with total PR of 9 and non-building area stipulated.</p> <p>(5) One of the Item A2 sites (Plan H-3a) should be rezoned to “R(A)3” annotated “Hong Kong Housing Society (HKHS) Rehousing Estate/ Public Housing”.</p> <p>(6) The two “O” sites to the south of Tin Liu Tsuen (Item A4, Plan H-3a) should be rezoned to “R(A)” annotated “HKHS Rehousing Estate/ Public Housing”.</p>	<p>R25</p> <p>R25</p> <p>R31 to R36</p> <p>R48, R49</p>
Responses	
<p>(a) In response to (1) and (2) above, although no DREs are proposed in the Revised RODP of YLS Development, two sites in HSK/HT NDA are designated as DRE for local rehousing purpose, providing about 2,600</p>	

Responses

- units (including 1,700 SSF units and 900 public rental housing units) for eligible affected households. All housing sites in YLS Development Stages 1 and 2 are currently designated for public housing, with the exact tenure type to be determined in due course. Relevant concerns pertinent to the C&R arrangement for the YLS Development would be dealt with separately by the Government in firming up the implementation arrangements, while rehousing policy/eligibility criteria, living space standard and pricing of residential flats are generally outside the scope of the subject OZP.
- (b) Regarding the proposals in (3) and (4) above, the current proposed maximum PR restriction of 7 for the “R(A)3” zone (Item A3), to which a maximum domestic PR of 6.5 is assumed, is considered technically acceptable and feasible as per the YLS Study findings. It is also in line with the prevailing maximum domestic PR adopted for public housing sites in the new town areas. The suggested total PR of 9 and domestic PR of 7.5 are considered excessive. The suggested BH of 180mPD is also considered excessive in both the contexts of YLS Development (+12.5% more than the BH restriction for Item A3) and the wider Yuen Long district (with the tallest buildings currently being Grand YOHO in Yuen Long Town Centre at a maximum of about 174mPD).
- (c) Regarding the suggestions in (4) and (6) above, the subject “O” zones (Item A4) and the “G/IC(2)” zone (Item A2) to the west of Muk Kiu Tau Tsuen are located amidst the proposed high-rise, high-density residential cluster (**Plan H-3a**). The former is intended to serve the local residents, to act as breezeways and to provide visual relief, while forming a wider network of DOs and LOs in YLS. The latter is mainly for a low-rise electricity substation considered compatible with the planned low-rise open space setting nearby. The suggestion to use the site(s) for high-rise residential use would run contrary to the planned low-rise open space setting of the area.
- (d) In response to (5) above concerning the remaining two “G/IC(2)” zones (Item A2) located adjacent to the Yuen Long Highway, the sites are mainly intended for public utility uses (i.e. SPS and RCP) and are generally not suitable for habitable uses due to environmental concerns from the adjacent highway.
- (e) There are no strong justifications or technical assessments to substantiate the proposals in (3) to (6) above; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained. Overall, the proposed PR and BH restrictions of the “R(A)3” zone (Item A3) are considered appropriate and the retention of the concerned “O” zones (Item A4) and “G/IC(2)” zones (Item A2) is also considered appropriate and justified.

5.3.10 *Village Removal, Village Resite and Village Type Development*

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
<p><u>Major Ground(s)/Comment(s)</u></p> <p>(1) There should be option for village resite for affected residents (including non-indigenous villagers). The Government should assist in relocating affected landowners and villagers.</p> <p>(2) Additional land should be rezoned for village resite purpose for the affected landowners.</p> <p>(3) The extent of “V” zones should be reviewed, with R76 further suggested that the GL thereof should be used as “V(1)” or for public uses.</p>	<p>R4 to R24, R26 to R30, R35</p> <p>R1, R4</p> <p>R76, R79</p>
<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(4) Item A1 (“G/IC(1)” zone, Plan H-3a) should be rezoned to “V” for “land-for-land” compensation and village resite.</p> <p>(5) Part of Item A4 (a site to the south of Shan Ha, Plan H-3a) should be rezoned to “V(1)” for village resite purpose.</p> <p>(6) Item C (to the west of Shan Ha) should be deleted and a piece of land to its south (i.e. the proposed access road/Lots 1536 and 1975 in D.D. 121) (shown as ‘Shan Ha Small Houses site’ on Plan H-3c) should be rezoned as “V” instead to honour the rights of some indigenous villagers to build Small Houses thereon.</p>	<p>R26 to R31</p> <p>R26, R35</p> <p>R66</p>
Responses	
<p>(a) In response to (1) to (6) above, village removal policy and village resite arrangement are outside the scope of the subject OZP, and would be dealt with separately by the Government in firming up the implementation arrangements.</p> <p>In terms of the location, extent and inclusion of the proposed village resite area (Item C), according to the YLS Study, an estimated 33 houses subject to the Village Removal Terms (VRT) were preliminarily identified to be affected by the YLS Development. In this connection, a total of about 1.3 ha of land (including 0.76 ha within the Plan (Item C) and 0.57 ha within the Tai Tong area) are rezoned as “V(1)” mainly for re-provisioning of village houses affected by the YLS Development. The location of the “V(1)” zones has taken cognisance of the existing location of the affected houses subject to the VRT, so as to minimise disturbance to affected stakeholders.</p> <p>Overall, the extent of the proposed village resite areas is directly linked with the estimated number of affected houses subject to the VRT as identified by the YLS Study and corresponds to actual demand. There is no strong planning justification to rezone any further site(s) as “V(1)” for village resite purpose.</p> <p>(b) In specific response to (3) above, no “V” zones are affected by the amendment items, which are retained in-situ. Moreover, no existing “V”</p>	

Responses
<p>zones are included within the YLS DA.</p> <p>(c) In specific response to the suggestions in (4) and (5) above, the concerned “G/IC(1)” zones (Item A1) and “O” zone (Item A4) will serve as one of the key activity hubs for YLS Development and provide a sizeable DO to serve the recreational needs of the future residents and existing villagers, respectively. There are no strong justifications or technical assessments to substantiate the proposals; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.</p> <p>(d) In specific response to the suggestion in (6) above, the ‘Shan Ha Small Houses site’ falls outside the amendment items and is currently partly zoned “R(D)” on the OZP (Plans H-11a to H-11c). The subject area falls within the Remaining Stages of the YLS Development to be reviewed in due course.</p>

5.3.11 *Land Resumption, Compensation and Rehousing*

Major Ground(s)/Comment(s)	Rep’s
(1) The C&R policy/mechanism is inadequate, incomprehensive and outdated, as it neglects the housing and operation needs of stakeholders, while depriving landowners of their private property rights (with R71 citing “no removal”). Better/ reasonable compensation should be offered to all affected stakeholders, land and structures. The eligibility criteria for compensation should be lifted/relaxed. The Government should assist and negotiate/discuss with stakeholders on the C&R arrangement and land resumption limit.	R1 to R24, R26 to R31, R71 to R75, R79
(2) Land resumption for low-density private development is considered unlawful.	R29, R30
(3) The Government should issue licenses to certain affected warehouse/logistic centre operators so that they can relocate their operations elsewhere.	R64
(4) Compensation packages for affected stakeholders should be enhanced (including the domestic removal allowance).	R68 to R70
(5) Early rehousing of affected residential care home occupants (R76 : and to larger accommodation) (Plan H-6) should be carried out.	R68 to R70, R76
Responses	
(a) In response to (1) to (5) above, C&R, lawfulness of land resumption and related land matters are outside the scope of the OZP, and would be dealt with separately by the Government in firming up the implementation arrangements.	
(b) In specific response to (2) above, except for the retention of existing residential neighbourhoods (Item B) and the proposed village resite areas (Item C), no land has been rezoned for private residential purpose in the	

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<p>current amendment items.</p> <p>(c) In specific response to (5) above, while there is one RCHD and one RCHE within the YLS DA (Plan H-6), only the former falls within the amendment items. The subject 26-place RCHD, known as Joyful House (Rehabilitation Dormitory), falls within Item A3 and is currently operating on a temporary basis with valid planning permission (Plan H-3b). The operator of the RCHD is aware of the YLS Development and sufficient time would normally be allowed for operators to prepare for necessary arrangements including those for their users. SWD would offer assistance should the users of the residential care homes have difficulties in finding alternative places.</p>

5.3.12 *Industries and Brownfield Operations*

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
<u>Major Ground(s)/Comment(s)</u>	
(1) There are limitations and practical constraints for some affected brownfield operations to relocate into the proposed MSBs (Item D1). The future rent of the MSBs should be affordable or else the recycling trade would be priced out. The Government should assist brownfield operators to relocate into MSBs.	R4 to R24, R31, R68 to R70, R72
(2) The “OS” zone (Item D2) and industrial land are insufficient to accommodate all the brownfield operations affected by the YLS Development, and should be expanded accordingly. The extent of “OS” zone should be increased and/or more “OS” should be designated (with R72 further suggesting that such land should preferably be located within the same ‘Heung’).	R31, R72
(3) More land should be reserved to accommodate the affected vehicle repair workshops, or else it would lead to closure of many vehicle repair workshops with severe impact to vehicle safety in Hong Kong.	R36, R50
<u>Major Suggestion(s)/Proposal(s)</u>	
(4) The extent of Item D3 (“O” zone) should be reduced to release land to accommodate brownfield operations.	R31
(5) Part of Item A4 (“O” zone)/some proposed open spaces should be rezoned as multi-storey vehicle repair centres.	R36, R50
(6) Two pieces of land to the south of Long Hon Road should be rezoned to “I” or “OU” to facilitate relocation of brownfield operations and future industrial development (shown as ‘R66’ on Plans H-3c and H-4c).	R66
Responses	
(a) In response to (1) to (6) above, the implementation and operation details, future rent and the development model of the MSBs are outside the scope of the OZP, and would be dealt with separately by the Government in	

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firming up the implementation arrangements. Nevertheless, about 484,110m² of non-domestic floor space for storage, workshop and general industrial uses is proposed within the MSB sites (Item D1). The consolidation of brownfield operations into purpose-designed MSBs located close to major thoroughfares and improved highway junctions (Item D4), and with sufficient open space buffering (Item D3), could help reduce their land-take and ameliorate potential environmental/traffic impacts on the surrounding area. Most brownfield-related uses, general industrial uses, rural workshops, recyclable collection centres and vehicle repair workshops are classified as Column 1 uses within the “OU(SW)” zone (Item D1), which are always permitted.

While some affected operators may wish to relocate their operations to the proposed MSBs in the future, on the other hand, they may also consider moving their businesses to other locations zoned “OS” (including Item D2, which caters to some brownfield operations that cannot be relocated into conventional flatted factory buildings and godown premises), “I” and/or “I(D)” in the New Territories. The revised “Town Planning Board Guidelines on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance” (TPB PG-No. 13F) promulgated by the Board in March 2020 also set out the criteria for assessing planning applications for open storage and port back-up uses, which helps channel open storage and port back-up uses to more suitable locations.

- (b) In specific response to (4) above, the subject “O” strip (Item D3, **Plan H-4a**) is mainly intended to provide landscape and visual buffer between the MSB sites and nearby residences, to meet the prevailing open space provision standard of the HKPSG for working population, while at the same time forming a wider network of DOs and LOs in YLS. Moreover, there are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impacts of which cannot be ascertained.
- (c) In specific response to (5) above, the concerned “O” zones (Item A4, **Plan H-3a**) are considered appropriate for open space uses as per the reasons in paragraph 5.3.9(c) above. Moreover, the introduction of vehicle repair workshops amidst a predominantly residential neighbourhood, would likely give rise to environmental impacts and industrial/residential interface nuisances. There are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impacts of which cannot be ascertained.
- (d) In specific response to (6) above, the concerned area to the south of Long Hon Road falls outside the amendment items and is generally zoned “R(D)” and “GB” on the extant OZP (**Plans H-3c and H-4c**). The subject area also falls within the Remaining Stages of the YLS Development. While land within the Remaining Stages of the YLS Development will be subject to further review to be carried out in due course, the suggestion to designate the area for brownfield operations is generally considered not compatible with the rural setting, planning intention and ecological value of the area.

5.3.13 *Agriculture and Community Networks*

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Rep's
<p><u>Major Ground(s)/Comment(s)</u></p> <p>(1) Existing local community networks and local economies (including agricultural uses) will be destroyed by the YLS Development, which runs contrary to wider community aspirations. Farmers should be allowed to live on their farmland and the Government should render proactive assistance to relocate affected livestock farms.</p> <p>(2) Equivalent areas of land should be rezoned to accommodate the affected livestock farms (Plan H-6).</p> <p>(3) The pig farm (Plan H-6) located away from local residents should be retained; alternatively, relocation proposal should be offered to the operator.</p> <p>(4) The Government has underestimated the importance of local agriculture and the complicated procedures with relocation of livestock farms. The Government's intention for livestock farms to relocate elsewhere is flawed and would actually signal the demise of the industry. The Government should pay heed to the trade's proposal for multi-storey livestock farms.</p>	<p>R4 to R24, R26, R30, R68 to R70, R79</p> <p>R4</p> <p>R24</p> <p>R60</p>
<p>Responses</p>	
<p>(a) In response to (1) to (4) above, matters concerning agricultural-related legislation, regulations, policies, and operational/licensing issues, which are generally outside the scope of the OZP, should be directed to the relevant B/Ds and be dealt with separately. Affected eligible business undertakings are entitled to relevant compensation under the established procedures. Furthermore, a socio-economic impact assessment has been conducted as part of the YLS Study, which considered the impacts of the YLS Development to be acceptable from socio-economic perspective.</p> <p>Specifically, one chicken farm (within Item A4, Plan H-3b) and about 2.4 ha of active farmland (within various amendment items) will be affected by the current zoning amendment. The subject agricultural uses could not be retained due to conflict with the proposed YLS Development. Moreover, no feasible and implementable environmental mitigation measures could be identified to resolve the odour nuisance from the subject chicken farm (as well as one other chicken farm and three other pig farms affected by the YLS Development, Plan H-6), hence the YLS Study recommended that these livestock farms be removed to make way for comprehensive development. Only one chicken farm in the Tai Tong area will be retained as part of the YLS Development (Plan H-6).</p> <p>(b) In further response to (3) above, although the representer did not clarify the location of the concerned pig farm, only one pig farm will be affected by the concurrent zoning amendments for the Tai Tong OZP (Item A therein). No pig farms will be affected by the current amendment items</p>	

Responses
on the TYST OZP.

5.4 Comments on Representations

- 5.4.1 The 140 comments on representations are submitted by a concern group (C1), village representatives (C72 and C140), PSRC (C134), a YLDC Member (C135), a LegCo Member (C139) and individuals. Of them, 16 commenters (C4, C7, C14, C18, C23, C31, C36, C38, C43, C51, C52, C56, C58, C134, C135 and C138) are also representers themselves.
- 5.4.2 C1 provides responses to the issues raised by R1 to R24, R26 to R36, R48 to R50, R59 to R63, R68 to R71 covering various aspects of the YLS Development. C2 to C70, which are largely based on one sample format, provide support to R1 to R24, R26 to R36, R48 to R50, R59 to R63, R68 to R71. C71 provides support to R66. C72 to C133 (of which C73 to C133 are based on five sample formats) oppose R66, with C72 providing additional comments and suggestions. C134 recapitulates its views and suggestions raised in R66, while providing additional suggestions. C135 recapitulates his views and suggestions raised in R68. C136 to C140 provide other views and suggestions.
- 5.4.3 The major comments on representations and PlanD’s responses, in consultation with the relevant government departments, are at Annex VI. The major comments of C1 to C70, C134 (part) and C135 are largely similar in nature/identical to the concerned representations, which are covered in paragraph 5.3 above. Other major comments that have not been mentioned by the representations are summarised below.

Other Major Comments on Representations		C’s
(1)	The proposed industrial area (proposed by R66 and shown as ‘R66’ on Plans H-3c and H-4c) would enable villagers to work closer to their homes in Shan Ha, saving commuting time and costs in the process.	C71
(2)	The proposed industrial area (proposed by R66) is too close to the village of Shan Ha. Adverse environmental and traffic impacts on existing villagers are anticipated; it would also undermine the visions of a liveable YLS. There is no strong justification for the proposed industrial area as the proposed MSBs (Item D1) will provide sufficient floor space to accommodate industrial operations. C72, C111 to C133 further suggested that the area to the west of Long Hon Road near TYST could be considered for industrial use instead.	C72 to C133
(3)	Generally agreed with the proposed village resite area to the west of Shan Ha (Item C), though the area should be extended to cover Lots 1536 and 1975 in D.D. 121 (Plans H-11a to H-11c) in order to honour the efforts and rights of indigenous villagers to build Small Houses thereon.	C72

Other Major Comments on Representations		C's
(4)	An emergency vehicular access should be provided at the fringes of Shan Ha "V" zone. A road should be constructed at Lots 1534, 1538 and 1539 in D.D. 121 (shown as 'C72' on Plan H-3c) to connect with Long Hon Road/Shan Ha Road.	C72
(5)	The proposed roads straddling Lot 1504 in D.D. 121 (shown as 'C134' on Plan H-4c) should be deleted/realigned and be rezoned for "Residential" use.	C134 (part)
(6)	Opposed the inclusion of various lots ⁶ in the YLS Development. The concerned lots should be retained for open storage and warehouse uses.	C136, C137
(7)	Disagreed with a representer's suggestion that the extent of "O" should be reduced with open spaces placed on podium rooftops. Open spaces contribute to the health of the public and it is beneficial to keep them at-grade.	C138
(8)	Opposed the zoning amendments unless various legislative, regulatory, policy, operational, compensatory and licensing issues raised by the agricultural trade are resolved.	C139
(9)	Opposed the zoning amendments if public works are carried out within 200m of the ancient graves of Chung Uk Tsuen near Tan Kwai Tsuen (shown as 'C140' on Plan H-4a).	C140
Responses		
(a)	In response to (1) to (2), the concerned areas fall outside the amendment items. The responses to the representations in paragraphs 5.3.12(a) and 5.3.12(e) above are relevant.	
(b)	In response to (3), the concerned lots (i.e. 'Shan Ha Small House site') fall outside the amendment items (Plan H-3c). The responses to the representations in paragraphs 5.3.10(a) and 5.3.10(d) above are relevant.	
(c)	In response to (4), YLS Development has already proposed a number of access roads connecting Shan Ha and adjoining areas (Drawing H-4).	
(d)	In response to (5), the concerned lot falls outside the amendment items (Plan H-4c). Moreover, the responses to the representations in paragraph 5.3.4(a) above are also relevant.	
(e)	The lot numbers cited in (6) are erroneous. As such, their location and relevance to the amendment items could not be ascertained.	
(f)	In response to (7), the response in paragraph 5.3.8(b) above is relevant.	
(g)	In response to (8), the response in paragraph 5.3.13(a) above is relevant.	
(h)	In response to (9), the subject graves are located about 800m southwest from the nearest amendment item (Item D2) and the YLS DA (Plan H-4a). No public works are proposed in the vicinity of the subject	

⁶ Lots 2736 S.A, 2737 S.A, 2737 RP and 2738 in D.D. 119 (**C136**), and Lots 2734 S.A, 2734 S.B., 2734 S.C, 2734 RP in D.D. 119 (**C137**).

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ancient graves as part of the YLS Development.

6. Departmental Consultation

6.1 The following government B/Ds have been consulted and their comments have been incorporated in the above paragraphs and **Annex VI**, where appropriate:

- (a) Secretary for Development;
- (b) Secretary for Transport and Housing;
- (c) Secretary for Education;
- (d) Secretary for Environment;
- (e) Secretary for Food and Health;
- (f) Secretary for Labour and Welfare;
- (g) Antiquities and Monuments Office, Development Bureau;
- (h) District Lands Officer/Yuen Long, Lands Department (LandsD);
- (i) Chief Estate Surveyor/New Development Area, LandsD;
- (j) Chief Estate Surveyor (Acquisition Section), LandsD;
- (k) Director of Housing;
- (l) Commissioner for Transport;
- (m) Chief Highway Engineer/New Territories West, HyD;
- (n) Chief Architect, Central Management Division 2, Architectural Services Department;
- (o) Director of Environmental Protection;
- (p) Director of Food and Environmental Hygiene;
- (q) Director of Social Welfare;
- (r) Director of Agriculture, Fisheries and Conservation;
- (s) Director of Leisure and Cultural Services;
- (t) Director of Fire Services;
- (u) Director of Electrical and Mechanical Services;
- (v) Director of Health;
- (w) Director of Hong Kong Observatory;
- (x) Director-General of Civil Aviation;
- (y) Commissioner of Police;
- (z) Chief Building Surveyor/New Territories West, Buildings Department;
- (aa) Project Manager (West), CEDD;
- (bb) Head of Geotechnical Engineering Office, CEDD;
- (cc) Chief Engineer/Mainland North, Drainage Services Department;
- (dd) Chief Engineer/Construction, Water Supplies Department;
- (ee) Government Property Administrator;
- (ff) District Officer (Yuen Long), Home Affairs Department;
- (gg) Chief Town Planner/Urban Design & Landscape, PlanD; and
- (hh) Chief Engineer/Cross-boundary Infrastructure and Development, PlanD.

7. Planning Department's Views

7.1 The supportive view of **R51** is noted.

7.2 Based on the assessments in paragraph 5 above, PlanD does not support representations **R1 to R50** and **R52 to R79** and considers that the OZP should

not be amended to meet the representations for the following reasons:

Positioning and Scale of the YLS Development

- (a) as an extension of Yuen Long New Town, the YLS Development forms one of many prongs of the land supply options in Hong Kong and would be integral to meeting the territory's medium to long-term need for housing development. The YLS Study has ascertained the feasibility and acceptability of the YLS Development. The intensity and scale of the YLS Development, including Stages 1 and 2 (i.e. the subject of the current amendment items), is considered reasonable, appropriate and justified (**R2, R4 to R25, R47, R68 to R70, R79**);

Traffic and Transport Considerations

- (b) the TTIA of the YLS Study has concluded that the YLS Development, with relevant traffic improvement measures, will have manageable traffic impact and is acceptable from traffic impact perspective. The scope and implementation programme of the proposed road improvement works (including Items A5 and D4), as well as the design of pedestrian, cycling and green mobility facilities are being/will be formulated under separate studies. Supporting public transport services will also be in place prior to population in-take by phases (**R4 to R24, R29 to R31, R36, R47, R50, R53, R66 to R70, R72, R73, R75, R78, R79**);

Environmental and Ecological Considerations

- (c) the approved EIA Report and subsequent ER have concluded that no insurmountable environmental problems are envisaged during the construction and operation phases of the YLS Development. The rezoning of a piece of disturbed "GB" land with convenient access to the strategic road network (Items D1 to D4) for gainful uses would not have a detrimental effect on the integrity of the subject "GB" zone on the OZP. The environmental and ecological impacts of the YLS Development will continue to be monitored under the EIAO regime (**R26 to R30, R52, R55, R56, R59, R61 to R63**);

Proposed Sewage Treatment Works

- (d) the proposed STW (Item E) is an essential infrastructure to support the entire YLS Development and nearby developments, and has been included in the initial development phases to tie in with its implementation programme. The location of the proposed STW is considered appropriate and its detailed design will be carried out by relevant works department(s), which will duly consider the potential impacts during the construction and operation phases and would be subject to the provisions of the EIAO, where appropriate (**R6, R26 to R30, R36, R50, R59, R60, R64**);

Individual Sites

- (e) the amendment items reflect the proposed land uses under the YLS Study,

which is the result of iterative refinements following three stages of CE of the YLS Study. The concerned affected land parcels are essential for the comprehensive development of YLS into a sustainable, green and liveable community. Retention of individual land parcels would result in piecemeal development to the detriment of the overall land use planning. Affected stakeholders are entitled to relevant C&R arrangement, as appropriate, which would be dealt with separately by the Government in firming up the implementation arrangements (**R37 to R46, R53 to R58, R66, R67, R74, R77**);

Provision of GIC Facilities and Open Spaces

- (f) in accordance with the standards stipulated in the HKPSG and the requirements of relevant B/Ds, sites have been reserved for a wide range of GIC facilities and open spaces within Yuen Long District. The provision of open spaces (including Items A4 and D3) and GIC facilities (including Items A1 and A2) for the YLS Development will contribute to the overall provision, as well as meeting the demands of the new population and existing population nearby (**R4 to R25, R68 to R70, R76, R79**);

Public Housing

- (g) the development intensities for the public housing sites in YLS Development Stages 1 and 2 (Item A3) have been optimised, and are considered technically acceptable and feasible, while conforming to the density threshold for public housing sites under prevailing policy. To meet the acute demand for public housing, all the proposed housing sites under the current amendment are designated for public housing only (**R25, R31 to R36, R48, R49, R68 to R71**);

Land Resumption, Compensation, Rehousing and Village Resite

- (h) land resumption, C&R arrangements and village removal/resite are largely outside the scope of the subject OZP, which is to show the broad land use framework and planning intention for the area. The concerns of the affected stakeholders would be dealt with separately by the Government in firming up the implementation arrangements. The extent of the proposed village resite areas (Item C) is based on actual anticipated demand and is considered reasonable, appropriate and justified (**R1 to R24, R26 to R31, R35, R64, R66, R68 to R76, R79**);

Industries and Brownfield Operations

- (i) to provide accommodation for affected industrial and brownfield operations, suitable land has been rezoned for development of MSB (Item D1), which is a land-efficient means to support the sustainable development of relevant industries and brownfield operations. Land has also been rezoned as "OS" (Item D2) to support those operations that could not practically be relocated into MSBs or conventional flatted factory buildings. Other options and channels are also in place for affected brownfield operators to relocate their operations to more suitable

locations (R4 to R24, R31, R36, R50, R66, R68 to R70, R72); and

Agriculture and Community Networks

- (j) while some agricultural land/uses will inevitably be affected, operators may choose to relocate elsewhere and there are established compensation mechanisms in place to support the affected farmers and licensed livestock farmers under the prevailing regimes. New neighbourhoods complemented by various GIC facilities, open spaces and infrastructure will be provided as part of the comprehensive YLS Development to the benefit of the new and existing residents (R4 to R24, R26, R30, R60, R68 to R70, R79).

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with their respective Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft TYST OZP No. S/YL-TYST/13 (reduced size)
Annex II	Schedule of Amendments to the Approved TYST OZP No. S/YL-TYST/12
Annex III(a)	Extract of RNTPC Paper No. 3/20 (English only)
Annex III(b)	Minutes of the RNTPC Meeting held on 26.6.2020 (extracted)
Annex IV(a)	Minutes of SPHRC Meeting held on 8.5.2020 (extracted)
Annex IV(b)	Minutes of PSRC Meeting held on 12.6.2020 (extracted)
Annex IV(c)	Minutes of YLDC HTP&DC Meeting held on 20.5.2020 (extracted)
Annex IV(d)	Reply to YLDC HTP&DC's Motion
Annex V	List of Representers and Commenters in respect of the Draft TYST OZP No. S/YL-TYST/13
Annex VI	Summary of Representations and Comments and Responses
Annex VII	Provision of Major GIC Facilities and Open Space in Yuen Long District
Annex VIII	Provision of Major GIC Facilities and Open Space in TYST Area
Drawing H-1	Revised RODP of YLS Development

Drawing H-2	Preliminary Phasing Plan of YLS Development
Drawing H-3	Planning Areas of YLS Development
Drawing H-4	Proposed Road Improvement Works of YLS Development
Plan H-1	Amendments Incorporated in the Draft OZP No. S/YL-TYST/13
Plan H-2	Location Plan of Representation Sites
Plans H-3a to H-3h	Location Plan, Site Plan, Revised RODP Extract, Aerial Photo and Site Photos for Amendment Items A1 to A5, B and C
Plans H-4a to H-4g	Location Plan, Site Plan, Revised RODP Extract, Aerial Photo and Site Photos for Amendment Items D1 to D4
Plans H-5a to H-5e	Location Plan, Site Plan, Revised RODP Extract, Aerial Photo and Site Photos for Amendment Item E
Plan H-6	Major Land Uses Affected by the YLS Development
Plans H-7a to H-7d	Photomontages of the YLS Development
Plan H-8	Strategic Transport Network in the NWNT
Plans H-9a to H-9c	Extract Plans for ‘A-Chow Metal Workshop’
Plans H-10a to H-10c	Extract Plans for ‘Chan’s Memorial Hall’
Plans H-11a to H-11c	Extract Plans for ‘Shan Ha Small House Site’

**PLANNING DEPARTMENT
MARCH 2021**