

圖例 NOTATION		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅(甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅(乙類)
RESIDENTIAL (GROUP C)	R(C)	住宅(丙類)
RESIDENTIAL (GROUP D)	R(D)	住宅(丁類)
RESIDENTIAL (GROUP E)	R(E)	住宅(戊類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	G/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
RAILWAY AND STATION (ELEVATED)		鐵路及車站(高架)
LIGHT RAIL		輕鐵
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.69	0.15	商業
COMPREHENSIVE DEVELOPMENT AREA	6.69	1.47	綜合發展區
RESIDENTIAL (GROUP A)	21.52	4.83	住宅(甲類)
RESIDENTIAL (GROUP B)	9.54	2.01	住宅(乙類)
RESIDENTIAL (GROUP C)	2.52	0.53	住宅(丙類)
RESIDENTIAL (GROUP D)	20.36	4.29	住宅(丁類)
RESIDENTIAL (GROUP E)	2.00	0.42	住宅(戊類)
VILLAGE TYPE DEVELOPMENT	102.78	21.64	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	6.31	1.33	政府、機構或社區
OPEN SPACE	1.93	0.41	休憩用地
OTHER SPECIFIED USES	29.66	6.25	其他指定用途
GREEN BELT	98.19	20.87	綠化地帶
CONSERVATION AREA	152.43	32.10	自然保育區
NULLAH	0.99	0.21	明渠
MAJOR ROAD ETC.	19.02	3.99	主要道路等
TOTAL PLANNING SCHEME AREA	474.93	100.00	規劃範圍總面積

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

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

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第5條
展示的修訂

AMENDMENT ITEM A
AMENDMENT ITEM B

修訂項目A項
修訂項目B項

(參看附表)
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的藍地及亦園分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
LAM TEI AND YICK YUEN - OUTLINE ZONING PLAN

2021年8月20日 按照城市規劃條例第5條展示的
核准圖編號 S/TM-LTTY/10 的修訂
AMENDMENTS TO APPROVED PLAN No. S/TM-LTTY/10 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
20 AUGUST 2021

Fiona LUNG 龍小玉
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

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

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

圖則編號
PLAN No. S/TM-LTTY/11

**SCHEDULE OF AMENDMENTS TO
THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN
NO. S/TM-LTTY/10 MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters Shown on the Plan

- Item A – Rezoning of two sites to the north of Hong Po Road from “Residential (Group E)” and “Green Belt” (“GB”) to “Residential (Group A)” (“R(A”).
- Item B – Rezoning of a site to the east of Tsing Shan Firing Range from “GB” to “Government, Institution or Community” (“G/IC”).

II. Amendments to the Notes of the Plan

- (a) Incorporation of a new set of Notes for “R(A)” zone.
- (b) Deletion of ‘Market’ from Column 1 of the Notes for “Commercial” zone and from Column 2 of the Notes for “Comprehensive Development Area”, “Residential (Group B)”, “Residential (Group D)”, Schedule I of “Residential (Group E)” and “Village Type Development” zones.
- (c) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for “G/IC” zone.
- (d) Revision to the Remarks of the Notes for “GB” and “Conservation Area” zones.

Town Planning Board

20 August 2021

**List of Representatives in respect of the
Draft Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTY/11**

Representation No. TPB/R/ S/TM-LTY/11	Name of Representatives
R1	屯門鄉事委員會
R2	賴嘉汶區議員
R3	The Conservancy Association
R4	Join Smart Limited
R5	Take Harvest Limited
R6	兆康多事街坊組/ 屯結兆康
R7	德保雪粒有限公司
R8	廣群香五金有限公司
R9	蘇存人(蘇記運輸有 限公司)
R10	三裕物流
R11	李祖貽(桃園圍村代 表)
R12	鄭孝強(稔灣村村代 表)
R13	鄧德森(紫田村原居 民村代表)
R14	陳植遇(田心村村代 表)
R15	李昌輝(茵翠豪庭業 主委員會)
R16	張寶成
R17	徐璟瑄
R18	黃志光
R19	楊勇
R20	Pinky Kung Lai Yi
R21	Chan Hin Hang
R22	Leung Fung Hei
R23	Chan Che Chiu
R24	陸韋天
R25	陳子煒
R26	梁健文

Representation No. TPB/R/ S/TM-LTY/11	Name of Representatives
R27	郭昊弘
R28	袁嘉明
R29	Tam Ho Fai
R30	楊偉洋
R31	周振聲
R32	楊育才
R33	梁健文
R34	鄭志偉
R35	何偉家
R36	吳偉良
R37	Ng Ka Ho
R38	胡志剛
R39	方軍忠
R40	Shiu Kin Chung
R41	曾志文
R42	陳貴華
R43	余美梨
R44	Tam Sze Man
R45	Wong Lai
R46	Lui Chun Ho
R47	朱建光
R48	蕭葉枝
R49	田順妹
R50	Fu Yin Ping
R51	Fu Chun Wai
R52	Fu Chak Yin
R53	Fu Chak Fai
R54	Fu Yin Lin
R55	Lai Sok Yin
R56	Guo Gen Ye
R57	Fu Chak Wing
R58	Kwok Ping

Representation No. TPB/R/S/TM-LTY/11	Name of Representatives
R59	Han Ai Xia
R60	Fu Chak Chung
R61	陶德壽
R62	Tang Kam Yan
R63	張國傑
R64	周偉雄
R65	曹錦明
R66	Tsui Wai Hong
R67	蕭樹清
R68	Siu Wing Sze Christy
R69	Wong Lik Wai
R70	陳鑑榮
R71	Lee Wing Cheong
R72	陳頌康
R73	Yeung Kin Ming
R74	Lai Sau Lai
R75	羅國鑽
R76	蕭權生
R77	Fong Kit Ki Pandora
R78	Chan Kam Hung
R79	Luk Man Yi
R80	To Ka Lai
R81	Cheng Po Yuk
R82	Lai Ka Fai
R83	Chui Chi Yan Catherine
R84	Cheng Po Wah
R85	Cheng Wai Fong
R86	Cheng Po Keung Jackey
R87	Luk Man Yee
R88	Cheng Po Kin
R89	鄭綺雲
R90	鍾雁華
R91	鍾仙寶
R92	葉來招

Representation No. TPB/R/S/TM-LTY/11	Name of Representatives
R93	鍾雁飛
R94	譚錦珍
R95	鄭天翔
R96	吳巧花
R97	吳淑芬
R98	鄭藝晴
R99	鄭偉舜
R100	袁柳洪
R101	葉偉光, 葉煜明, 何妃芷, 葉偉英, 葉劍英, 劉麗萍
R102	鄭帶輝
R103	韋麗筠
R104	鄭偉茵
R105	梁家權
R106	鄭帶光
R107	譚志成
R108	陳志鴻
R109	沈玉珍
R110	黃偉成
R111	陳鳳英
R112	梁帶好
R113	楊傑勝
R114	譚志光
R115	關瑞權
R116	陳俊宇
R117	Yuen Yuet Tung
R118	周秀芳
R119	黃偉雄
R120	盧國文
R121	陳天龍
R122	李偉揚
R123	鄭婉娜
R124	梁睿朗
R125	黃偉文

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R126	林俊豪
R127	程偉文
R128	Kam Siu Chung
R129	黃浩斌
R130	朱天強
R131	梁凱倫
R132	陳思冲
R133	蕭耀威
R134	Tang Kam Tong
R135	關鳳欣
R136	袁嘉蔚
R137	余耀華
R138	劉振強
R139	張雲呵
R140	葉美容
R141	鄺婉婷
R142	張日安
R143	凌偉驄
R144	Chan Kwun Yan
R145	鄧子良
R146	周敬崑
R147	何智仁
R148	譚沅霖
R149	陳慧君
R150	陶狄匡
R151	楊虞華
R152	黃錫欣
R153	袁森林
R154	陳美玲
R155	黃偉良
R156	陳偉賢
R157	鄭寶華
R158	姚耀雄
R159	何思琪

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R160	陶凱傑
R161	何萬春
R162	張耀庭
R163	陳國強
R164	高一升
R165	黃天輝
R166	黃光偉
R167	Pun Fung Chu, Billie
R168	Leung Hoi Ming
R169	Ho Sze Wai Ariel
R170	陳有蓮
R171	Leung Pui Sum
R172	Chan Ka Yin
R173	阮啟俊
R174	周翠芳
R175	盧偉強
R176	江偉立
R177	江穎茵
R178	歐輝煌
R179	陶詠玉
R180	江浩軒
R181	江仲生
R182	江婉棋
R183	梁玉華
R184	江婉嘉
R185	陳兆明
R186	Yuen Yuet Kiu
R187	Yuen Ching Man
R188	朱永恆
R189	朱永富
R190	朱永健
R191	Tsoi Lo Ling Heen
R192	Cheng Lok Lam
R193	Fok Suk Han

Representation No. TPB/R/ S/TM-LTYY/11	Name of Representatives
R194	Fok Chi Hang
R195	Lee Yin Ling
R196	Fok Chi Kin
R197	陳志強
R198	張錦華
R199	Lam Tim Chu
R200	Chan Hoi Hei
R201	陳挺華
R202	董建忠
R203	李啟進
R204	張影思
R205	鄧合煥
R206	陳婉碧
R207	周美好
R208	馮金福
R209	陳子彤
R210	陳婉如
R211	梁詠詩
R212	陳美金
R213	Chan Yin Ling
R214	Kwok Fu Wah
R215	蘇國豪
R216	陳靜妍
R217	陳木喜
R218	林淑琮
R219	王志遠
R220	鄧永達
R221	周志輝
R222	冼超正
R223	Yo Yiu Kei
R224	梁亞輝
R225	陸衍飛
R226	陳兆煒
R227	Ng Kwok Man Ronald

Representation No. TPB/R/ S/TM-LTYY/11	Name of Representatives
R228	Li Chun Him
R229	盧金妹
R230	王大友
R231	張洪
R232	盧永佳
R233	曾慧
R234	馮景峰
R235	張可婷
R236	張華
R237	張佳
R238	陶翰文
R239	陶加文
R240	余麗連
R241	陳進達
R242	黃有
R243	陶順國
R244	陶家倫
R245	陶家傑
R246	陶淵駿
R247	陶慧玲
R248	潘新念
R249	Wong Yiu Tin
R250	Po Chi Ming
R251	朱梅
R252	尹啟俊
R253	林勤發
R254	李偉明
R255	雷振權
R256	李富強
R257	吳錦釗
R258	Yu Tsz Yeung
R259	Ho Hang Yu
R260	徐秀麗
R261	關瑞新

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R262	樊偉明
R263	樊啟昊
R264	姚玉鳳
R265	陳榮森
R266	陶志超
R267	范麗芳
R268	陶泳璇
R269	陶志榮
R270	陶彥彤
R271	陶國權
R272	陶國偉
R273	陶國強
R274	鍾兆芬
R275	梁志剛
R276	吳天寶
R277	黃建國
R278	鍾震軒
R279	魏國威
R280	李啟聰
R281	陳天雄
R282	黃天生
R283	陳華
R284	Au Yip Wai
R285	Lau Sin Han
R286	Chiu Wai To
R287	吳兆通
R288	Chan Ka Chun
R289	Yung Sai Ho
R290	劉惠仙
R291	李夢娜
R292	Ng Kin Fah
R293	Lau Wing Fai
R294	Tse Wing Ip
R295	謝永威

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R296	丘志強
R297	麥秋軒
R298	吳偉樑
R299	柯增菊
R300	冼志強
R301	黃遠添
R302	張育敏
R303	陳滿輝
R304	馮藝恆
R305	楊傑強
R306	凌漢宗
R307	許文龍
R308	李日安
R309	陳偉業
R310	楊韻童
R311	黃思嘉
R312	譚耀文
R313	賴岳民
R314	Chau Siu Ming
R315	胡秀儀
R316	陳鳳嬌
R317	譚志新
R318	Chan Shuk Ha
R319	Yuen Yee Ki
R320	譚仲文
R321	戴麗芳
R322	溫嘉怡
R323	王美儀
R324	Ho Wai Kei
R325	何君鍵
R326	何啟民
R327	Leung Kam Chuen
R328	Tam Ho Ki
R329	曾慶輝

Representation No. TPB/R/S/TM-LTY/11	Name of Representatives
R330	周耀佳
R331	何軍樂
R332	冼洪添
R333	楊業發
R334	Shun Wak Sing
R335	劉安琪
R336	陶槌烽
R337	陳嘉強
R338	Lai Chin Pong
R339	冼錦添
R340	Poon Koon Chung
R341	陳海傑
R342	蕭安權
R343	吳炳相
R344	李志超
R345	譚璧瑤
R346	鄧錦銓
R347	吳玉燕
R348	吳達華
R349	謝嘉琪
R350	鍾慧芯
R351	Chan Kwok Tong
R352	鍾振榮
R353	袁蓮心
R354	吳達超
R355	馮淑雯
R356	余偉景
R357	陳送璋
R358	黃小娟
R359	張芷喬
R360	Pak Weng Fu
R361	陳文秀
R362	謝依汶
R363	Tse Lik Hang

Representation No. TPB/R/S/TM-LTY/11	Name of Representatives
R364	Kwong Yuet King
R365	Leung Kwok Wai
R366	Pak Weng Hong
R367	許國龍
R368	黃偉洪
R369	田宏威
R370	陳進浩
R371	梁永業
R372	黃千兒
R373	李俊君
R374	黃偉文
R375	Ho Pui Yu
R376	鄧永良
R377	張汐頤
R378	冼葵添
R379	李運新
R380	鍾振輝
R381	陳志峰
R382	黃明
R383	李勁忠
R384	陳家傑
R385	冼永強
R386	Lo Tsz Ching Phoebe
R387	彭倩美
R388	盧永賢
R389	Cheung Kwok On
R390	Lee Wai Sheung
R391	Lee Chung Wah
R392	林文傑
R393	Siu Tsz Ling
R394	張小寶
R395	蕭芷欣
R396	蕭穎賢
R397	蕭穎聰

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R398	曾廣麟
R399	余健忠
R400	黃嘉雯
R401	楊達良
R402	羅國亨
R403	黃運明
R404	劉太安
R405	馮漢保
R406	陳迺喜
R407	翁志順
R408	李志豪
R409	Guo Jia Wei
R410	Chan Siu Fan

Representation No. TPB/R/ S/TM-LTYT/11	Name of Representatives
R411	Liu Ming Fai
R412	Wong Kam Wo
R413	Chan Kwan Yin
R414	Yu Wing Kin
R415	Chan Yung Sing
R416	Ng Tai Lung
R417	黃楚文
R418	周麗芬
R419	Fung Kam Lam
R420	MTR Corporation Limited
R421	Mary Mulvihill

**List of Commenters in respect of the
Draft Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTY Y/11**

Comment No. TPB/R/S/TM-LTY Y/11-	Name of Commenters
C1	屯門區議會
C2	盧偉明（民主黨社區主任（欣田區））
C3	Wong Wai Tak
C4	Ramboll Hong Kong Limited
C5	Toco Planning Consultants Limited
C6	CTA Consultants Limited
C7	Landes Limited
C8	John Hui & Associates Architects & Development Consultants
C9	Leung Shiu On
C10	文志光
C11	Mary Mulvihill

**Summary of Representations and Comments and Government bureaux/Departments' Responses
in respect of the Draft Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTYT/11**

(1) The grounds, suggestions and proposals of the representers (TPB/R/S/TM-LTYT/11-R1 to R421) as well as responses are summarised below:

Representation No. (TPB/R/S/ TM-LTYT/11-)	Subject of Representation	Responses to Representation
R1 (Tuen Mun Rural Committee (TMRC))	<p>Provide Views on Items A and B</p> <p><u>Views/Suggestions</u></p> <p>(a) Traffic infrastructures should be in place along with the proposed public housing development. It is suggested that Route 11 and Tuen Mun Bypass should be built as soon as possible to alleviate the unsatisfactory traffic condition of the area. The local road network, including Shun Tat Street and Ng Lau Road, should also be improved. Overhead cables (OHLs) are suggested to be relocated underground to make way for grade separation of Light Rail Transit (LRT) and Castle Peak Road and other road improvement works. Pedestrian bridge connecting Tuen Ma Line (TML) Siu Hong Station, Yan Tin Estate and Tsing Lun Road should be provided. It is also suggested to provide more than 2,000 parking spaces in the proposed development.</p>	<p>(a) Preliminary Traffic and Transport Impact Assessment (TTIA) has been conducted under the engineering feasibility study (EFS) to assess the traffic and transport impact arising from the proposed public housing development.</p> <p>The representation sites (the Sites) are currently accessible via SHR to the northeast and Hong Po Road (HPR) to the south (Plans H-3a and H-3b). It is proposed to realign and upgrade the existing HPR and construct the proposed Road L7 to serve the proposed public housing development (Plans H-6 and H-7a). Together with the proposed Road L7, a looped road network would be formulated in the area and can serve as an alternative route for traffic within the Tsz Tin Tsuen area to join Tuen Mun Road via the interchange at Tsing Tin Road instead of Lam Tei Interchange (Plan H-7b), bringing traffic relief to a certain extent owing to the growing development in the Northwest New Territories (NWNT). With the implementation of the proposed Road L7, it would improve the traffic</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
		<p>network and connectivity for existing developments and other future potential developments in the vicinity.</p> <p>To enhance the pedestrian connectivity from the proposed development to TML Siu Hong Station and to alleviate the congested pedestrian condition of northern Siu Hong Road footpath, a footbridge is proposed to connect the northern Tsing Lun Road footpath with the existing footbridge near Ng Lau Road (Plans H-7a and H-7c). It will facilitate access to existing escalator system connecting the Siu Hong Station podium. Footpath together with cycle track would be provided along the proposed Road L7 and the realigned HPR.</p> <p>Two Public Transport Interchanges (PTIs) with bus and minibuss termini, taxi stands and associated facilities are proposed for comprehensive provision of public transport services to cope with the transport demand arising from the proposed public housing development (Plan H-7a). Feeder bus services to Siu Hong Station PTI (North) and Tuen Mun Town Centre and regular bus services to other districts are also proposed to cater for the future passenger demand, subject to the decision of the Transport Department and bus companies.</p> <p>Parking spaces will be provided at the proposed public housing development according to the upper end standard of the latest Hong Kong Planning</p>

Representation No. (TPB/R/S/TM-LTYY/11-)	Subject of Representation	Responses to Representation
	<p>(b) There is insufficient provision of healthcare service in Tuen Mun, a new hospital and a Community Health Centre (CHC) should be built and Tuen Mun Hospital (TMH) should be expanded to meet the pressing demand. It is also suggested to provide a wide range of community and social welfare facilities to meet the need of different age groups.</p>	<p>Standards and Guidelines (HKPSG) requirements.</p> <p>According to the findings of the EFS, with the implementation of the aforementioned improvement measures and proposed road junction improvement works together with long-term strategic road works (including Route 11 and Tuen Mun Bypass which are targeted to be commissioned not later than 2036) being implemented, the proposed public housing development will have manageable traffic impact on the local and nearby road links, junctions and transport facilities, and will not induce insurmountable problem to the traffic network in the area from traffic point of view. In this regard, there is no strong justification to carry out the proposed road works which involved the relocation of OHLs as suggested by the representers.</p> <p>Nevertheless, detailed TTIA will be conducted in the investigation and design stage to further review and formulate improvement measures to minimize the traffic impact brought by the proposed public housing development.</p> <p>(b) Based on the HKPSG requirements, the planned provision of government, institution and community (GIC) facilities in the whole Tuen Mun District is generally adequate to meet the need of the planned population (including the proposed development) except for hospital beds, clinic/health centre, child care centre (CCC), community care services</p>

Representation No. (TPB/R/S/ TM-LTYT/11-)	Subject of Representation	Responses to Representation
		<p>facilities and sport centre (Annexes X and XI). The proposed development would also provide recreational, retail facilities and various GIC facilities to meet the need of the future residents and that of the Tuen Mun District.</p> <p>The Hospital Authority (HA) plans its services on a cluster basis. In planning and developing various public healthcare services, HA takes into account a number of factors, including the increase of service demand as a result of population growth and demographic changes, advancement of medical technology, manpower availability as well as organisation of services of the clusters and hospitals, to inform the service planning. HA monitors the service utilisation and updates the service demand projection regularly according to the latest population projection parameters and development plan of the Government.</p> <p>For hospital services, the New Territories West Cluster (NTWC) provides services for residents in Tuen Mun and Yuen Long. There are a number of hospital (re)development projects planned in the Second Ten-year Hospital Development Plan (HDP), which will provide additional beds for serving the population in NTWC. The projected service demand will be catered for in the Second Ten-year HDP.</p> <p>The HA's general outpatient services are committed</p>

Representation No. (TPB/R/S/ TM-LTTY/11-)	Subject of Representation	Responses to Representation
		<p>to providing community-based primary care services. At present, there are three general out-patient clinics in Tuen Mun District. In view of the service demand, the HA is planning for a sizeable CHC in the public housing development project in Tuen Mun Area 29 West led by the Housing Department (HD), whilst the proposal of redevelopment and re-provisioning of the Tuen Mun Clinic site (where the HA's General Out-patient Clinic is located) has been committed and aiming at future service expansion.</p> <p>HKPSG requirements for social welfare facilities are a long-term goal and the actual provision would be subject to the consideration of relevant government bureaux/departments (B/Ds) in the planning and development process as appropriate, and as detailed design proceeds. Planning Department (PlanD) and 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 Tuen Mun District.</p> <p>SWD has all along adopted a multi-pronged approach, and maintained close liaison with relevant government departments, to identify suitable accommodation for the provision of welfare facilities, so as to meet the ongoing welfare service needs of different districts. Under the existing mechanism, when a new development area (NDA)</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(c) The proposed development is in very close proximity to Tsz Tin Tsuen, Po Tong Ha Tsuen and Siu Hang Tsuen and the permitted burial grounds of the villages. Villagers' sentiments should be considered when formulating the building design at the detailed design stage.</p>	<p>or site is identified as having potential for housing or GIC development, relevant government departments will plan for the proposed development with the required community facilities (including recreational, education, welfare facilities, etc.), taking into account the views of the community during the process.</p> <p>According to the 2020 Policy Address (PA), about 5% of the gross floor area (GFA) of future public housing projects could be set aside for the provision of social welfare facilities as far as practicable. The social welfare facilities (such as CCC and community care services facilities), as well as other GIC facilities would be integrated comprehensively in the proposed public housing development and would be further considered in consultation with the relevant government departments in the detailed design stage.</p> <p>(c) During the planning of the proposed development, the local environment, greening, culture and history of the communities are respected and protected as far as possible. The development area for the proposed public housing development had avoided encroaching onto the nearby villages and burial grounds and minimised the clearance of existing graves. Nevertheless, the Government has also taken into account land use efficiency and rationalised site boundary for an optimised development layout. In general, the Government</p>

Representation No. (TPB/R/S/ TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(d) Numerous squatters will be affected by the proposed development. There is concern over the compensation and rehousing (C&R) arrangement for the affected squatter residents. The Government should also adopt Zone A ex-gratia compensation rate for resuming the concerned lots.</p> <p>(e) Brownfield operations within the Sites will be affected by the proposed development. There is a concern over C&R arrangements for the affected brownfield operations.</p>	<p>aimed at minimising land resumption especially to minimise impact to existing dwellers while achieving the most public housing units under various technical constraints and limitations. Taking into account the above, it is considered that the proposed development is pragmatic and balanced scheme.</p> <p>Nevertheless, the scope of the OZP is to show the broad land use framework and planning intention for the area. Detailed layout of the development would be formulated at the detailed design stage. Government departments would further consult stakeholders on the detailed layout as the development proceeds.</p> <p>(d) The C&R arrangements for affected residents and brownfield operators are outside the scope of the OZP and not within the ambit of the Board. When land is required to be resumed and cleared for development projects, the Government will follow up with the affected parties on their C&R arrangements in accordance with prevailing policies and established mechanism.</p> <p>(e) Brownfield operations are business undertakings. While the Government does not make “one-on-one” re-provisioning arrangements for brownfield operators affected by development projects, they may wish to move their businesses to other locations zoned “Open Storage”, “Industrial” and/or</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(f) It is suggested to refine the development boundary/the road alignment to avoid conflict with certain squatters, lots and/or graves.</p>	<p>“Industrial (Group D)” (“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 set out the criteria for assessing planning applications for open storage and port back-up uses, which help channel such uses to more suitable locations. In parallel, the Government will:</p> <ul style="list-style-type: none"> (i) provide eligible business undertakings with ex-gratia allowances according to prevailing C&R arrangements; and (ii) provide assistance on planning and land matters if operators have identified suitable relocation sites in the market. <p>Taking into account the low utilisation of land by brownfield operations at the Sites, the I/R interface problem, the proximity of the Sites to TM New Town and the findings of the EFS, the Government considers that the Sites are suitable to be rezoned from “R(E)” to “R(A)” for high density public housing development with a view to meeting the acute public housing demand over the territory.</p> <p>(f) In determining the development area, the Government would take into account land use efficiency and rationalise site boundary for an optimised development layout. In general, the Government aimed at minimising land resumption</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
		<p>especially to minimise impact to existing dwellers while achieving the most public housing units under various technical constraints and limitations. Taking into account the above, it is considered that the proposed development is pragmatic and balanced scheme.</p>
<p>R2</p> <p>(Tuen Mun District Council (TMDC) Member)</p>	<p>Oppose to Items A and B</p> <p><u>Grounds of Representation</u></p> <p>(a) The function of Road L7 is in doubt. It is expected that drivers would not take longer routes to detour around the area. It is anticipated that Lam Tei Interchange would still be the bottleneck of traffic in Tuen Mun. Nevertheless, large scale traffic infrastructures, in particular Route 11 and Tuen Mun Bypass, could not cope with the population intake of the proposed development.</p> <p>(b) TML and LRT are overloaded. There is concern whether the situation could be improved by merely increasing train frequency. There is also a risk of accident at the congested LRT Lam Tei Stop.</p>	<p>(a) Response (a) to R1 above is relevant.</p> <p>(b) Response (a) to R1 above is relevant.</p> <p>Nevertheless, according to the preliminary TTIA under the EFS, most of the railway patrons of the proposed development are to be diverted to TML Siu Hong Station for railway service through the enhanced pedestrian linkage (Plan H-7a) and feeder bus service.</p> <p>The TTIA concluded that the proposed public housing development would not induce insurmountable traffic impact.</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(c) The Environmental Impact Assessment (EIA) report is incomprehensive. There is no information on the preservation of over 50 lychee trees in San Hing Tsuen.</p>	<p>It is also understood that MTR Corporation is engaging in the preparatory work for the platform widening project at Lam Tei Light Rail Stop.</p> <p>(c) According to the broad-brush tree survey of the approved EIA, about 1,300 trees within the Sites would be in conflict with the development and are proposed to be felled, majority of the species are recorded as common species in Hong Kong. No registered Old and Valuable Trees (OVTs) were identified.</p> <p>Nevertheless, to compensate the loss of greenery, not less than 1,300 new trees (min. compensatory ratio 1:1) are proposed to be planted as far as practicable (about 800 of them to be provided within the proposed public housing and school sites and other 500 trees in the vicinity as far as practicable (Plan H-8)). Detailed tree survey will be conducted and Tree Preservation and Removal Proposal will be prepared at the detailed design stage to avoid unnecessary tree felling, finalise tree treatment and allocate compensatory planting areas.</p> <p>It is anticipated that the residual landscape impact is considered acceptable. Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD has no objection to the proposed public housing development from landscape point of view.</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(d) There is a need to increase the provision of healthcare, recreation, community and social welfare facilities in Tuen Mun District to meet the increased population.</p> <p>(e) The OHLs within the development boundary would impose adverse health impact to future residents.</p> <p>(f) The proposed development is in very close proximity to permitted burial grounds and would affect the peace of the deceased.</p> <p>(g) Numerous squatters and brownfield operations will be affected by the proposed development. There is a concern over C&R arrangements for the affected squatter residents and brownfield operations.</p> <p>(h) The proposed development including the realigned HPR is in close vicinity to Villa Pinada, San Hing Tsuen and Tsz Tin Tsuen, noise barrier along roads should be built to reduce possible impacts to existing residents.</p>	<p>(d) Response (b) to R1 above is relevant.</p> <p>(e) The approved EIA confirmed that the strength of the electric field (ELF) and magnetic field (EMF) generated from the 400kV OHLs (Plan H-6) are well below the stipulated guideline limits issued by the International Commission on Non-ionizing Radiation Protection in 1998. Thus, the ELF and EMF generated by OHLs will not pose a hazard to human health.</p> <p>(f) Response (c) to R1 above is relevant.</p> <p>(g) Responses (d) and (e) to R1 above are relevant.</p> <p>(h) The EIA has been conducted to demonstrate the environmental acceptability of the proposed public housing development in accordance with the Environmental Impact Assessment Ordinance (EIAO) and the EIA Report was approved by the Director of Environmental Protection (DEP) on 30.12.2020.</p> <p>The approved EIA has assessed the potential noise impacts arising from the proposed development. Road noise impacts are proposed to be mitigated by road side noise barriers and application of low-noise</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(i) There is a lack of employment opportunities in the area. As a result, residents in the area commuting to work in other districts would put extra burden on the traffic capacity in the area.</p>	<p>road surfacing material at some sections of the realigned HPR and the roads in the vicinity. To mitigate the road and rail traffic noise impacts, acoustic windows on some residential blocks of the proposed development, concrete boundary wall for the proposed social welfare facilities, and restriction of locating more noise sensitive welfare uses at façade facing the realigned HPR and access road in the proposed development have also been recommended (Plan H-7d). With the mitigation measures proposed, no insurmountable noise impact is anticipated.</p> <p>(i) The HSK/HT NDA and YLS Development will provide about 163,630 employment opportunities for NWNT, including Tuen Mun District. The implementation of the aforesaid projects will bring more jobs closer to residents in the NWNT region and help redress the current imbalance in the spatial distribution of population and jobs in the territory. Furthermore, the proposed schools, retail shops and GIC facilities in the proposed development would also provide some employment opportunities for the local residents.</p>
<p>R3</p> <p>(The Conservancy Association)</p>	<p>Oppose to Item A</p> <p><u>Grounds of Representation</u></p> <p>(a) While it is noted that some areas under the amendment items are brownfield and contain less buffer and ecological function, the areas close to hillslope are</p>	<p>(a) The Government has been adopting a multi-pronged approach to make available sufficient supply of</p>

Representation No. (TPB/R/S/ TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>comparatively performing good buffer function as mentioned in the planning intention of the “Green Belt” (“GB”) zone. The proposed amendments would set an undesirable precedent for similar amendment in future.</p>	<p>housing land progressively to meet the acute demand for housing. The Task Force on Land Supply (TFLS) stressed that there was no single solution to the land shortage problem. The Government has therefore been developing land resources through various measures. Apart from reviewing existing land uses of sites within the territory, the Government has also been actively taking forward other land supply projects such as Northern Metropolis, various NDAs, land reclamation, etc..</p> <p>To meet the housing need of the community and the housing supply target, the Development Bureau (DEVB), together with relevant departments, amongst other options, has been carrying out land use reviews, including the review on “GB” sites since 2012, for conversion to residential use.</p> <p>Being located at the northern fringe of TM New Town, served by existing roads and met the selection criteria of the Stage 2 review of “GB” sites, thus, were identified for public housing development and provision of the associated GIC facilities. Since the Sites, currently occupied by various brownfield operations (including open storage yards, warehouses, workshops and carparks), farmland, rural settlements and scrubland (Plans H-2a to H-4e), are largely devegetated, deserted or formed, they are not serving a buffer function between urban and sub-urban development areas and are</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(b) The visual impact of some of the visually sensitive receivers would still be moderately or substantially adverse even with mitigation measures. There is a concern that potential visual impact brought by the proposed development cannot be solved by any mitigation measures.</p>	<p>considered suitable to meet the housing demand in short to medium term.</p> <p>(b) A Visual Impact Assessment (VIA) was conducted under the EFS. The proposed development will inevitably alter the visual context of the area. However, the Sites are located at the northern fringe of the TM New Town. The proposed maximum BH of 160 mPD stipulated on the OZP is considered compatible with the existing/planned building height (BH) of the high-rise housing developments in TM New Town (including the public housing developments in Tuen Mun Area 54 to the south of the proposed development (with planned BH ranging from about 120 mPD to 140 mPD)) (Plan H-10). The development parameters of the proposed public housing development could utilize the developable land in meeting the acute demand on public housing and its associated social welfare facilities.</p> <p>Suitable mitigation measures, including planting, greening, building form and disposition, building separation, façade treatment and stepped building heights, will be further considered at the detailed design stage to mitigate residual visual impacts. It is concluded that the proposed development will not create significant disturbance to general viewing experience of the public and could be integrated to existing environment as shown in the photomontages at Plans H-11a to H-11f. The</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(c) The proposed development would affect a group of <i>Litchi chinensis</i> (Lychee trees). The existing mechanism for tree compensation would not preserve individual trees with high maturity and amenity value. It is suggested that a review on development scale, urban design, tree transplantation plan should be conducted to avoid direct felling of the trees.</p>	<p>CTP/UD&L, PlanD has no objection to the proposed public housing development from urban design perspective.</p> <p>(c) Response (c) to R2 above is relevant.</p>
<p>R4 and R5</p> <p>(Concerned Land Owners)</p>	<p>Oppose to Item A</p> <p><u>Grounds of Representations</u></p> <p>(a) The northern TM New Town is already predominant by public housing developments with the ratio of public to private flats of about 72:28. The proposed private housing developments would help create a balanced housing mix for different social groups contributing to the long-term sustainability and vibrancy of the community. There is also a shortage of supply in private housing sector which accelerates the soaring property price. Provision of private flats meets the market need and demand, and is also in line with the Government's policy for enhancing private housing supply (R4 and R5).</p>	<p>(a) In view of the acute demand for public housing, the Government has stepped up its efforts to identify suitable sites for public housing development. The Sites are considered suitable for public housing development to meet such housing demand in short to medium term. According to bi-census 2016, the public and private housing mix within Tuen Mun District is about 53:47. Taking into account all the planned and existing residential developments, the public and private housing ratio in Tuen Mun District is about 51:49 as in mid-2022.</p> <p>In view of the above, it is considered that the proposed public housing development is a pragmatic and balanced approach to achieve the Government's housing policy.</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(b) The proposed private housing developments could be implemented earlier as the proposed public housing development might be delayed by public objections and judicial reviews (JRs). The programme of their private housing developments have been delayed due to the proposed public housing development (R4 and R5).</p>	<p>Furthermore, a private housing development located in Tuen Mun Area 54 (namely the NOVO LAND) (with about 4,500 units and associated retail facilities) (Plan H-10) is approaching its completion to meet the private housing demand in the locality.</p> <p>(b) According to the Lands Resumption Ordinance and other relevant legislation, the Government could resume land if such resumption is for a public purpose as required under the law. The Government will follow the established mechanism to seek authorisation for land resumption and handle any objections beforehand. The proposed public housing development is in line with the current Government housing policy to resume land for public purpose.</p> <p>On the other hand, the proposals put forward by R4 and R5 require land exchange applications to the Government prior to implementation of their proposals. There is no evidence that the proposed private developments could be implemented faster than the proposed public housing development. Moreover, there is no ground that the public housing development would be subject to JR. Even if a JR was raised, it would affect not only the implementation programme of the public housing development but also the proposals under the representation sites of R4 and R5.</p> <p>Notwithstanding the above, instead of developing</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(c) The representers have long had a genuine intention to develop the respective representation sites (Plans H-13a and H-14a) into private housing. Planning applications have been approved for low-density residential development on the sites in accordance with the previous “R(E)” zoning. The Government’s intention to develop their land for public housing development deprived their private development rights (R4 and R5).</p> <p>(d) According to the indicative layout plan of the proposed public housing development (Plans H-5 and H-6), locating school within the representation site of R4 appears to be in conflict with the estimated provision and requirement of GIC facilities for the area. There is a surplus of school site reservations and a deficit of facilities for children and the elderly. It is proposed to incorporate a Day Care Centre for the Elderly (DCE) and a CCC in the private housing development to meet the demand of the district (R4).</p>	<p>the representation sites of R4 and R5 for piecemeal private housing developments, it is considered more appropriate to include them into the entire public housing development, which would result in a comprehensive layout with more efficient use of land and a better utilisation of scarce land resources.</p> <p>(c) Response (b) to R4 and R5 above is relevant.</p> <p>(d) The proposed public housing development would provide various GIC facilities, including schools, kindergartens, CCCs, neighbourhood elderly centres, residential care home for the elderly and day care unit and integrated children and youth services centre, etc. to meet the need of the future residents and that of the Tuen Mun District. ‘Social Welfare Facility’ is always permitted within the “R(A)” zone allowing flexibility on the provision of community facilities to cope with the changing need of the community.</p> <p>Based on Education Bureau’s (EDB) assessment, 5 sites have been reserved for development of 4 primary schools and a secondary school at the EFS stage. As mentioned in Chapter 3 of HKPSG, comprehensively planned and designed housing</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(e) TMDC, TMRC and local villagers had raised grave concerns on traffic impact, drainage, lack of GIC facilities, C&R and lack of local consultation issues in relation to the proposed public housing development (R5).</p>	<p>projects, public or private, should, as a matter of principle, be self-supporting in the provision of primary school places. The provision of adequate primary school places within comprehensive housing developments would have the merit of minimising the travelling time required of students residing in the estates. In this regard, it is considered that there is a need to reserve school sites at the proposed development to meet the need of the future residents.</p> <p>(e) Responses to R1 and R2 above are relevant.</p> <p>The established statutory and administrative public consultation procedures for OZP amendments had been followed. Prior to the consideration of the proposed amendments to the OZP by Rural and New Town Planning Committee (RNTPC), PlanD together with concerned departments jointly consulted TMRC and TMDC on 26.6.2021 and 6.7.2021 respectively on the proposed development. The views and comments received have been duly relayed to the RNTPC upon submission of the proposed amendments to the OZP.</p> <p>In view of TMDC's concerns on the proposed development, further information has been submitted to TMDC on 19.7.2021. PlanD together with concerned departments also jointly attended TMDC on 2.11.2021 to further consult TMDC. Nevertheless, upon the request of a TMDC Member,</p>

Representation No. (TPB/R/S/ TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p><u>Proposals</u></p> <p>(f) It is proposed to rezone the representation site of R4 to “R(A)1” with the intention for private housing development. The proposed zoning will facilitate a private residential scheme with a provision of about 1,998 flats (Plan H-13d and Annex VI), which is technically feasible as demonstrated in the EIA report for the public housing development. The proposed “R(A)1” zoning would contain the same</p>	<p>PlanD together with concerned departments conducted a joint site visit and attended the local forum with, amongst others, local residents and brownfield operators on 18.8.2021 providing details in relation to the traffic and transport aspects of the proposed public housing development and information on C&R arrangements for the affected residents and brownfield operators.</p> <p>The draft OZP incorporating the proposed amendments was published for two months under the Town Planning Ordinance (the Ordinance). The amendment details, including the relevant RNTPC Paper and technical assessments, were made available to the members of the public on the Board’s website. Members of the public could submit representations in respect of the proposed amendments to the Board. Upon the exhibition of the representations received under the Ordinance, members of the public could submit comments on the representations within three-week time. All representers and commenters have been invited to the Board to present their views.</p> <p>(f) If part of the representation site is carved out for private residential development, it would involve substantial change in the development layout of the proposed public housing development. It would not only affect the comprehensiveness of the public</p>

Representation No. (TPB/R/S/TM-LTY/11-)	Subject of Representation	Responses to Representation
	<p>development parameters of the “R(A)” zone, i.e. a maximum PR of 6.5 and a maximum BH of 160 mPD. Requirement on the provision of specified social welfare and retail facilities could also be stipulated in the Notes of the OZP of the proposed “R(A)1” zone. The representer also proposed two alternative layout plans with the proposed private housing development integrated into the public housing development scheme (Plans H-13e and H-13f) (R4).</p> <p>(g) It is proposed to rezone the representation site of R5 to “R(A)1” to facilitate the proposed private housing scheme with a reduced site area (about 1,516.5 m², compared with the approved development) (Plan H-14e), which only represents about 0.7% of the entire “R(A)” zone. The proposed private housing development would not result in a significant loss of “R(A)” land for public housing purpose. The proposal is at the north-eastern fringe of the SHR Site and the proposed public housing scheme would not be significantly affected (Plan H-14f). The proposal is also technically feasible as demonstrated by relevant technical assessments submitted by the representer. The key development parameters and the master layout plan submitted by the representer are at Annex VI and Plan H-14d (R5).</p>	<p>housing development but also induce a substantial review on the technical assessments on various aspects such as traffic, air ventilation and infrastructure proposals under the EFS, resulting in a delay in the implementation programme of the public housing development.</p> <p>There is no submission by R4 to demonstrate the technical feasibility of the two alternative layout plans with the proposed private housing development integrated into the public housing development scheme. Moreover, one of the development options (Plan H-13e) proposed by R4 has a total PR of 7.3 with domestic PR of 6.8, which exceeds the PR restriction under the “R(A)” zone and is considered excessive.</p> <p>(g) Response (f) to R4 and R5 above is relevant.</p>
R6 (Local Concern)	Oppose to Items A and B	

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
Group)	<p><u>Grounds of Representation</u></p> <p>(a) There is a lack of consultation. On 6.7.2021, TMDC did not agree the proposed amendments and requested the Government to refine the development proposal before further consulting TMDC. No further consultation with TMDC was conducted and the proposed amendments were then submitted to the Board in late July 2021. After the gazettal of the draft OZP, the Government conducted pre-clearance survey and registration with the residents. The Government should further consult the residents and businesses in Siu Hong Court, Yan Tin Estate, San Hing Tsuen and Tuen Mun Area 54 to refine the development scheme.</p> <p>(b) The current traffic condition of Tuen Mun District is undesirable with constant traffic congestions. No comprehensive solution has been proposed to alleviate the situation.</p> <p>(c) The proposed development in in close vicinity to Siu Hong Court and would pose pressures on traffic, community and other supporting facilities.</p>	<p>(a) Response (e) to R4 and R5 above is relevant.</p> <p>(b) Response (a) to R1 above is relevant.</p> <p>(c) Responses (a) and (b) to R1 above are relevant.</p>
<p>R7 to R10 and R21 to R46</p> <p>(R7 to R10 Brownfield Operators R21 to R46 Individuals)</p>	<p>Oppose to Items A and B (R7, R8 and R21 to R46) Oppose to Item A (R9 and R10)</p> <p><u>Grounds of Representations</u></p> <p>(a) Brownfield operations within the representation sites will be affected by the proposed development. It was the government's planning to develop San Hing Tsuen for rural industry use. The brownfield operators invested huge amount of money and efforts for their operations in producing products and providing services to meet the essential needs of the society. Some of the operations could not be accommodated in conventional industrial buildings. Relocating the operations will also involve massive investments which are not affordable to them. It seems that the resumption of land for the proposed development denies their contribution</p>	<p>(a) Response (e) to R1 above is relevant.</p> <p>Part of the San Hing Tsuen was zoned "I(D)" on the draft Lam Tei and Yick Yuen OZP No. S/TM-LTYT/1 gazetted on 7.6.1996. In view of the relocation of Hong Kong's industries and the finalisation of the alignment of the then West Rail (now TML), the industrial area together with the</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>to the society. It would likely lead to the closure of their businesses and uprooting rural industries. The operators and their employee would lose their livelihood. The Government should strike a balance between housing and benefit of other stakeholders and preserve the representers' operations (R7, R8, R21 to R23).</p> <p>(b) The "GB" in the vicinity of HPR is precious. The proposed development would have adverse impact to the ecology (R9).</p> <p>(c) Tall building in the proposed development would have adverse visual and air ventilation impacts (R9).</p>	<p>adjoining areas were subsequently rezoned to "R(E)" on the LTYT OZP in 2000 and remained unchanged until 2021. The "R(E)" zone was intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of I/R interface problem. The area of the representation sites had no longer been intended for industrial development since 2000.</p> <p>(b) Response (a) to R3 above is relevant.</p> <p>(c) Response (b) to R3 above is relevant.</p> <p>Preliminary Air Ventilation Assessment (AVA) was conducted under the EFS to evaluate the proposed development and establish guiding principles for its conceptual layout in air ventilation terms.</p> <p>To minimise the potential air ventilation impact to the surrounding area, building block disposition aligned with the prevailing wind direction, building separations of at least 15m at the localised air paths between residential towers have been adopted in the preliminary layout as shown in Plans H-6 and H-12. With the incorporation of good building design measures, no insurmountable air ventilation issue is anticipated for the proposed development. In this</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(d) Traffic, healthcare and supporting facilities could not meet the demand of the increased population. (R9 and R10).</p> <p><u>Suggestion</u></p> <p>(e) The Government should provide land for the local reprovisioning of the plant of Turbo Ice (R21 and R22), preferably with an area of about 100,000 square ft (about 9,290 m²) at the to-be-decommissioned Lam Tei Quarry or Yuen Long Industrial Estate. It would help the operator to preserve his existing clients, in particular the clement plants in the vicinity. The reprovisioning also enables the operator to continue supporting local catering businesses and clement plants which is essential for the construction industry (R21).</p>	<p>regard, CTP/UD&L, PlanD has no objection to the proposed public housing development from air ventilation perspective. At detailed design stage, a quantitative air ventilation assessment shall be carried out to assess the effectiveness of the proposed mitigation measures and optimise the building arrangement of the proposed public housing development. A planning brief will also be prepared to set out the planning parameters and the design requirements to guide its future development.</p> <p>(d) Responses (a) and (b) to R1 above are relevant.</p> <p>(e) Response (e) to R1 above is relevant.</p>
<p>R11 to R14</p> <p>(R11 Village Representative (VR) of Tao Yuen Wai R12 VR of Nim</p>	<p>Oppose to Item A (R11 and R12)</p> <p>Oppose to Items A and B (R13 and R14)</p> <p><u>Grounds of Representations</u></p> <p>(a) The current traffic condition of Tuen Mun District is undesirable with constant</p>	<p>(a) Response (a) to R1 above is relevant.</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
<p>Wan Tsuen R13 VR of Tsz Tin Tsuen R14 VR of Tin Sum Tsuen)</p>	<p>traffic congestions. The existing traffic infrastructure could not accommodate the existing and additional population (R11 to R14). Additional population arising from the proposed development will overstrain the existing road capacity, public transport system (R12). The Government should build new roads and plan new mass transit system to alleviate the traffic condition (R13 and R14). In addition, the function of Road L7 is in doubt. It is expected that drivers would not take longer routes to detour around the area (R13).</p> <p>(b) There is a lack of healthcare and community services to meet the demand of the increased population (R11, R13 and R14). TMH should be expanded, or a new hospital should be built to meet the increased demand (R13 and R14).</p> <p>(c) The OHLs within the development boundary would impose adverse health impact to future residents (R13 and R14).</p> <p>(d) The proposed development is not comprehensive and is bisected by low-rise developments in between. It is also in close proximity to permitted burial grounds. Suitable buffer distance should be maintained between the permitted burial grounds and the proposed development (R13 and R14).</p> <p>(e) Numerous squatters will be affected by the proposed development. There is a concern over C&R arrangement for the affected squatter residents and brownfield operators (R13 and R14).</p> <p>(f) According to 2021 PA, the Government would develop Northern Metropolis to provide housing and infrastructure in North New Territories. The proposed development should be put on hold until the issues such as traffic capacity, compensation and rehousing/relocation arrangement of affected residents/brownfield operators and insufficient provision of GIC facilities are addressed. The Government should also explore other means to increase flat production, e.g. urban renewal, instead of pursuing the proposed development. (R13</p>	<p>(b) Response (b) to R1 above is relevant.</p> <p>(c) Response (e) to R2 above is relevant.</p> <p>(d) Response (c) to R1 above is relevant.</p> <p>(e) Responses (d) and (e) to R1 above are relevant.</p> <p>(f) Response (a) to R3 above is relevant.</p>

Representation No. (TPB/R/S/TM-LTY/11-)	Subject of Representation	Responses to Representation
	and R14).	
<p>R15 to R20 and R47 to R418</p> <p>(R15 Owners' Committee of Villa Pinada R16 to R20 and R47 to R418 Individuals)</p>	<p>Oppose to Items A and B (R15 to R20 and R47 to R72) Oppose to Item A (R73 to R418)</p> <p><u>Ground of Representations</u></p> <p>(a) Numerous squatters and brownfield operations will be affected by the proposed development. There is a concern over C&R arrangements for the affected squatter residents and brownfield operations. The prerequisites and requirements under the existing C&R arrangements are hard to meet and thus the affected residents would lose their home whereas the affected brownfield operators would lose their livelihood. There is also a lack of details and consultation on C&R arrangements (R47 to R77, R79 to R99, R101 to R104, R106, R107, R111, R113, R115, R116, R130, R181 to R184, R193 to R196, R260, R266 to R270, R299, R362 to R366, R390).</p> <p>(b) The proposed development would lead to a loss of "GB" area which is a valuable buffer to the conservation and change the rural landscape of the area. The proposed development is not comprehensive and is bisected by low-rise developments in between (R47, R79 to R88, R111, R114, R154, R176, R179, R180, R196, R296, R364, R406, R417 and R418). The proposed development would also lead to a loss in agricultural land (R98, R99, R152, R313).</p> <p>(c) It was the Government's planning to develop rural industry at San Hing Tsuen. The proposed development would uproot the brownfield operations and local employment opportunities (R61, R62, R69, R70, R73, R78, R107, R141, R152, R256, R328, R408 to R418).</p> <p>(d) There is a lack of consultation. The Government consulted TMDC on 6.7.2021</p>	<p>(a) Responses (d) and (e) to R1 above are relevant.</p> <p>(b) Responses (a) to R3 and (c) to R1 above are relevant.</p> <p>(c) Response (a) to R7 to R10 and R21 to R46 above is relevant.</p> <p>(d) Response (e) to R4 and R5 above is relevant.</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>and had a meeting with the affected residents on 18.8.2021. Without further consultation, the Government gazetted the draft OZP on 20.8.2021. After the gazettal of the draft OZP, the Government conducted pre-clearance survey and registration with the residents prior to the Board's decision on the representations (R47 to R49, R65, R67, R74, R300 R417, R418).</p> <p>(e) There is a concern that the proposed development would have adverse air ventilation, air quality impacts and wall effect to the low-rise developments nearby (R69, R136, R153, R214, R216).</p> <p>(f) The current traffic condition of Tuen Mun District is undesirable with constant traffic congestions and accidents. Additional population arising from the proposed development will overstrain the existing road capacity, public transport system, in particular buses and the railway system (R15 to R20, R47, R51, R54, R61, R62, R66, R70, R71, R74, R77, R79, R89, R97 to R100, R105, R107 to R110, R112, R114 to R127, R129, R132 to R137, R140 to R152, R155 to R169, R172 to R179, R186 to R190, R192, R196 to R203, R205 to R215, R217 to R242, R245, R248, R249, R251 to R255, R257 to R262, R264, R266 to R270, R274 to R294, R295, R297 to R314, R316 to R361, R367 to R385, R387 to R405, R407, R417 and R418). It is anticipated that with the population intakes of several public housing</p>	<p>(e) Response (c) to R7 to R10 and R21 to R46 above is relevant.</p> <p>Regarding the air quality impact, quantitative operation air quality impact from vehicular emission associated with the proposed public housing development and the existing and planned road network, and industrial emissions in the vicinity of the Sites has been assessed in the approved EIA. The findings of the approved EIA concluded that the predicted cumulative air quality impacts on all air sensitive receivers would comply with the Air Quality Objectives. Therefore, no adverse air quality impact during operation phase is anticipated.</p> <p>(f) Response (a) to R1 above is relevant.</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>developments in Tuen Mun Area 54 in 2022, the existing traffic infrastructure could not accommodate the existing and additional population arising from the new public housing developments and the proposed development (R15 to R20). Pupils attending schools in other districts would intensify the undesirable traffic condition (R204). The function of Road L7 is in doubt as drivers would not take longer routes to detour around the area. It is anticipated that Lam Tei Interchange would still be the bottleneck of traffic in Tuen Mun. Nevertheless, large scale traffic infrastructures, in particular Route 11 and Tuen Mun Bypass, could not cope with the population intake of the proposed development (R69, R276 and R305). There is a lack of parking space nearby causing serious illegal parking problem. (R74 and R110, R185, R190, R250, R265, R295, R298, R300, R308, R310, R355, R356, R417 and R418). Signalised junction near the entrance of Villa Pinada and multi-storey carpark should be provided (R15 to R20).</p> <p>(g) Additional population arising from the proposed development will overstrain the already under pressure healthcare service, education, recreation, market and other supporting facilities in Tuen Mun. The situation is reflected in particular in the long waiting time in TMH (R15 to R20, R47, R61 to R64, R66, R68, R70, R71, R74, R76 to R87, R107, R108, R112, R114 to R116, R118, R123, R131, R135, R141, R145, R147, R148, R152, R170, R171, R176 to R180, R185, R191, R192, R197, R200, R208, R219, R220, R222, R223, R234, R235, R241, R249, R254, R255, R259, R261 to R263, R265, R274, R279, R288, R290, R291, R294, R295, R301 to R304, R305, R307, R308, R312, R315, R317 to R319, R321 to R323, R326, R327, R331, R340, R351, R355, R356, R359, R361, R386, R389 to R391, R395, R407, R417, R418).</p> <p>(h) Drainage facilities at the area should be upgraded (R15 to R20).</p>	<p>(g) Response (b) to R1 above is relevant.</p> <p>(h) A preliminary drainage impact assessment (DIA) has been conducted under the EFS to assess potential drainage impact that may arise from the proposed development. According to the findings of the DIA, four existing streams will be affected by</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	<p>(i) Noise barriers should be provided for the realigned Hong Po Road (R15 to R20).</p> <p>(j) The provision of schools at the proposed development is unnecessary as there are surplus school places in Tuen Mun District (R49, R75, R79 to R88).</p> <p>(k) During the clearance of squatters, some pets/animals might be abandoned by owners (R130 R152, R417 and R418)</p> <p>(l) The proposed development is in close proximity to a number of graves and permitted burial grounds. There is a concern on <i>fung shui</i> issue (R68, R238, R239, R243 to R247, R271, R272, R273, R392 to R397).</p> <p>(m) There is concern on the OHLs within the development boundary would impose adverse health impact to future residents (R76).</p> <p>(n) The proposed development would lead to a loss of a number of lychee trees of over 100 years (R107, R152 and R296).</p>	<p>the proposed public housing development. In this regard, proposed drainage works, including drainage pipes, u-channels and box culverts, are formulated. With the proposed drainage works in place, it is anticipated that there is no insurmountable technical problem in term of the drainage aspect.</p> <p>(i) Response (h) to R2 above is relevant.</p> <p>(j) Response (d) to R4 and R5 above is relevant.</p> <p>(k) Regarding the treatment of abandoned animals, it is outside the scope of the OZP and animal control matter is keeping track by the Agriculture, Fisheries and Conservation Department (AFCD) ¹.</p> <p>(l) Response (c) to R1 above is relevant.</p> <p>(m) Response (e) to R2 above is relevant.</p> <p>(n) Response (c) to R2 above is relevant.</p>

¹ With respect to the rural development in the New Territories, the prevailing AFCD policy is focusing on the animal welfare of the animals surrendered by their respective owners. For those surrendered animals, they will be transferred to AFCD's 17 partnering Animal Welfare Organizations for temporary keeping and eventually rehoming, after passing the health and temperament assessments by the AFCD vets. Meanwhile, education leaflets are also distributed to the neighborhood, empathizing the responsibility as animal owners. In any cases, if there is substantial proof that a person is involved in animal abandonment, AFCD will consider to prosecute the owner in accordance to the prevailing legislation.

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p><u>Suggestions</u></p> <p>(o) It is suggested to refine the development boundary/the road alignment to avoid conflict with certain squatters, lots and/or graves (R47 to R53, R55 to R61, R72, R73 R79 to R88, R362, R363 and R365).</p> <p>(p) The Government should explore other means to increase flat production, e.g. urban renewal, instead of pursuing the proposed development (R177, R179).</p>	<p>(o) Response (c) to R1 above is relevant.</p> <p>(p) Response (a) to R3 above is relevant.</p>
<p>R419</p> <p>(Individual)</p>	<p>Oppose to the Amendment to the Notes of the Plan</p> <p><u>Ground of Representation</u></p> <p>The amendment undermines the statutory gatekeeping role of the Board in controlling and the statutory rights of the public under the Ordinance in knowing and commenting government works involving land filling and excavation operations in “Conservation Area” (“CA”) and “GB” zones.</p>	<p>The ‘Exemption Clause’, i.e. exempting the diversion of stream/excavation/land filling works pertaining to public works co-ordinated or implemented by Government and minor works (i.e. maintenance, repair or rebuilding works) from the requirement of planning permission, under the “CA” and “GB” zones is in line with the latest revision of MSN, which was agreed by the Board on 6.8.2021 and subsequently promulgated on 24.8.2021.</p> <p>The objective of extending the ‘Exemption Clause’ to conservation-related zones is to streamline the planning application process/mechanism. Public works co-ordinated or implemented by government are under an established monitoring mechanism where proposed works have to be agreed by B/Ds concerned and in compliance with the relevant government requirements. Maintenance and repair</p>

Representation No. (TPB/R/S/ TM-LTYT/11-)	Subject of Representation	Responses to Representation
		<p>works are small in scale and do not involve new development. Rebuilding works are also small in scale which are regarded as a respect of the rebuilding right of the owner/occupier of an existing permitted building/structure. In gist, the ‘Exemption Clause’ is only applicable to public works and minor works which no major adverse impacts are anticipated. It should also be noted that such works exempted from planning permission still have to conform to any other relevant legislation, the conditions of the government lease concerned, and other government requirements, as may be applicable.</p> <p>Besides, the ‘Exemption Clause’ only applies to the diversion of stream/excavation/land filling works. If a ‘use’ requires planning permission from the Board in terms of the Notes (i.e. a Column 2 use), the use itself still requires planning permission and its associated diversion of stream/excavation/land filling works would form part of the proposal. Planning permission for diversion of stream/excavation/land filling is also required for a permitted use/development (i.e. a Column 1 use or a use specified in the covering Notes) if the works are not exempted in the Remarks of the Notes. In this regard, statutory control over the developments in the “CA” and “GB” zones have not been undermined under the Ordinance.</p>
R420	Provide Views on Items A and B	

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
(MTR Corporation)	<p><u>Views/Suggestions</u></p> <p>The proposed development is located in a noise sensitive area and could be susceptible to potential noise impacts arising from railway operations. The future Environmental Assessment Study at the detailed design stage should take into account and address any air-borne noise issue from TML and LTR and implement noise mitigation measures at the proposed development to ensure full compliance with statutory requirements and should be stipulated in the planning brief.</p>	<p>Noted. Response (h) to R2 above is relevant.</p> <p>Nevertheless, a planning brief will also be prepared to set out the planning parameters and the design requirements to guide its future development.</p>
<p>R421 (also C11)</p> <p>(Individual)</p>	<p>Provide Views on Items A and B</p> <p><u>Views/Suggestions</u></p> <p>(a) There is a concern on air ventilation arising from the proposed acoustic windows and concrete boundary walls, causing substandard living condition of future residents.</p> <p>(b) There is a concern on the ecosystem and biodiversity impact arising from the proposed development. A species of crab is to be translocated. Around 1,300 trees are to be felled and replaced with replacement trees. The replacement trees are ornamental in nature and unlikely to attract the displaced flora and fauna. Areas covered with existing trees should be retained.</p>	<p>(a) Response (c) to R7 to R10 and R21 to R46 above is relevant.</p> <p>(b) Response (c) to R2 above is relevant.</p> <p>According to the ecological impact assessment of the approved EIA, the works limit of the proposed development mainly consists of urban, village and orchard area (about 25.8 ha) of “negligible” or “low” ecological value and only parts of the works area consist of the woodlands (about 1.2 ha) of “low” ecological value, natural and semi-natural streams (about 285m in length) of “low” ecological value and a semi-natural stream (about 264m in length) of “medium” ecological value (Plan H-9).</p> <p>The affected woodlands have been subject to</p>

Representation No. (TPB/R/S/ TM-LTTY/11-)	Subject of Representation	Responses to Representation
		<p>constant human disturbance (i.e. grave-sweeping activities) and most of the species recorded were exotic. The proposed development will avoid impact to most of the flora species of conservation importance, including 12 <i>Aquilaria sinensis</i> (土沉香) and 3 <i>Pyrenaria spectabilis</i> (大果核果茶). Considering aforementioned habitat value, species diversity, the size of woodlands loss and avoidance of species of conservation importance, the loss of woodlands due to the proposed development will result in “minor” ecological impact. With the implementation of the mitigation measures, including transplantation of the affected flora species of conservation importance and woodland enhancement planting with native flora species at the existing village/orchard habitat, the residual impact on the woodland loss due to the project is considered to be acceptable (Plan H-9).</p> <p>Most of the affected natural and semi-natural streams are small in size and without any records of species of conservation interest, except for a semi-natural stream section outside the north-eastern boundary of the HPR Site, where two crab species of conservation interest <i>Cryptopotamon anacoluthon</i> (鰓刺溪蟹) and <i>Somanniathelphusa zanklon</i> (鐮刀束腰蟹) were identified. The proposed development will avoid direct impact to the upper section of the stream, where majority of the crab species were recorded and a buffer zone of minimum 6m alongside the southern bank of the</p>

Representation No. (TPB/R/S/TM-LTTY/11-)	Subject of Representation	Responses to Representation
	<p>(c) It is unacceptable that most of the GIC facilities are not meeting the HKPSG standards. It is suggested to reduce the number of buildings and population in order to meet the standards.</p> <p>(d) The proposed development is within the San Hing Tsuen Site of Archaeological Interest (SAI). There is no information on where exploration work has been carried out.</p>	<p>stream would be provided (Plan H-9). Although one locality of <i>Cryptopotamon anacoluthon</i> is found unavoidably impacted, the crabs are proposed to be translocated to suitable undisturbed stream habitat to the north of HPR Site before construction (Plan H-9). Taking into account the nature of the works involved, species diversity of the watercourses, minimization of direct impacts and with the implementation of the mitigation measures, the residual impact to the loss of streams due to the project is considered to be acceptable.</p> <p>In view of the above, the Director of Agriculture, Fisheries and Conservation (DAFC) has no objection to the proposed development from nature conservation point of view.</p> <p>(c) Response (b) to R1 above is relevant.</p> <p>(d) The central part of Item A encroaches onto the San Hing Tsuen SAI (Plan H-2a). The EIA recommended that prior to the construction phase, an archaeological field survey should be conducted at the northern part of SHR Site upon land resumption and clearance of structures. The scope and programme of the proposed archaeological work shall be agreed with Antiquities and Monuments Office (AMO). Subject to the findings of the survey, appropriate mitigation</p>

Representation No. (TPB/R/S/TM-LTYT/11-)	Subject of Representation	Responses to Representation
	(e) There are three approved planning applications (No. A/TM-LTYT/273-1, 381 and 337) for private housing development located within and conflict with the proposed development. There is no information on how these developments could proceed.	<p>measures would be proposed by the project proponent in prior agreement with AMO. There is no proposed or declared monuments, graded or proposed to be graded historic buildings, Government historic sites or new items proposed for grading by the Antiquities Advisory Board (AAB) within the Site.</p> <p>(e) Responses (b) and (f) to R4 and R5 above are relevant.</p>

Representation No. (TPB/C/S/TM-LTYT/11-)	Related Representation	Gist of Comment	Responses to Comment
C1 (TMDC)	Nil	<p><u>Provide Views on Items A and B</u></p> <p>(a) Members of TMDC in general did not oppose to the proposed development.</p> <p>(b) The Government should formulate comprehensive proposal on traffic, other supporting community facilities and C&R arrangements for the affected residents and brownfield operators.</p>	<p>(a) Noted.</p> <p>(b) Responses (a), (b), (d) and (e) to R1 above are relevant.</p>
C2 (Individual)	Nil	<p><u>Oppose to Items A and B</u></p> <p>(a) The current traffic condition of the area is undesirable with</p>	(a) Response (a) to R1 above is relevant.

Representation No. (TPB/C/S/TM-LTY/11-)	Related Representation	Gist of Comment	Responses to Comment
		<p>constant traffic congestions. Public transport system, such as TML, LRT, buses and minibuses, are overloaded and overcrowded. Additional population arising from the proposed development will overstrain the existing traffic capacity, public transport system. Nevertheless, construction vehicles of the proposed public housing development would impose further pressure to the already unsatisfactory traffic condition in the area.</p> <p>(b) Additional population arising from the proposed development will overstrain the already under pressure recreation and other supporting facilities in Yan Tin Estate.</p> <p>(c) There is a concern on air quality, noise and environmental hygiene impacts to the areas nearby, in particular Yan Tin Estate, Tsz Tin Tsuen, San Hing Tsuen and Villa Pinada, during the construction phase.</p>	<p>Construction traffic impact assessment had been conducted under the preliminary TTIA of the EFS. The construction traffic arising from the forecasted construction activities of the proposed public housing development would have manageable traffic impact on the local and nearby road links and junctions during the construction period of the proposed development. Nevertheless, the construction traffic impact assessment will be further reviewed in the investigation and design stage with a view to minimizing traffic impact during construction stage. Furthermore, construction vehicles management would be formulated before construction stage.</p> <p>(b) Response (b) to R1 above is relevant.</p> <p>(c) The EIA has assessed amongst others, the potential air quality and noise impacts arising from the proposed development for both construction and operation phases. With the implementation of the proposed mitigation measures such as appropriate phasing of works, dust suppression measures, use of Quality Powered Mechanical Equipment, use of movable noise barrier, noise enclosure and noise insulating fabric, no insurmountable environmental impact on air quality and noise arising from the</p>

Representation No. (TPB/C/S/TM-LTTY/11-)	Related Representation	Gist of Comment	Responses to Comment
		(d) There is a lack of consultation with the stakeholders.	<p>construction of the proposed development is anticipated. Furthermore, construction site management would be formulated before construction stage.</p> <p>(d) Response (e) to R4 and R5 above is relevant.</p>
C3 (Individual)	Support R2 to R5, R8 and R9, R13, R16 to R18, R23, R26 to R34, R44, R54, R63, R65, R66 to R68, R71 to R76, R81, R83 and R87	<u>Providing General Views</u> <p>(a) There is no information on the reason of locating the proposed development in the area. The implementation of the proposed development would last over 10 years and would not solve the housing problem. The Government should consider speeding up land supply through development of brownfield, idle sites and urban renewal.</p> <p>(b) There is a concern on ecological impact arising from the proposed development.</p> <p>(c) There is a concern on traffic impact arising from the proposed development.</p>	<p>(a) Response (a) to R3 above is relevant.</p> <p>(b) Response (b) to R421 above is relevant.</p> <p>(c) Response (a) to R1 above is relevant.</p>
C4 to C8 (C5 also the representative of R5) (Companies)	Support R5	<u>Support R5's proposal</u> <p>Support R5's proposal to rezone the representation site from "R(A)" to "R(A)1".</p>	<p>Response (f) to R4 and R5 above is relevant.</p>
C9 (Individual)	Support R219, R318 and R420	<u>Providing General Views</u> <p>(a) It is suggested to build new roads to alleviate the undesirable</p>	<p>(a) Response (a) to R1 above is relevant.</p>

Representation No. (TPB/C/S/TM-LTY/11-)	Related Representation	Gist of Comment	Responses to Comment
		<p>traffic condition in the area.</p> <p>(b) It is suggested to increase the manpower of hospitals.</p> <p>(c) It is suggested to widen the platform of Lam Tei LRT Stop as soon as possible.</p>	<p>(b) The manpower of hospital is outside scope of the OZP, which is to show broad land use framework and planning intention for the area, and the ambit of the Town Planning Board.</p> <p>(c) Response (b) to R2 above is relevant.</p>
C10 (Individual)	Nil	<p><u>Providing General Views</u></p> <p>(a) There is a concern on the air quality impact arising from the proposed development.</p> <p>(b) There is a concern on the traffic impact arising from the proposed development.</p>	<p>(a) Response (e) to R15 to R20 and R47 to R418 above is relevant.</p> <p>(b) Response (a) to R1 above is relevant.</p>
C11 (also R421) (Individual)	Support R420 and R421	<p><u>Providing General Views</u></p> <p>(a) There is a concern on whether acoustic windows could mitigate the railway noise impact.</p> <p>(b) Additional population arising from the proposed development will overstrain the already in deficit healthcare service and other community services in Tuen Mun.</p>	<p>(a) Response (h) to R2 above is relevant.</p> <p>(b) Response (b) to R1 above is relevant.</p>

Major Development Parameters of Proposals under R4 and R5

Major Parameters	R4	R5
Proposal	To rezone the representation site from “Residential (Group A)” (“R(A)”) to “R(A) 1”	
Site area (m ² , about)	21,333 (19,442 within Item A)	1,516.5
Maximum plot ratio (PR, about)	6.2	2.527
Domestic	6.0	
Non-domestic	0.2	
Maximum gross floor area (GFA)* (m ² , about)	131,498	3,832.4
Domestic	127,998	
Non-domestic	3,500	
- Day Care Centre for Elderly	500	
- Child Care Centre	1,000	
- Retail	2,000	
Maximum site coverage (SC) (%)	40	15.5 (about)
No. of blocks		1
Domestic	6	1
Non-domestic		0
Maximum Building height		
In meters	-	72.5
In mPD	160	80
No. of storeys	48	19
	(excluding 2 levels of basement carpark)	(over 1 storey basement carpark)
No. of flats	1,998	68
Average flat size (m ²)	64	43 – 44.1
Car parking spaces		
For residents	313	21
For visitors	45	5
Motorcycle parking spaces	20	1
Loading/unloading spaces	6 (for residential)	1
Bicycle parking spaces	100	15
Common greenery area (m ²)	-	442 (about)
Private/Communal open space (m ² , minimum)	5,395	275 (about)
Design Population (persons)	5,395 ¹	184 ²

¹ According to the representer, estimation based on the average domestic household size in Tuen Mun of 2.7 from Census and Statistic Department (C&SD) (2016).

² According to the representer, estimation based on the average domestic household size of 2.7 from C&SD (2021).

TOWN PLANNING BOARD

**Minutes of 676th Meeting of the
Rural and New Town Planning Committee held at 2:30 p.m. on 23.7.2021**

Present

Director of Planning
Mr Ivan M.K. Chung

Chairman

Mr Stephen L.H. Liu

Vice-chairman

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Mr K.K. Cheung

Dr C.H. Hau

Dr Lawrence K.C. Li

Miss Winnie W.M. Ng

Mr L.T. Kwok

Mr K.W. Leung

Dr Jeanne C.Y. Ng

Dr Venus Y.H. Lun

Dr Conrad T.C. Wong

Chief Traffic Engineer/New Territories West,
Transport Department
Ms Carrie K.Y. Leung

Chief Engineer (Works), Home Affairs Department
Mr Gavin C.T. Tse

Principal Environmental Protection Officer (Strategic Assessment),
Environmental Protection Department
Mr Stanley C.F. Lau

Assistant Director/Regional 3,
Lands Department
Mr Alan K.L. Lo

Deputy Director of Planning/District
Miss Fiona S.Y. Lung

Secretary

Absent with Apologies

Mr Ricky W.Y. Yu

Mr Y.S. Wong

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms Caroline T.Y. Tang

Town Planner/Town Planning Board
Mr Gary T.L. Lam

-
- (f) if any of the above planning condition (a), (b), (c) or (d) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (g) if the above planning condition (e) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.”

124. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix IV of the Paper.

[The Chairman thanked Mr Patrick M.Y. Fung, Mr Wallace W.K. Tang and Ms Irene W.S. Lai, STPs/FSYLE, for their attendance to answer Members' enquiries. They left the meeting at this point.]

Tuen Mun and Yuen Long West District

Agenda Item 38

[Open Meeting]

Proposed Amendments to the Approved Lam Tei and Yick Yuen Outline Zoning Plan (OZP)
No. S/TM-LTYY/10

(RNTPC Paper No. 6/21)

125. The Secretary reported that the proposed amendments involved public housing development to be developed by the Hong Kong Housing Authority (HKHA), which was supported by an Engineering Feasibility Study (EFS) conducted by the Civil Engineering and Development Department (CEDD) with Black & Veatch Hong Kong Limited (B&V) as one of the consultants of the EFS. The following Members had declared interests on the item:

Mr Gavin C.T. Tse
(as Chief Engineer

- being a representative of the Director of
Home Affairs who was a member of the

(Works), Home Affairs
Department)

Strategic Planning Committee and
Subsidised Housing Committee of the
HKHA;

- | | | |
|---------------------|---|---|
| Mr K.K. Cheung | - | his firm having current business dealings with HKHA and B&V; |
| Mr Y.S. Wong | - | being a member of Fund Management Sub-committee of the HKHA; |
| Dr Conrad T.C. Wong | - | having current business dealings with HKHA; |
| Dr C.H. Hau | - | currently conducting contract research project with CEDD; and |
| Mr L.T. Kwok | - | his employing organisation was operating social service teams supported by HKHA and openly bid funding from HKHA. |

126. The Committee noted that Mr Y.S. Wong had tendered an apology for being unable to attend the meeting. The Committee noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments, mainly for public housing development, were the subject of amendments to the Outline Zoning Plan (OZP) proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA on the item would only need to be recorded and they could stay in the meeting. As Mr K.K. Cheung and Dr C.H. Hau had no involvement in relation to the amendment items, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

127. The following government representatives were invited to the meeting at this point:

PlanD

Mr Kepler S.Y. Yuen - District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW)

Mr Alexander W.Y. Mak - Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW)

CEDD

Miss Iris S.F. Leung - Senior Engineer 1/Housing Project 2 (SE1/HP2)

128. With the aid of a PowerPoint presentation, Mr Alexander W.Y. Mak, STP/TMYLW, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) to meet the housing and other development needs, the Government had increased the supply of land in a persistent manner. Amongst the sites with development potential, the San Hing Road, San Hing Road Site Extension and Hong Po Road sites at the northern fringe of Tuen Mun New Town had been identified. To maximise the development potential of these sites, the Government combined the three sites into one single development for integrated and comprehensive public housing development with government, institution and community (GIC) uses and associated infrastructural works and conducted an EFS. Being part of the EFS, the environmental impact assessment (EIA) report was approved by the Director of Environmental Protection (DEP) under the EIA Ordinance on 30.12.2020. The EFS had been completed in the first half of 2021;
- (b) there were some planning applications for residential development falling within the proposed public housing development area. Applications No. A/TM-LTYT/273-1 and 381, which were submitted by the same applicant,

were approved by the Town Planning Appeal Board and the Committee respectively. The same applicant also submitted a s.12A rezoning application (No. Y/TM-LTYT/8) to increase the PR from 1 to 6 for high-density residential development which was rejected by the Committee on 24.4.2020 and the applicant filed a judicial review (JR) against the Committee's decision. Another application (No. A/TM-LTYT/337-1) was rejected by the Committee and its review application was tentatively scheduled for consideration in September 2021;

The Proposed Amendments

- (c) Amendment Item A: rezoning of two areas (about 21.52 ha) to the north of Hong Po Road from "Residential (Group E)" and "Green Belt" ("GB") to "Residential (Group A)" ("R(A)") subject to a maximum plot ratio (PR) of 6.5 and a maximum building height (BH) of 160mPD. Any floor space for public vehicle parks, public transport facilities and GIC facilities, as required by the Government, might be disregarded from PR calculation;
- (d) Amendment Item B: rezoning of an area (about 0.53ha) to the east of Tsing Shan Firing Range from "GB" to "Government, Institution or Community";

Technical Assessments

- (e) the EFS conducted by CEDD covered various technical assessments including traffic, environment, water supply, drainage, sewerage, landscape, visual and air ventilation, which concluded that there was no insurmountable technical problem for the proposed development;

Provision of GIC Facilities and Open Space

- (f) while the provision of GIC facilities in the Lam Tei and Yick Yuen area might not be able to fully meet the requirements under the Hong Kong Planning Standards and Guidelines, the overall planned provision for such facilities in Tuen Mun was generally adequate to meet the needs of the

planned population in the district as a whole. Various social welfare facilities as requested by the Social Welfare Department would be incorporated in the proposed public housing development at the detailed design stage;

- (g) for the provision of public open space, the proposed public housing developments would provide sufficient local open space to serve the planned population. There was a surplus of planned district open space in the whole Tuen Mun district which could supplement the shortfall of district open space in the Lam Tei and Yick Yuen area;

Departmental Comments

- (h) relevant government bureaux and departments had no objection to or no adverse comment on the proposed amendments;

Consultation

- (i) the Tuen Mun District Council (TMDC) had been consulted on the proposed amendments on 6.7.2021. TMDC Members expressed concerns on the potential traffic impact, inadequate social welfare and GIC facilities arising from the increased population from the proposed development in Tuen Mun District and the lack of local consultation. TMDC requested further information on the planned GIC and social welfare facilities within the proposed development, details on traffic aspect, and compensation arrangement for the affected brownfield operations. Further information on the proposed public housing development was submitted to TMDC on 19.7.2021; and
- (j) the Tuen Mun Rural Committee (TMRC) had been consulted on the proposed amendments on 26.6.2021. TMRC raised concerns mainly on traffic impact brought by the proposed development and its mitigation measures, drainage aspect and compensation and rehousing arrangement for the affected residents and brownfield operators.

129. As the presentation by PlanD's representative had been completed, the Chairman invited questions from Members.

130. The Chairman, Vice-chairman and some Members raised the following questions:

- (a) the implications of the valid planning approvals, on-going review application and JR cases concerning the proposed public housing sites;
- (b) the proposed boundary of the amendment item for proposed public housing development;
- (c) the traffic improvement measures and accessibility to public transport services;
- (d) compatibility of the BH of the proposed public housing development with the surroundings;
- (e) the existing conditions of the "GB" zone being affected; and
- (f) whether additional gross floor area for social welfare facilities could be accommodated in the proposed public housing development.

131. In response, Mr Kepler S.Y. Yuen, DPO/TMYLW, PlanD and Miss Iris S.F. Leung, SE1/HP2, CEDD made the following main points:

- (a) although there were valid planning approvals for proposed private residential development within the proposed public housing development site, the intention to develop public housing development in the area had been clearly stated in the relevant papers when the Committee considered those applications. As mentioned above, there was a JR case against the decision of the Committee on the s.12A rezoning application (No. Y/TM-LTTY/8). Judgment of the JR case was expected to be available in

September 2021. There was another JR case concerning the approval of the EIA in relation to the proposed public housing development by the DEP in December 2020. Whilst there were valid planning approvals, on-going review application and JRs concerning the proposed public housing development site, the lease modification applications by the applicants were put on hold by the Lands Department due to the Government's plan to develop public housing and hence the approved schemes might not be able to be implemented. It was also indicated in the Explanatory Statement (ES) of the draft OZP that the proposed "R(A)" zone was intended for public housing development. The OZP amendments for taking forward the proposed public housing development were recommended to proceed as scheduled while PlanD would monitor the latest situation of the JR cases;

- (b) the boundary of the proposed public housing development had taken into account the site conditions and development constraints in the area, such as graves, dwellings and planned developments, so as to avoid/minimise potential conflicts and interface issues. A minor portion of the proposed public housing development covering mainly the proposed road works and some infrastructural works fell within the Tuen Mun OZP, which was not under the subject OZP amendments. Since the alignment of the new Road L7 and re-alignment of Hong Po Road would be subject to further refinement, proposed amendments to the Tuen Mun OZP would be made at a later stage;
- (c) the new Road L7, re-alignment of the existing Hong Po Road and various junction improvement works were proposed to accommodate the additional traffic induced by the proposed public housing development. The proposed development would be about 5 to 15 minutes' walk from the nearest Tuen Ma Line/Light Rail stations and footbridge was proposed to enhance walkability. Two public transport interchanges were also proposed within the proposed development to allow better public transport services to serve the future residents;
- (d) the development intensity with a PR of 6.5 and a BH of 160mPD was

considered compatible with the surrounding developments which had a maximum BH of 120mPD and the approved developments with minor relaxation of PR and BH restrictions (maximum BH of 140mPD) for permitted public housing developments at the fringe of Tuen Mun Town;

- (e) although about half of the area of the proposed amendment items was originally zoned “GB”, majority of the “GB” land was occupied by brownfield operations and other existing uses without high landscape and ecological value; and
- (f) a maximum PR of 6.5 was recommended for the “R(A)” zone on the OZP for the proposed public housing development. To provide flexibility to accommodate additional GIC facilities, it was specified in the Notes of the OZP for the “R(A)” zone that any floor space for GIC facilities as required by the Government might be disregarded from PR calculation.

132. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Lam Tei and Yick Yuen Outline Zoning Plan OZP No. S/TM-LTY Y/10 and that the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/10A at Attachment II of the Paper (to be renumbered as S/TM-LTY Y/11 upon exhibition) and its Notes at Attachment III of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised ES at Attachment IV of the Paper for the draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/10A (to be renumbered as S/TM-LTY Y/11) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP and agree that the revised ES was suitable for exhibition together with the OZP.

133. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be

submitted for the Board's consideration.

[The Chairman thanked the government representatives for their attendance to answer Members' enquiries. They left the meeting at this point.]

[Mr Stephen L.H. Liu left the meeting at this point.]

[Ms Janet K.K. Cheung, Mr Alexander W.Y. Mak, Ms Bonnie K.C. Lee, Mr Simon P.H. Chan and Mr Steven Y.H. Siu, Senior Town Planners/Tuen Mun and Yuen Long West (STPs/TMYLW), were invited to the meeting at this point.]

Agenda Item 39

Section 16 Application

[Open Meeting]

A/YL/276	Proposed Minor Relaxation of Building Height Restriction for Permitted Social Welfare Facility (Residential Care Home for the Elderly) in "Government, Institution or Community (1)" and "Government, Institution or Community (5)" Zones, Lot 1846 RP in D.D. 120 and Adjoining Government Land, Ma Tin Pok, Yuen Long (RNTPC Paper No. A/YL/276)
----------	--

134. The Committee noted that the applicant's representative requested on 7.7.2021 deferment of consideration of the application for two months so as to allow more time to prepare further information to address departmental comments. It was the first time that the applicant requested deferment of the application.

135. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the

**屯 門 鄉 事 委 員 會
第廿三屆第九次執行委員會會議
會議紀錄**

日 期：二零二一年六月廿六日(星期六)

時 間：上午十一時正

地 點：本會二樓會議室

主 持：劉業強主席

出席者：劉業強 陶錫源 曾展雄 胡福安 李祖貽 劉威平
鍾惠庭 陶天賜 謝偉生 許卓豪 陶健倫 陳遠基
陶偉平 楊偉權 李維苑 蘇偉倫 劉鋈榮 鄭孝強
陶滿權 李官帶 覃仲才

缺席者：劉志誠

列席者：屯門地政處總地政主任 謝興哲先生
屯門地政處行政助理／地政 黃逸強先生
屯門地政處高級地政主任／土地管制 陳碧珊女士
屯門地政處高級地政主任／小型屋宇 吳楚恩女士
屯門地政處高級地政主任／批約事務 李國興先生
屯門地政處高級地政主任／契約執行及村屋重建 李耀權先生
屯門地政處高級地政主任／工程 趙國強先生
土木工程拓展署總工程師／土地工程 蔡榮興先生
土木工程拓展署高級工程師／1 土地工程 何雁玲女士
土木工程拓展署工程師／14 土地工程 李興智先生
土木工程拓展署公共關係主任 吳家寶女士
規劃署屯門及元朗西規劃專員 袁承業先生
規劃署署理高級城市規劃師／屯門 2 麥榮業先生
規劃署助理城市規劃師／元朗西 5 馮智禧先生
土木工程拓展署總工程師／房屋工程特別職務 陳偉杰先生
土木工程拓展署高級工程師／1 梁淑芳女士
土木工程拓展署工程師／5 羅駿軒先生
房屋署高級規劃師 4 林德強先生
房屋署建築師 21 蔣逸明女士
賓尼斯工程顧問有限公司項目經理 勞智行先生
賓尼斯工程顧問有限公司總環境科學顧問 唐思坪女士
弘達交通顧問有限公司技術董事 朱以聞先生
新界鄉議局顧問 古漢強先生
新慶村村代表 蕭春發先生
新慶村村代表 黃楚文先生
尹艷玲小姐 (記錄)

工程不單止為 54 區，未來交通看看如何調節，逢星期一及黃昏時間很多車輛經過必定塞車，這個迴旋處設計先天性不足，首先在九六年代設計時高壓線壓着，要改都很難，所以部門要留意留意未來方向必然是多車，加上新慶路工程，藍地交匯處改善工程必須要加速進行，不要等到 2023 年才完成，要早些完成，早些研究未來方向，因新慶路將會有 21,000 個單位共 61,000 人口，影響深遠。除了交匯處之外，邱子田的迴旋處亦會嚴重影響到五柳路行車，五柳路先天性不足，40 米長車駛過會很影響私家車行駛，運輸署亦知道問題所在，部門需要去看看如何理順，但部門得過且過又將工程斬件進行，所以為了未來的交通方向，部門真的要落力去看如何改善交通問題工程，而且必須要加快工程進度。

17. 土木工程拓展署總工程師蔡榮興先生表示，首先多謝陶副主席支持他們，他們希望改善工程對當地的交通有幫助，他們會努力盡快完成所有工程，工程主要將側邊的位置擴闊，他們會盡快完成合約，亦要求承建商分階段進行工程盡快完成。
18. 陶滿權特別議員表示，路面擴闊改善工程是沒有用的，土木工程拓展署是否知道每晚六點後由元朗公路落回藍地交匯處到青山公路，藍地交匯處塞車就會塞上元朗公路，由藍地出到青山公路嶺南大學那邊又塞死，每日放工時間都塞車，早幾年我們建議過，將高壓電纜取消，改用隧道，否則永遠都是塞車，因為每日都要經過，怎樣接駁也會塞車，土木工程拓展署所聘請的顧問公司也只是浪費金錢，所以一定要將電纜取消，建立一條隧道避免塞車。
19. 陶錫源副主席表示，都知道陶滿權特別議員心急，我們下一個議程就會討論，但這個工程沒法子，必須要先做，迴旋處的設計是先天性不足，及青山公路往元朗公路的燈位，即在迴旋處之前的燈位設計都會拖慢車速，所以要看看如何改善藍地交匯處。
20. 新界鄉議局顧問古漢強先生表示，雖然這項議程只是講藍地交匯處，但政府必須要有長遠的計劃。
21. 劉業強主席總結表示，本會支持上述項目，請土木工程拓展署盡快進行，因為交通是很重要的。
22. 與會者知悉有關事宜。

1.3 規劃署－擬議修訂《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTYT/10》在屯門新慶路及康寶路用地作公營房屋發展(附件)

23. 規劃署屯門及元朗西規劃專員袁承業先生表示，現在介紹藍地及亦園分區大綱圖，公營房屋發展計劃，各委員可參考文件，文件藍色上面是整個綜合發展包括康寶路有綜合發展及社區基礎設施，包括的範圍也很大，約有 29 公頃，今次來到諮詢，因要配合這個房屋發展，我們首先第一個階段需要修正這個大綱圖，這個工程主要是在規劃大綱圖南邊，但有

少部份屬於屯門，南面提及有道路工程，下次處理後好後再來諮詢。擬議地方在藍地交匯處西邊、青山公路右手邊近新慶村附近，為配合擬議的公營房屋發展及所需的配套設施，現建議把大綱圖的「住宅（戊類）」地帶和「綠化地帶」改劃為「住宅（甲類）」地帶和「政府、機構或社區」地帶。

24. 土木工程拓展署總工程師陳偉杰先生表示，我們會沿着發展南邊興建 L7 道路及重新定線的康寶路，將東西邊交通貫通，即是連接屯門公路形成一個環形道路網絡，舒緩新發展帶來的交通問題，除此之外，亦會興建公共交通運輸交匯處，現時有七個路口將會進行改善工程，房屋署亦會根據規劃標準準則提供適當及足夠車位，亦會興建一段新的行人天橋連接到鄰近的兆康西鐵站，若果實施這些交通措施，擬議發展不會為附近道路帶來不良影響。
25. 陳偉杰先生續表示，擬議發展的環評報告已 2020 年 12 月 30 日獲得環境保護署署長批准，而可行性研究亦於 2021 年上半年大致完成。簡單講解一下環境、排污、排水、供水、視覺、景觀及空氣流通等方面的潛在影響，並沒有無法克服的技術問題，改善現有工業與民居相鄰的情況，會提供一個新的污水收集系統，亦會處理一些受污染的土地，保留一些天然的溪澗盡量，亦都提供了足夠的通風流確暢順，另外排水方便，很多人關注會否有水浸的問題，圖一粉紅色位置就是新建的排水系統，網絡都覆蓋得很廣闊，渠務署亦接受了，所以這個發展都不會有水浸的問題。
26. 袁承業專員表示，總結今日主要講到工廠發展，因為他們要修改土地用途，所以到來諮詢本會的意見，今天收到大家的意見後會再作考慮，之後將意見交到城規會去考慮修改，之後會再作公眾諮詢，簡介到這裏，請問各位元有何意見？
27. 陶錫源副主席表示，今次這個新慶路的發展影響深遠，本會的扮演角色是前期功夫要做，至於收地後怎樣建設各方面我們不會擔心，回顧新慶路的發展，1986 年政府推出新慶村試驗計劃，因新慶村有很多廠房，所以這個計劃有大部份用地領走了，部份用來作鄉村式發展，而屯子圍及青磚圍列為永久居用地，這個計劃在九零年代推出來，開始準備收地建路，當 1993 年至 1995 年先後分兩個工程即現時五柳路、青磚圍及新慶路，但是新慶村這個試驗計劃的永久廠房是失敗了，因為工業北移，曾經近公廁邊有位業主已經申請及批出了永久廠房，地積比率為例如 10,000 呎可以興建 6,000 呎兩層或三層上蓋，但業主計算後認為不化算，所以放棄了興建永久廠房，既然工業不成功，政府計劃將申請新慶村改為 RE 用地，即低密度發展用地，兜兜轉轉到現時相繼有兩個地盤都會有發展商去買地申請，但因為規劃署偷步，都未曾上區議會及鄉事會，就已經貼出告示，所以當時政府官員一到新慶村諮詢時遭受到廠房及居民嚴厲抗議，最後規劃署及土木工程拓展署閃避，不過反而他們將新慶路居住工程擴大，你們經常說環評報告，政府當然支持自己的計劃，有幾何有反對意見呢？這是密切影響我們本身的居民，所以收地時前期功夫怎樣做呢？相信你們都聽到民怨，營運中的工廠的突然需要殺停，政府應有兩手準備，怎樣安撫受影響的短期租約？令到他們可以繼續運作，臨時屋的居民又怎樣安排？因為你們要拆人屋，並非居民去申請公屋或去買居屋。

28. 陶錫源副主席續表示，至於交通安排，就很大問題了，今次的發展如果真的成功，千萬不要「斬件」上，例如 54 區發展，本身 T7 路已經不能落成，現在轉了 L7 路，希望可以一氣呵成，更加要在藍地交匯處大刀闊斧，如何計劃如何疏導交通，他較早前在區議會上建議，要將藍地的輕鐵路軌轉為高空，才能將青山公路擴闊，將五柳路理順，或者建造一條斜路落去，及如何將藍地輕鐵站建為一個新穎的輕鐵站，擴闊月台，輾轉講了多年，現在每日在繁忙時間例如學生上學時間，月台必定站滿了人群，慶幸暫時沒有人跌落路軌，現在還有三年時間，你們必須立即研究高壓路線由地底行，才有機會去設計天橋去疏散，如果沒有兩條高壓線，由 L7 路左轉上元朗公路，右轉落屯門公路的車輛就不用經藍地交匯處，因為藍地交匯處是先天性不足，若果道路使用者不是經常行駛就會很大機會發生交通意外，因交匯處是一個橢圓形，而且迴旋處前有一個燈位，青山公路下行的車元朗公路上來的車，由藍地過來的車到燈位前疏散不到，青山公路近富泰的路口的車塞到上元朗公路，所以如果有發展，政府必須大膽一些，否則很難得到本會支持，今天既然你們將這個規劃改變，為何不將收地補償率劃一用甲級補償率，用高壓政策以 C 或 B 級補償率收回上面的綠化地，即是強搶土地。如果這樣強搶土地的話就有問題了，到底何時會刊憲，我們都知道政府刊憲是硬闖的，若理順得不好，反對聲音只會阻慢你們的時間。還有交通問題，五柳路是先天性不足，是一條很狹窄的道路，所以各部門要留意，不要那麼保守，沒有將附件圖一紅色虛線下面照顧到，由於這個是非常大型的發展，他建議會後成立一個小組要跟土木工程拓展署溝通，以免讓人有一個錯覺，認為是本會反對而導致不興建公屋，這需要嚴正處理，所以今天新慶村有村代表旁聽這個計劃，是關乎切身問題，如果反對聲音強烈的話亦都會受到阻擊，希望在座各位委員可以發表意見。
29. 古漢強先生表示，他想跟大家分享，政府現時所有計劃及各部門都有自己思維，但不要忘記我們新界人已經犧牲太多，而且所有圖都有「擬議」字眼，並不是「確定」，是你們只是諮詢，我們都經常說道路是居民必須的，你們看看 54 區的發展，現時所有行駛車輛都迫在藍地交匯處，包括鳴琴路這邊，日後該如何解決？剛才我所說 L7 路已在區議會上講了很多次，第二在城市規劃方面必須大膽一些、眼界要放遠一些，起碼要將西繞道和 11 號幹線打通才能解決整體問題，現時政府部門逐部分去講解，必須要整體去看整個城市規劃，剛才有關藍地交匯處事宜又只講一部份，剛才所講的交通是要東西打通才能解決整體的規劃，新界人的犧牲包括官地上的寮屋，你們提及有第二部分，但完全沒有提及安置問題，看回新慶村、康寶路一帶、紫田村尾也有很多寮屋，怎樣解決呢？尤其紫田村西坑尾有很多由其他遷拆的村落搬過來的，政府會否有計劃讓他們重建，新慶村的寮屋又怎樣解決呢？他們不是全都是原居民，但有很多已居住了幾十年甚至過百年，你們如何解決他們的居住問題。正如陶副主席所講，香港市民說本會霸道，只有維護自己不看別人，政府的確很需要覓地去興建公營房屋，但不要忘記這樣需要抹殺原來本土正在居住的非原居民，政府官員要明白，他們有三四代人正在居住，真的不想離鄉別井，村民想原區安置，而且屯門區並不是沒有先例，包括散石灣一期二期，井頭村的頌皇台，但政府部門完全不提，只懂回應說不關他們事，到底如何規範土地興建房屋，即是除了交通問題如何安置也很重要。他表示 54 區及藍地分區計劃大綱圖必須整體去計劃，大家要明白現時居於上述地方的居民非常淒慘，幾代人都在耕種發展才有今天的人口。

30. 黃楚文村代表表示，2014 年已有這個公營房屋發展計劃，那時的規模只有九公頃，他們當初並不是反對，而是要求必須先改善交通，2014 年到現在 2021 年，交通問題完全沒有改善，但卻提出一個更加大的工程，29 公頃比 2014 年的計劃大了三倍，但政府甚麼都沒有做過，對外的交通問題是完全沒有改善，T7 路只是對內行駛而不是對外的，如果這裏將增加六萬人居住，假若六萬人每日行兩次，新慶村的道路即是每日有 120,000 人次經過，村的道路怎樣負荷到呢？最主要必須解決交通問題，因為輕鐵及西鐵亦都負荷不到，欣田村已經入夥伙，54 區已經有幾萬人口，若果加上新慶村就有十多萬人口，交通真的負荷不到。
31. 黃楚文村代表續表示，另外一個問題環境評估報告，是否真的一是一個初步的評估報告？但已經有齊日子及期限，說明 2030 年要入伙，若真的話前期工程一定要做，這樣村民及廠房亦都需要有心理準備，政府是否要趕他們走？但政府部門在 2014 年至 2021 年間完全沒有做過任何事情，導致村民十分大壓力。
32. 劉業強主席表示，麻煩請專員簡單解答一下，然後本會成立一個小組再作討論，他明白公營房屋是有迫切的需求，但亦不能不聆聽本會及村民的意見，因為村民受到很大的影響，而且大家都很關注未來的發展例如學校、就業等，除了居住之外，大家都要上班，這是生活需要，他希望市民可以樂業安居，而且交通是最受影響，希望政府部門真的聆聽本會的意見。
33. 袁承業專員表示，多謝各委員的意見，這個發展計劃簡單來說，剛才聽到最主要的是交通、補償、收地等問題，就跟其他大型發展工程一樣，他們必定會處理。至於技術問題，剛才同事都有簡單介紹過，他們正在做的是可行性研究，第一步先到技術是可行的，當然繼續進行的話有很多細節需要與大家一起商討，正如劉主席剛才所講安居樂業，他們不單止會兼顧新居住人口，亦都會關注現有的居民，他們亦歡迎劉主席剛才的意見，成立一個小組再作討論，因為的確需要大家一齊再去溝通。
34. 黃楚文村代表表示，初步的環境評估報告，卻只有預計入伙日期，而且是 2030 年，好像很矛盾，相信是落實去做才有 2030 年這個入伙日子，若果真的是在 2030 年興建好，村民就必須有準備要走，所以這到底是一個初步的環境評估報告還是已經落實了的報告？第二個問題是，在 2014 年已有發展計劃，但拖了七年到現在 2021 年又再展開，為何拖了七年？若果真的可行的話為什麼這七年間不去做，因為可能已經有市民入夥受惠了，為何當年發展計劃只有九公頃都不去做？到底有什麼問題發生了而不去做呢？
35. 陶錫源副主席表示，黃楚文村代表真的懂得開玩笑，為何拖了七年，當初就是遭受你們的嚴厲強烈反對，因為當初他們偷步面縮一縮，都未曾上區議會就張貼通告，後來報章也有報道，因為本會反對，所以由原本興建 8,000 個單位改為興建 1,500 個單位，就連政府部門房屋署都沒有人夠膽說一句話，當時我們並沒有反對興建公營房屋，只是他們還未開始前期工作及交通安排，例如本會建議興建 2,000 個車位，他們亦都不夠膽去做，亦建議在邱子田那邊興建一個扇形的天橋去疏導交通都沒有聆聽我們的意見，現時這麼大型的發展，現在新慶路計劃不要以為在 2030 年，其實於 2024 至 25 年就開始了，加上洪水橋發展亦都是 2024 至 25 年期間進行，所以政府部門真的必須大刀闊斧，改劃藍地輕鐵路

軌就有機會擴闊青山公路，否則必定影響將來這一帶的交通，加上兩地高壓是非常鄰近住宅，對健康有影響。政府必須聆聽藍地、新慶村、小坑村、紫田村、青磚圍居民切身的意見，從 2014 年之後直至現在才到本會討論，若果政府想成功，本會將成立一個小組，希望政府加強溝通。正如村長所說，非常擔心前期工作，因為政府用高壓政察，住屋亦要個人資產審查，短期租約話走就走，完全沒有賠償，這是非常不人道，既然政府現時將這個規劃大綱圖改變將 CL 及 GB 用地亦都改變，故此必須與新界鄉議局溝通，將收地賠償級數或劃一改為甲級，否則對業主及持份者不公平，收地後他們的前景就不太理想，若業主及持份者拒絕收地，政府也很難解決問題，本會亦都需要為村民解決切身問題，爭取合理的權益，希望政府收到本會的意見後再作商討與本會再度溝通。

36. 袁承業專員表示，環評報告並沒有分初步不初步，環評技術是要根據環評條例去做，另外當年九公頃計劃只是包括新慶路，康寶路亦有提及興建公營房屋，這七年我們並不是沒有工作研究，是因為附近有幾個房屋發展，他們研究可否合併做得更好，亦都看到環評的要求，所以需要更多時間去做前期研究，今天完成了研究及符合環評條例要求便展開上述計劃；至於年期方面，因為做這些技術都需要有預期的入伙年期、人口數量、交通等，及附近對社區設施的需求，令到他們可以及早規劃。至於賠償方面，他們都聆聽到很多意見，並於 2018 年做了前期工作，一個加強版賠償即是資產審查方面都改善及寬限了，若本會有小組他們可以再詳細傾談。
37. 劉業強主席表示，2014 年至今已很多年了，希望政府可以盡快展開及處理到受影響居民的問題。
38. 與會者同意有關安排。

屯門區議員

應邀嘉賓：

葉楚琪女士	香港警務處屯門區情報組主管(屯門區)
麥榮業先生	規劃署署理高級城市規劃師/屯門 2
馮智禧先生	規劃署助理城市規劃師/元朗西 5
陳偉杰先生	土木工程拓展署總工程師/房屋工程 2
梁淑芳女士	土木工程拓展署高級工程師/1
羅駿軒先生	土木工程拓展署工程師/5
林德強先生	房屋署高級規劃師(4)
蔣逸明女士	房屋署建築師(21)
勞智行先生	賓尼斯工程顧問有限公司項目經理
唐思坪女士	賓尼斯工程顧問有限公司總環境科學顧問
朱以聞先生	弘達交通顧問有限公司技術董事
李雯心女士	弘達交通顧問有關限公司首席交通工程師
謝世傑先生	關注骨灰龕大聯盟代表

列席者：

馮雅慧女士	民政事務總署屯門民政事務專員
梁竄琦女士	民政事務總署屯門民政事務助理專員(一)
鄭詠欣女士	民政事務總署屯門民政事務助理專員(二)
甄月嫻女士	民政事務總署屯門民政事務處高級聯絡主任(一)
余美瑜女士	民政事務總署屯門民政事務處高級聯絡主任(二)
陳燕玲女士	民政事務總署屯門民政事務處高級聯絡主任(三)
關森康先生	土木工程拓展署高級工程師/1 (西)
韓憲茵女士	教育局總學校發展主任(屯門)
余偉業先生	社會福利署屯門區福利專員
梁書欣女士	食物環境衛生署署理屯門區環境衛生總監
黃沛津先生	房屋署物業管理總經理(屯門及元朗)
勞麗芳女士	康樂及文化事務署總康樂事務經理(新界北)
麥安基先生	康樂及文化事務署屯門區康樂事務經理
江敏強先生	香港警務處屯門警區指揮官
李凝姿女士	香港警務處總督察(屯門區)
吳雪兒女士	地政總署屯門地政專員
黃逸強先生	地政總署屯門地政處署理行政助理(地政)
袁承業先生	規劃署屯門及元朗西規劃專員
袁妙珍女士	運輸署總運輸主任/新界西北
陳美庭女士(助理秘書)	民政事務總署屯門民政事務處一級行政主任(區議會)(一)

~~邀請哈羅香港國際學校派員出席下次會議。~~

V. 討論事項

**(A) 擬議修訂《藍地及亦園分區計劃大綱核准圖編號 STM-LTTY10》
(屯門區議會文件 2021 年第 29 號)**

43. 主席歡迎規劃署署理高級城市規劃師/屯門 2 麥榮業先生、助理城市規劃師/元朗西 5 馮智禧先生、土木工程拓展署總工程師/房屋工程 2 陳偉杰先生、高級工程師/1 梁淑芳女士、工程師/5 羅駿軒先生、房屋署高級規劃師(4)林德強先生、建築師(21)蔣逸明女士、賓尼斯工程顧問有限公司項目經理勞智行先生、總環境科學顧問唐思坪女士及弘達交通顧問有限公司技術董事朱以聞先生出席是次會議。

44. 屯門及元朗西規劃專員及土木工程拓展署陳先生透過投影片(見附件二)向議員簡介題述事宜。

45. 潘智鍵議員表示，經規劃署提出修訂後，題述項目與 54 區兩個興建中的公營房屋項目位置相當接近。他曾在以往的區議會會議及其於 2020 年 11 月 3 日提交的文件中，就屯門北房屋發展項目的社區及交通配套提出意見，以應付未來區內公營房屋及私人樓宇帶來的人口增長。他續表示，上述人口增長和屯門其他區域(例如掃管笏)的發展，將對社區構成重大影響，然而署方提出的修訂似乎只着重住屋發展，未有兼顧社區配套。他詢問規劃署相關房屋落成後，具體會如何改善社區設施及交通配套。

46. 盧俊宇議員表示，規劃署只以文字簡介擬議修訂，缺乏數據支持。他認為區內配套(例如交通、休憩及零售設施)與人口的比例十分重要，故希望署方詳細交代上述資料，並提供相關設計圖則，否則難以就題述修訂發表意見。此外，他表示屯門區的公營醫療服務已經飽和，故希望有關部門規劃時考慮區內醫療設施的整體發展。

47. 何國豪議員表示，當區居民向其反映政府未有就修訂計劃進行地區諮詢，故詢問規劃署提出題述修訂的相關程序。此外，署方預計是項計劃能容納 61,000 人，加上屯門各區域的發展項目，區內人口將增加逾十萬人，故詢問署方有否就交通及教育配套進行評估，以確保能應付區內需求。

48. 張錦雄議員表示，政府部門經常誇大住屋需求，淡化相關發展帶來的負面影響，而且往往不會交代發展住屋及興建配套的時序。他續表示，由於近年出現移民潮、政府推廣大灣區發展，以及生育率下降，香港人口未必上升，房屋需求有待確實，故他認為上述計劃須從長計議。此外，他質疑屯門區內交通配套能否承受題述計劃帶來的人口增長。

49. 何杏梅議員表示，署方提交的文件較粗疏，未有交代新增的教育設施數目及休憩用地面積等資料。她關注題述區域的交通狀況，並指文件只提及 L7 路及重新規劃走線的康寶路，沒有提及其他主要幹線。居民現時主要利用兆康或藍地輕鐵站轉乘交通工具，然而上述輕鐵站使用量高企，若未來人口增加逾十萬，交通配套將不勝負荷，青山公路亦可能會更加擠塞。雖然房屋需求龐大，但亦不能忽略其他配套設施。因此，她呼籲議員不要讓題述修訂輕易通過。

50. 主席綜合議員發言表示，規劃署不應將所有土地撥作房屋用途，而不預留足夠空間提供教育、休憩及交通等設施，並建議署方多利用「政府、機構或社區」用地（下稱「GIC 用地」）。此外，她向土木工程拓展署查詢可行性研究的進度，特別是環境影響評估、交通影響評估及相關改善建議，並向屯門地政處（下稱「地政處」）查詢改劃棕地（包括鄰近新慶村的鄉郊工業用地）的安置措施。

51. 屯門及元朗西規劃專員就議員的意見及查詢作出以下綜合回應：

- (i) 題述地區的公營房屋規劃工作早於 2014 年的屯門區議會會議提出。早期的規劃發展主要分為新慶路及康寶路兩個部分，在聽取不同意見後，現將這兩個公營房屋發展計劃作綜合規劃。因發展範圍面積超過 20 公頃，屬《環境影響評估條例》的指定工程項目，須根據《環境影響評估條例》進行環境影響評估。擬議發展的環境影響評估報告已於 2020 年年底獲環保署署長批准；
- (ii) 社區配套方面，擬議發展已按照《香港規劃標準與準則》（下稱《準則》）的標準及參考相關政府部門意見提供相關配套設施以滿足新增人口。擬議發展落成後，區內尚餘 27 公頃地區休憩用地及 53 公頃鄰舍休憩用地，擬議發展亦有預留充足空間興建校舍。雖然

- (iii) 屯門區內的醫療配套尚未足夠，但署方一直與食物及衛生局保持聯絡，並建議區內合適用地供局方考慮；現時屯門區尚欠一所體育中心，而計算總人口增長後，將需要提供多一所體育中心。署方正尋找合適用地（例如黃金海岸附近），並與康樂及文化事務署保持緊密聯絡；
- (iv) 社會福利設施方面，《準則》近年經過修改，因此長遠而言，須在區內興建更多相關設施。然而，上述設施不一定要建於獨立的用地，故用地需求較為彈性，署方會繼續配合社署在區內建議合適地方作社福設施；
- (v) 整體而言，由於擬議發展尚在規劃階段，而房屋最快於 2030 年才開始入伙，在此之前，擬議發展的細節仍會繼續修改及優化，故暫時未能提供詳細圖則。署方已在擬議發展計劃內預留用地興建四所小學及一所中學，而大部分土地將改劃為「住宅(甲類)」地帶，確保計劃有充足彈性去提供政府、機構及社區設施；以及
- (vi) 擬議發展分別於新慶路及康寶路設置公共運輸交匯處，詳細資料將由土木工程拓展署補充。此外，亦預計會興建幼兒中心、老人院、青年服務中心及零售設施等。

52. 土木工程拓展署陳先生就議員的意見及查詢作出以下綜合回應

- (i) 署方已就擬議公營房屋發展進行了交通及運輸影響評估，當中除了建議相關路口改善措施外，還建議興建 L7 路及重新定線的康寶路以連接康寶路迴旋處及興貴街，形成完整的環形道路網，以紓緩藍地交匯處及屯門公路(虎地段)一帶的交通壓力。交通及運輸影響評估顯示上述交通配套措施落實後，能應付新增人口的交通需求，而屯門區內主要相關路段的交通情況仍能維持在可控制的水平；
- (ii) 政府有長遠規劃交通配套，例如已獲立法會批准進行研究的十一號幹線，以及擬建的屯門繞道。中期規劃方面，政府建議在龍富路、皇珠路及海榮路進行道路改善工程，以改善屯門區內道路網絡中期的交通情況；
- (iii) 政府亦已於 2020 年年底展開「跨越 2030 年的主要幹

道策略性研究」及「跨越 2030 年的鐵路策略性研究」，當中包括探討鐵路及主要道路基建的布局，以確保大型運輸基建的規劃能配合香港整體長遠土地發展的需要。屯馬綫方面，港鐵公司正進行改善工程，待屯馬綫的訊號系統和月台設施全面提升後，載客量會較 2015 年的水平提升 37%；以及

- (iv) 公共運輸方面，政府將會在擬議公營房屋發展興建兩個公共運輸交匯處，以應付將來的交通運輸需求，並會適時與運輸署聯絡，規劃連接市區道路的路線。

53. 屯門及元朗西規劃專員補充指，就受影響的棕地作業，立法會財務委員會已於 2018 年 7 月通過相關的安置及補償方案，以往業務津貼未有涵蓋的露天業務經營者亦可受惠。上述方案並非「一換一」的安排，而是發放特惠津貼或於業務重置安排方面提供協助。此外，城市規劃委員會（下稱「城規會」）於 2020 年 3 月修訂了露天貯物及港口後勤用途的規劃指引，以便將棕地作業設置於合適地方。

54. 黃丹晴議員表示，規劃署曾於數年前就屯門區提交另一規劃大綱，並預計帶來五萬人口增幅，若把題述方案計算在內，總增幅將超過十一萬人。然而，近年屯門的交通配套沒有太大改善，新建的屯赤隧道也吸引了洪水橋一帶的車輛駛經屯門。他續表示，土木工程拓展署的評估範圍只覆蓋屯門北一帶，雖然擬進行的交通改善工程能紓緩該區交通，然而屯門公路的負擔亦會增加，甚至影響屯門南的交通狀況。雖然題述規劃方案能提供更多住宅，然而有關交通影響評估有欠全面，他質疑署方規劃時只考慮新增單位住戶的需要，忽略了其他屯門居民。體育設施方面，他建議署方不應只興建一座體育中心，而要興建一個運動場。十一號幹線方面，他表示此路預計於 2036 年才通車，然而規劃方案中的房屋將於 2033 年入伙，有關居民要等候三年才能使用完善的交通系統，故他反對有關修訂方案。

55. 賴嘉汶議員表示，雖然興建公營房屋有助解決香港的房屋短缺問題，然而題述規劃方案欠缺諮詢。屯門西北地區及新慶村的發展方案預計令人口增加逾十萬，而他們前往市區須經過藍地交匯處，故即使屯門繞道落成，亦未能紓緩區內交通。她續表示，上述交通問題早於 2014 年的屯門區議會會議上提及，並曾建議興建架空天橋及隧道等，但交通配套至今仍未見完善。即使沒有發生交通意外，藍地交匯處在

早上繁忙時段都經常擠塞，落實題述規劃方案只會加劇交通擠塞。她指出，署方未有進行諮詢便公布環境影響評估報告，而且至今仍未聯絡新慶村及紫田村的村長及廠房管理者。現時，當區棕地多數用作貨櫃場，而且有不少貨櫃車輛違例停泊，故她詢問署方如何安置有關車輛。醫療服務方面，政府曾承諾會覓地興建醫療設施，故她查詢有關工作進度。

56. 曾錦榮議員表示，是次討論與上次區議會會議討論有關第 54 區規劃的內容相似，他批評有關部門敷衍了事，並指自己尤其關注社會福利及教育設施。他續表示，署方提交的文件似乎為興建更多房屋增加彈性，令其憂慮署方未來會犧牲社區配套的空間，用作興建房屋。此外，他對署方尚未決定社福設施的規劃詳情感到擔心，希望署方興建更多主流服務設施，以免重蹈第 54 區的覆轍。交通配套方面，他認為若署方計劃讓數萬人遷入屯門，而區內交通配套未有改善，擠塞問題將更趨嚴重。他認同賴嘉汶議員指署方未有妥善進行諮詢，並希望賴議員協助轉達意見予其擔任立法會議員的黨友。

57. 王德源議員表示，雖然題述方案承諾興建不同配套設施，但相關設施的規劃詳情並不清晰。他續表示，現時屯門區內部分區域（例如欣田邨）違例泊車問題嚴重，並詢問署方規劃時有否評估屯門區能否容納更多人，以及《港區國安法》法實施後對人口的影響。此外，他指政府部門曾表示，輕鐵班次及載客量已達頂點，並認為輕鐵阻礙屯門部分道路，故他建議署方拆卸輕鐵，以完善道路規劃，紓緩區內的交通問題。

58. 甄霈霖議員批評署方馬虎處理文件，其中部分文字及圖案不清晰，令議員難以給予意見。他續表示，當屯門南延線及沙中線通車，沿線會興建更多房屋，令載客量進一步上升，所帶來的負荷亦會超出署方現時的預算。此外，他指文件沒有交代貨櫃場經營者的重置安排，以及對郊野公園面積的影響，故希望署方盡快提供更詳細的資料。

59. 主席表示，議員主要認為署方準備工作粗疏、評估結果不符現實及缺乏諮詢，她希望屯門民政事務專員就人口密度及對綠化帶的影響作出回應。她指出，規劃修訂帶來的人口增長會引起附近居民反對，故亦希望屯門民政事務專員就諮詢工作作出解釋。

60. 屯門民政事務專員表示，據她了解，規劃署進行規劃時，除了諮詢區議會外，亦會諮詢屯門鄉事委員會等團體。

61. 屯門及元朗西規劃專員表示，新慶路公營房屋計劃在 2014 年公布時，預計興建八千個單位，地積比率為五倍。由於近年政策容許住用地積比率提升至六倍，故單位數量調整至一萬一千多個。他續表示，當時政府亦就康寶路一帶的規劃進行可行性研究，後來為了令發展更加完善，便把這兩個發展計畫作整體綜合規劃。諮詢工作方面，署方將按照一般程序及《城市規劃條例》的要求，諮詢區議會及相關的鄉事委員會，並提交計劃予城規會審批。設施方面，他表示是次擬議發展與其他公營房屋發展規劃一樣，均會先構思配套設施的種類，待法定規劃圖則落實後，房屋署會和有關部門就相關設施詳細討論。

62. 房屋署林先生補充表示，當法定規劃圖則落實後，房屋署會適時就公營房屋設施及配套諮詢區議會，並根據設施的種類與相關部門協調。

63. 黃麗嫦議員表示，題述文件的討論空間小，加上準備粗疏，難以獲得其認同。她續表示，署方應更早規劃交通及其他配套設施，以免計劃落成後配套仍未完善，並希望署方妥善安排日後的工程次序，以便新入住的居民享用完善配套。她擔心題述區域的房屋落成後，居民不只未能使用完善配套，還要面對交通擠塞，故希望相關部門於下次會議提交更詳細的計劃。

64. 巫堃泰議員詢問規劃署，規劃房屋時有否考慮屯門繞道並不連接青山公路及藍地交匯處。根據路政署的文件，新發展區域的居民須經藍地交匯處駛至元朗公路，再經藍地東交匯處才到達十一號幹線或屯門繞道。上述路線途經兩個交匯處，而藍地交匯處現已非常繁忙，但題述方案未有包含相關評估及解決方法。此外，他指出新發展區域沒有鐵路服務，最近的鐵路站位於洪水橋，而洪水橋的發展計劃亦預計帶來逾十七萬的人口增幅，並且未有規劃新道路連接屯門區。他續表示，署方未有就上述問題提供改善建議，故希望署方提供相關數據以釋除疑慮，或提供建議以紓緩多個發展計劃所引致的交通問題。

65. 蘇嘉雯議員表示，規劃署未有汲取教訓，經常以原有計劃進行諮

詢，令市民對政府進行收地感到憂慮。她續表示，署方於 2014 年公布原有計劃時，時任區議員提供了不少意見，但署方一直未有就此改善，諮詢工作甚至每況愈下。即使修訂方案提出興建更多房屋單位，卻沿用原有諮詢結果，令相關村長、廠主及居民感到不滿。她表示，雖然諮詢鄉事委員會及區議會屬必須，然而最受影響的持份者為相關居民及廠主，故促請署方盡快諮詢上述人士。此外，她表示新慶村一帶有不少工業設施及大型機械，收地將令部分作業者無法繼續營運，故希望署方諮詢有關持份者，並改善重置方案。此外，她回應部分議員表示，雖然近期不少香港人選擇移民，但市民的住屋需求仍然殷切，故興建房屋實屬迫切。政府部門應多配合市民需要，例如在規劃中加入公營街市及多層停車場。

66. 盧俊宇議員表示，規劃署未有正面回應其就新增公營醫療服務提出的問題，故希望署方盡快回覆，並提供數量以外的詳細資料，例如設施面積。另外，他建議署方參考葵青區的規劃，因為該區人口與屯門區相若，但康樂設施等配套足以應付居民需要。

67. 張錦雄議員指，棕地補償方案方面，政府部門暫時僅表示在重置程序提供協助，然而部分棕地作業者的工作難以重置，故收地將逼使他們結束營運，影響生計。此外，題述文件指擬建公屋不影響附近房屋的景觀，他對此表示質疑，促請署方修改文件，再行提交區議會作諮詢。

68. 何國豪議員指，署方未有正面回應他就評估程序提出的問題。她續表示，根據現時的方案，部分社區設施將建於青山靶場附近，希望署方提供更多詳情。此外，他批評署方提交的文件及圖則粗疏，促請署方解釋。

69. 主席總結指，議員主要要求就新發展區域增設街市重新進行更全面的諮詢、解釋規劃程序，以及豐富文件內容後再提交區議會討論，現先請政府部門回應。

70. 屯門及元朗西規劃專員就議員的意見及查詢作出以下綜合回應：

- (i) 在八十年代，藍地及新慶路一帶尚未有分區計劃大綱圖覆蓋時，不少鄉郊工業進駐新慶路一帶。直至 1996

年，政府公布首份藍地及亦園分區計劃大綱圖，當中涵蓋藍地及新慶路一帶，並把該範圍劃作「工業（丁類）」地帶。然而後來受當時西鐵發展影響，政府重新檢視上述土地用途。考慮到香港工業的發展情況及藍地一帶興建了不少民居，署方於 2000 年公布的藍地及亦園分區計劃大綱圖把上述地區改劃為「住宅（戊類）」用途；

- (ii) 署方理解該區至今尚有不少鄉郊工業活動，而政府近年亦計劃於洪水橋一帶覓地興建多層式工業大廈，以安置受影響的棕地作業者。上述安排的研究工作正在進行，而洪水橋至元朗南地區總共能提供逾 70 公頃土地作相關用途；
- (iii) 諮詢及規劃程序方面，署方已就題述擬議公營房屋發展計劃進行可行性研究，研究結果顯示項目在技術上可行。按照既定程序，現時先改劃大綱圖，其後將進行詳細設計，政府會於詳細設計階段再次諮詢區議會及其他持份者；
- (iv) 是次修訂《藍地及亦園分區計劃大綱圖》，署方主要將土地由綠化地帶及「住宅（戊類）」改劃為「住宅（甲類）」及「政府、機構或社區」地帶，並沒有涉及任何「鄉村式發展」地帶；
- (v) 毗鄰青山靶場的土地會改劃作「政府、機構或社區」地帶，該處擬建的公共設施為配水庫，以供應擬議發展的用水，其餘的公共設施則不會建於該邊陲地帶；
- (vi) 政府用途及社會福利設施在「住宅（甲類）」地帶內屬經常准許的用途。雖然為了提供足夠彈性而未有在大綱圖上的「住宅（甲類）」地帶內列明特定用途，然而可行性研究的圖則已經顯示初步設計，包括交通出入口、學校及公營房屋的位置等；以及
- (vii) 就議員表示文件有欠詳細，由於現時屬改劃分區計劃大綱圖階段，故現階段並未就擬議發展開展詳細規劃及設計。政府會按既定程序，就落實擬議發展適時諮詢立法會及區議會等持份者。

71. 曾錦榮議員不認同題述文件所指「沒有無法克服的技術問題」以及「對整體交通及運輸不會帶來不可接受的不良影響」。根據署方預計的人口增長及相關的交通規劃，他預期未來交通狀況很大機會未如

理想，居民將面對交通噪音問題。

72. 張錦雄議員表示，題述方案預計帶來的人口增幅從 2014 年的約八千人上升至現在約六萬人，並批評政府解決問題時經常衍生新的問題。他續表示，早前議員到 54 區進行實地考察時，建議政府興建道路作分流用途，以及於屯赤隧道通車後，避免安排北區及元朗的機場巴士路線駛經屯門。然而，政府沒有採納上述意見，令交通擠塞的問題越趨嚴重。雖然運輸署提出興建屯門繞道，然而繞道在新慶村公營房屋入伙後才落成，未能有效解決交通問題。

73. 蘇嘉雯議員表示支持署方的房屋興建計劃，然而相關配套有待改善。例如，屯門區嚴重欠缺大型公營街市，署方須覓地興建一個公營街市；新發展區域附近違例泊車問題嚴重，署方須興建一個多層停車場，供市民停泊大型車輛及私家車輛。

74. 主席感謝議員提出意見及地區人士列席會議，並總結指議員普遍認為政府部門提交的文件內容粗疏，要求相關部門就內容作出補充及改善，包括明確訂立 GIC 用地，以及興建現時尚欠的社區設施（例如體育館、醫療設施、公營街市及多層停車場）。此外，她認為題述規劃影響綠化帶，加上屯門區內只有數個大型公園，故促請署方於新發展區域增設大型公園，供逾十萬新增人口使用。她續表示，即使此類設施屬經常獲准許用途，署方不應因而不予規劃，反而應製作清單，列出擬建的社福設施（例如安老院及託兒所）。交通配套方面，普遍意見認為 L7 道路無助疏導交通。她亦促請土木工程拓展署盡快提交有關於區內興建行車天橋及行人天橋網絡的方案，以便居民前往兆康鐵路站。棕地重置方面，現時規劃署有關覓地興建工業大廈的計劃有欠清晰，未有交代工業區的規模及相關安排，故促請署方盡快提供完善方案，並諮詢相關居民及鄉郊工業營運者。據她了解，一名鄉郊工業營運者響應政府呼籲，花費數百萬元安裝太陽能系統，然而安裝不久，政府便收回土地發展。此外，她要求擬建房屋在十一號幹線及屯赤連接路開通後才入伙。她希望在下次屯門區議會會議前收到各政府部門的補充資料，否則屯門區議會難以同意題述事宜。她宣布是項議題將交由屯門區發展及規劃工作小組跟進，並會邀請不同區內代表出席小組會議發表意見。至於邀請名單，她會於會後與相關議員商討，亦歡迎有興趣的議員列席會議。

[會後補註:規劃署及土木工程拓展署已於 2021 年 7 月 23 日透過區議會秘書處向各位議員提供進一步資料。]

[主席於此時離席，會議暫時由副主席主持。]

(B) 屯門區內未興建之綜合發展區未來狀況

(屯門區議會文件 2021 年第 30 號)

(規劃署的書面回應)

(民航處的書面回應)

(環境保護署的書面回應)

75. 副主席表示，秘書處就上述文件分別收到規劃署、民航處及環境保護署（下稱「環保署」）的書面回應，並已於會前將有關文件以電郵分發予各議員參閱。

76. 文件提交人巫堃泰議員表示，於大欖涌的綜合發展區，有地產發展商的建築圖則早獲屋宇署審批，但相關土地空置逾十年，未有申請發展延期。他批評政府未有跟進上述情況，令房屋短缺問題更為嚴重，希望有關部門作出解釋。他續表示，根據近日報道，屯門區內不少綜合發展區雖獲規劃署許可，但仍未展開發展，他查詢署方的實際跟進工作。他另指出，樂安排前海水化淡廠「綜合發展區」的部分用地坐落於機場第三條跑道的噪音預測等量線 25（NEF 25）範圍內，即使涉及的範圍屬不大，仍會受噪音影響，因此不適合興建房屋，希望署方檢討上述地區的規劃。

77. 屯門及元朗西規劃專員表示，在大欖涌的綜合發展區方面，城規會批出的規劃許可一般給予四年期限展開發展，之後發展商可以對發展方案進行修改，以及申請延長期限，然而申請規劃許可只屬規劃階段，發展商仍須處理其他工作，包括向屋宇署申請圖則批准、進行換地等，才能正式展開發展。《城市規劃委員會規劃指引編號 35C》亦提及，在規劃許可的發展期限內，展開發展的定義為已獲取屋宇署批出的圖則批准或獲得更換地契的批准，由於大欖涌的綜合發展計劃已獲取建築圖則批准，故不再受發展期限限制。相關發展商多年未有實際發展，或因為發展過程出現限制或其他考慮。在樂安排的綜合發展區方面，有關規劃於 1994 年落實，並在 2002 年就該發展區的範圍作出修訂，及後在 2009 年將發展的地積比率提高至 1.3 倍。由於上述地區尚未進行發展，署方亦正研究能否提升其發展潛力，然而該區面

擬議修訂《藍地及亦園分區計劃大綱核准圖編號 S/TM-LTYV/10》

2021年7月6日

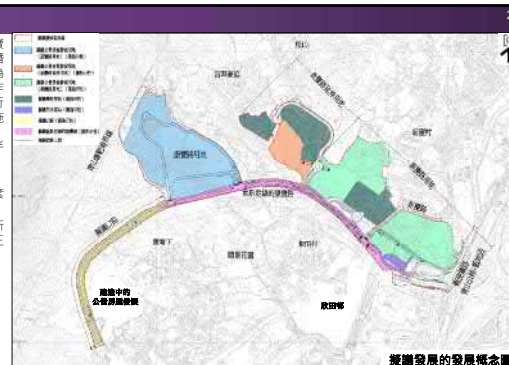
屯門區議會大會第十一次會議

前言

為善用新慶路及康寶路兩幅土地的發展潛力，政府決定一併為這兩幅相鄰的土地作綜合規劃發展並進行土地平整和基礎設施工程的可行性研究，研究已於2021年上半年大致完成。

建議發展公營房屋、社區設施及基礎配套設施。

主要分為新慶路、新慶路延伸及康寶路三部份。



擬議發展的發展概念圖

新慶路及康寶路公營房屋發展

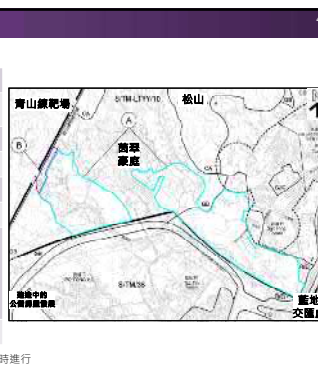
- 位於屯門新市鎮北面邊陲，藍地交匯處以西、新慶村及松山以南及青山綠地以東，因翠庭則在周邊。
- 現時主要用作棕地用途（包括露天貨倉、鄉郊工場、製冰和漂染廠及倉庫）並夾雜零散的住用構築物、農地、墳墓及墳場。
- 擬議發展涉及29.7公頃土地，預計可興建約21,600個公營房屋單位和社區及基礎配套設施。
- 坐落在現時大綱圖的「住宅（戊類）」地帶和「綠化地帶」。



初步發展參數

擬議發展用地面積	約29.7公頃*
擬議用途地帶	「住宅（甲類）」和「政府、機構或社區」地帶
擬議總地積比率	不超過6.5倍
擬議樓宇高度	不高於主水平基準上160米
擬建單位數目	約21,600伙
預計人口	約61,000
配套設施	社會福利設施、幼稚園、學校、零售設施、休憩用地、兒童遊樂場、公共運輸交匯處及其他基礎配套設施
預計入伙年份	2030-2033年

*註：有小部份落入屯門分區計劃大綱圖的範圍內，有關修訂會議時進行。



技術評估

- 可行性研究結果顯示擬議發展項目對附近地區的交通及運輸、環境、排污、排水、供水、視覺、景觀及空氣流通等方面的潛在影響，並沒有無法克服的技術問題。
- 交通運輸及行人暢達方面，為配合項目發展，有以下建議：
 - 興建擬議L7路
 - 興建重新定線的康寶路
 - 於新慶路用地和康寶路用地興建公共運輸交匯處
 - 進行擬議路口改善工程
 - 將參照《香港規劃標準與準則》提供相關停車位
 - 興建新行人天橋接駁擬議房屋用地至現有鄰近五柳路的行人天橋以提升行人暢達性
 - 盡量提供有蓋行人路以改善步行環境及推廣綠色出行
- 在實施改善措施後，擬議項目對附近的道路交通不會帶來不可接受的不良影響。



技術評估



初步交通及運輸影響評估－評估範圍

技術評估

7

- 環評報告顯示在實施避免或緩解措施後，擬議發展項目在環境方面是可接受的，不會對人口及環境敏感資源帶來不可接受的不良影響
- 擬議發展項目同時會：
 - 改善現有工業活動與民居相鄰的情況
 - 提供適當的污水收集系統
 - 推廣綠色出行
 - 提供機會處理現時潛在受污染的土地
 - 提供可持續發展及綠化機會
 - 優化和保留部份的半天然溪流的生態價值
 - 保護具保育價值的品種
- 擬議發展的環境影響評估報告已於2020年12月30日獲得環境保護署署長批准
- 就視覺及空氣流通方面，擬議建築物的高度仍能大致保持區內的視覺通透性及空氣的流通
- 擬議發展項目在其他基礎設施方面包括供水、排污及排水等方面，技術上均可行



未來路向 / 徵詢意見

8

- 請各議員就上述土地用途修訂建議提出意見
- 我們會把今天諮詢收集到的意見與擬議修訂一併提交城規會轄下的鄉郊及新市鎮規劃小組委員會考慮
- 如城規會同意有關修訂項目，城規會將根據《城市規劃條例》第5條展示該修訂分區計劃大綱草圖作公眾諮詢，為期兩個月。屆時，公眾人士可對修訂項目提出申述

謝謝

**屯門區議會第十三次會議
會議記錄**

日期：2021 年 11 月 2 日（星期二）

時間：下午 2 時 31 分

地點：屯門區議會會議室

<u>出席者：</u>	<u>出席時間</u>	<u>離席時間</u>
陳有海先生, BBS, MH, JP (主席)	下午 2:30	會議結束
黃丹晴先生 (副主席)	下午 2:30	會議結束
林頌鎧先生	下午 2:30	會議結束
劉業強先生, BBS, MH, JP	下午 2:30	下午 4:22
蘇嘉雯女士	下午 2:30	會議結束
甄紹南先生	下午 2:30	會議結束
周啟廉先生	下午 2:30	會議結束
梁灝文先生	下午 2:30	會議結束
黃虹銘先生	下午 2:30	會議結束
賴嘉汶女士	下午 2:30	會議結束
劉振輝先生(秘書)	民政事務總署屯門民政事務處高級行政主任(區議會)	

缺席者：

江鳳儀女士 屯門區議員

應邀嘉賓：

冼梓晴女士	香港警務處屯門區情報組主管(屯門區)
麥榮業先生	規劃署高級城市規劃師/屯門 2
馮智禧先生	規劃署城市規劃師/元朗西 5
陳偉杰先生	土木工程拓展署總工程師/房屋工程 2
梁淑芳女士	土木工程拓展署高級工程師/1
林德強先生	房屋署高級規劃師(4)
蔣逸明女士	房屋署建築師(21)
黎國忠先生	路政署鐵路拓展處總工程師/鐵路拓展 1-3
甘家元先生	路政署鐵路拓展處高級工程師/鐵路計劃(2)
袁嘉敏女士	路政署鐵路拓展處工程師/沙中線(19)
楊健華先生	香港鐵路有限公司項目經理—屯門南延綫
馮偉聰先生	香港鐵路有限公司高級統籌經理
梁瑞初先生	香港鐵路有限公司高級企業傳訊經理—項目及工程拓展

列席者：

馮雅慧女士	民政事務總署屯門民政事務專員
梁竚琦女士	民政事務總署屯門民政事務助理專員(一)
鄭詠欣女士	民政事務總署屯門民政事務助理專員(二)
甄月嫻女士	民政事務總署屯門民政事務處高級聯絡主任(一)
余美瑜女士	民政事務總署屯門民政事務處高級聯絡主任(二)
陳燕玲女士	民政事務總署屯門民政事務處高級聯絡主任(三)
鍾樂展先生	土木工程拓展署總工程師/西 3
韓憲茵女士	教育局總學校發展主任(屯門)
何婉明女士	社會福利署屯門區福利專員
梁書欣女士	食物環境衛生署屯門區環境衛生總監
李何美華女士	房屋署屯門區高級房屋事務經理
麥安基先生	康樂及文化事務署屯門區康樂事務經理
江敏強先生	香港警務處屯門警區指揮官
胡振豪先生	香港警務處總督察(屯門區)
吳雪兒女士	地政總署屯門地政專員
黃逸強先生	地政總署屯門地政處署理行政助理(地政)
袁承業先生	規劃署屯門及元朗西規劃專員
楊俊榮先生	運輸署總運輸主任/新界西北
陳美庭女士(助理秘書)	民政事務總署屯門民政事務處一級行政主任(區議會)(一)

題述文件收到哈羅國際學校的書面回應，並已於會前將有關文件以電郵分發予各議員參閱。主席請教育局韓女士先交代事情的最新發展。

22. 教育局韓女士表示，局方已按相關機制檢視學校在合約期內的表現，並正跟進有關續約事宜。於擬訂合約的過程中，局方已就交通影響評估結果及交通改善建議訂定可行的條款。

23. 主席請運輸署代表就交通方面作出補充。

24. 運輸署楊先生表示，署方對於新合約中加入有關校巴的條款表示歡迎，並會持續監察附近道路的使用情況。

25. 議員沒有進一步意見及查詢，主席表示題述議題的討論暫告一段落。

**(C) 擬議修訂《藍地及亦園分區計劃大綱核准圖編號 STM-LTTY10》
(屯門區議會文件 2021 年第 29 號)**

26. 主席表示，屯門區議會曾於 2021 年 7 月 6 日舉行的第十一次會議討論是項議題，並議決把是項議題交由轄下屯門區發展及規劃工作小組跟進。由於現時規劃小組召集人席位已告懸空，並有待於是次會議進行補選，故暫未能召開會議。鑑於議題的迫切性，屯門區議會早前已透過傳閱文件方式，通過更改上述第十一次會議的決定，把有關議題改於屯門區議會會議討論，秘書處亦已於席上派發規劃署及土木工程拓展署於 2021 年 7 月 23 日提供的補充資料，供議員參閱。

27. 劉業強議員表示，屯門鄉事會原則上不反對題述修訂，但希望政府能一次性進行相關發展及工程，而非分開數次進行。此外，他希望相關部門先完成地區配套的工程，以免房屋落成後欠缺配套。交通配套方面，現時屯門區的交通系統已不勝負荷，故他向相關部門作出以下建議：(i)盡快興建十一號幹線及屯門繞道；(ii)將順達街改建為右轉至青山公路往元朗方向路段；(iii)將五柳路至東華三院邱子田紀念中學的迴旋處接駁至路面；(iv)於康寶路興建設有扶手電梯及升降機的天橋，以連接欣田邨、兆康港鐵站及青麟路等地方；(v)擴闊青磚圍與加德士油站的路口；(vi)將藍地至洪水橋輕鐵路段改建為架空形式；以及(vii)建設天橋疏導交通並增設二千個車位，以紓緩藍地迴旋處的交通擠塞問題。民生配套方面，由於現時屯門區的醫療設施不勝負荷，故規劃時應增加相關設施，包括興建醫院、社區健康中心及擴建屯門醫院。此外，他建議政府增設社區設施，滿足不同年齡層的需求。他接着表示，擬發展的區域鄰近紫田村、寶塘下村及小坑村原居民的殯葬區，故希望政府修改邊陲土地的界線，讓相關居民及其子孫於新達里第 211 及 213 號地段繼續生活，或免入息審查搬遷至公共屋邨，並妥善安置受影響的廠房，以甲級補償標準向相關居民作出賠

償。

28. 副主席表示，題述事宜原訂於上次屯門區議會會議跟進，但因流會而未能如期討論，而現時相關修訂的諮詢期已經完結。他詢問規劃署就安置受影響區域的工廠及居民的工作進度。

29. 賴嘉汶議員表示，早前已協助受影響居民向城市規劃委員會（下稱「城規會」）遞交意見書，並指規劃署已進一步修訂題述圖則，希望署方更新圖則。她續指她認同屯門區內房屋短缺，惟希望政府進行新發展時，不要忘記相關配套。就此，她指出擬議 L7 路並不足以應付新增的交通需求，反而會加重現時的交通負荷。她另表示近日有市民因遭到業主逼遷而向她求助，故希望政府向相關市民解釋現時情況，並為受影響的持份者提供支援。

30. 屯門及元朗西規劃專員表示，署方曾於 2021 年 7 月 6 日舉行的屯門區議會會議就題述事宜作出介紹，並於會後提供補充資料，進一步介紹了題述事宜的背景、技術、交通及環境評估、對受影響持份者的跟進工作等。及後，署方向城規會轄下的小組委員會提交修訂建議，並於 8 月 18 日聯同土木工程拓展署、房屋署及地政總署到有關地區會見居民及棕地作業營運者，以回應其關注和進行實地視察等。署方其後於 8 月 20 日把相關修訂建議刊憲，及後亦有因應情況或居民要求前往部分區域視察交通情況。此外，就城規會程序而言，雖然供公眾人士提交申述的諮詢期於 2021 年 10 月 20 日完結，但城規會秘書處仍在整理相關申述，其後會向公眾展示，並展開為期三星期的諮詢，市民仍可就有關修訂建議的申述提出意見，屆時城規會秘書處亦會通知各區議員。預計於明年上半年，即完成上述諮詢工作並整理結果後，城規會將會舉行聽證會，讓已作出申述及提交意見的人士出席，而確實的舉行時間，則視乎諮詢期間收到的意見數量而定。因此，各持份者在整個諮詢程序中提出的申述及意見均會獲考慮和處理。

31. 主席請規劃署就議員提出有關交通配套及補償安排的疑問作出解釋。

32. 土木工程拓展署陳偉杰先生表示理解議員提出的關注。雖然署方曾於可行性研究階段進行交通及運輸影響評估並就緩解措施提出建議，但未來亦會繼續進行勘察研究及詳細設計。因此，署方將會重新檢視該區的交通及運輸影響，包括檢視最新的交通配套發展及發展參數等因素，以檢討現時的方案。署方會適時再諮詢屯門區議會。

33. 房屋署林德強先生表示，題述項目現正處於改劃階段，房屋署會於設計階段考慮議員就公營房屋泊車設施意見。

34. 副主席表示，題述計劃大綱預計令屯門區增加六萬人口，加重屯門公路的負擔；然而屯門繞道因改劃而無助紓緩未來的交通，再加上規劃內容及配套的詳細資料仍未清楚，故他難以支持是項規劃方案。就此，他建議主席去信城規會，附上是次及上次屯門區議會會議記錄，轉達議員的意見。

35. 主席認同副主席的意見，表示由於城規會的諮詢程序尚未完結，屯門區議會將於會後去信城規會，附上是次及上次會議記錄，以反映屯門區議會的意見，並希望相關部門適時前來屯門區議會匯報題述規劃的進度。

[會後補註：上述信件已於 2021 年 11 月 26 日發出。]

VI. 討論事項

(A) 屯門南延綫

(屯門區議會文件 2021 年第 37 號)

36. 主席歡迎路政署鐵路拓展處總工程師/鐵路拓展 1-3 黎國忠先生、高級工程師/鐵路計劃(2)甘家元先生、工程師/沙中線(19)袁嘉敏女士、香港鐵路有限公司（下稱「港鐵」）項目經理—屯門南延綫楊健華先生、高級統籌經理馮偉聰先生及高級企業傳訊經理—項目及工程拓展梁瑞初先生出席是次會議。主席先請路政署鐵路拓展處及港鐵代表就文件作出介紹。

37. 路政署黎先生表示，自去年 5 月，政府邀請港鐵就屯門南延綫項目進行詳細規劃及設計，港鐵及其顧問工程團隊全力推展相關工作，屯門南延綫的初步設計接近完成。路政署致力協調、促進和監察港鐵的設計工作，而港鐵的公關團隊亦在過去一年馬不停蹄地進行社區聯絡工作，接獲不同的社區意見。接着，他邀請港鐵代表介紹題述項目的最新進展。

38. 港鐵楊先生、馮先生及梁先生分別透過投影片（見附件一），向議員介紹題述工程的工作項目及進展。

39. 甄紹南議員表示，港鐵是次的簡介內容與上次屯門區議會會議所匯報的無異，令他感到失望。就此，屯門區議會曾就題述事宜提供多項意見，包括部分設施的重置和紓緩噪音的方案等，然而港鐵剛才的匯報並未有回應相關意見。他指出，屯門碼頭的居民對屯門南延綫施工期間及通車後的噪音問題感到憂慮，而港鐵卻未有提供實質紓緩的方案，希望港鐵代表就此作出補充。此外，工程方案包括拆卸湖景路花園及鄰近啟豐商場的公共廁所等設施，以作上落客及新車站的出入口等用途，故他詢問港鐵會否就拆卸上述設施作出補償。他另希望港鐵在公布南延綫的初步設計前，先行諮詢屯門區議會，並建議屯門

Provision of GIC Facilities and Open Space in the Lam Tei and Yick Yuen Outline Zoning Plan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	8.84 ha	0.71 ha	0.71 ha	-8.13 ha
Local Open Space	10 ha per 100,000 persons [#]	8.84 ha	2.16 ha	10.30 ha	+1.46 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	99 classrooms	25 classrooms	55 classrooms	-44 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	121 classrooms	0 classroom	144 classrooms	+23 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	50 classrooms	8 classrooms	38 classrooms	-12 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Hospital	5.5 beds per 1,000 persons [^]	490 beds	0	0	-490 beds
Clinic/Health Centre	1 per 100,000 persons	0	0	0	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	353 places	0 place	160 places	-193 places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	1	0	1	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	0	0	0	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	n.a.	0	0	n.a.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	n.a.	0	2	n.a.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	378 places	21 places	51 places	-327 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@Ω}	468 beds	63 beds	1618 beds	+1150 beds
Pre-school Rehabilitation Services (PSRS) ^Ω	23 subvented service places for every 1,000 children aged 0-6 ^Ω	140 places	0	0	-140 places
Day Rehabilitation Services (DRS) ^Ω	23 subvented service places for every 10,000 persons aged 15 or above ^Ω	173 places	0	0	-173 places
Residential Care Services (RCS) ^Ω	36 subvented service places for every 10,000 persons aged 15 or above ^Ω	271 places	28 places	28 places	-243 places
Community Rehabilitation Day Centre (CRDC) ^Ω	1 centre for every 420,000 persons ^Ω	0	0	0	0
District Support Centre for Persons with Disabilities (DSC) ^Ω	1 centre for every 280,000 persons ^Ω	0	0	0	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Integrated Community Centre for Mental Wellness (ICCMW) ^Ω	1 standard scale centre for every 310,000 persons ^Ω	0	0	0	0
Library	1 district library for every 200,000 persons ^π	0	0	0	0
Sports Centre	1 per 50,000 to 65,000 persons [#]	1	0	0	-1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	0	0	0	0
Swimming Pool Complex - standard	1 complex per 287,000 persons [#]	0	0	0	0

Note:

The planned resident population in the Lam Tei and Yick Yuen is about 88,400. If including transients, the overall planned population is about 89,100.

The requirements exclude planned population of transients.

^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

Ω The provision of residential care services for the elderly and rehabilitation services are planned on a five-cluster basis.

π Small libraries are counted towards meeting the HKPSG requirement.

June 2022

Provision of GIC Facilities and Open Space in the Tuen Mun District

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	68.67 ha	61.91 ha	92.00 ha	+23.33 ha
Local Open Space	10 ha per 100,000 persons [#]	68.67 ha	104.23 ha	128.45 ha	+59.78 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	845 classrooms	978 classrooms	1068 classrooms	+223 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	1133 classrooms	956 classroom	1166 classrooms	+33 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	421 classrooms	453 classrooms	518 classrooms	+97 classrooms
District Police Station	1 per 200,000 to 500,000 persons	1	1	1	0
Divisional Police Station	1 per 100,000 to 200,000 persons	3	2	3	0
Hospital	5.5 beds per 1,000 persons [^]	3886 beds	3712 beds	3712 beds	-174 beds
Clinic/Health Centre	1 per 100,000 persons	7	3	5	-2
Magistracy (with 8 courtrooms)	1 per 660,000 persons	1	1	1	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	2746 places	586 place	1046 places	-1700 places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	8	13	15	+7
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	4	4	4	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	n.a.	2	2	n.a.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	n.a.	8	15	n.a.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	3525 places	874 places	1224 places	-2301 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@Ω}	4366 beds	1972 beds	4087 beds	-279 beds
Pre-school Rehabilitation Services (PSRS) ^Ω	23 subvented service places for every 1,000 children aged 0-6 ^Ω	687 places	373 places	583 places	-104 places
Day Rehabilitation Services (DRS) ^Ω	23 subvented service places for every 10,000 persons aged 15 or above ^Ω	1347 places	1240 places	1680 places	+333 places
Residential Care Services (RCS) ^Ω	36 subvented service places for every 10,000 persons aged 15 or above ^Ω	2109 places	2110 places	3470 places	+1361 places
Community Rehabilitation Day Centre (CRDC) ^Ω	1 centre for every 420,000 persons ^Ω	1	1	1	0
District Support Centre for Persons with Disabilities (DSC) ^Ω	1 centre for every 280,000 persons ^Ω	2	1	1	-1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Integrated Community Centre for Mental Wellness (ICCMW) ^Ω	1 standard scale centre for every 310,000 persons ^Ω	2	1	1	-1
Library	1 district library for every 200,000 persons ^π	3	3	3	0
Sports Centre	1 per 50,000 to 65,000 persons [#]	10	6	8	-2
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	2	1	2	0
Swimming Pool Complex - standard	1 complex per 287,000 persons [#]	2	2	2	0

Note:

The planned resident population in the Tuen Mun District is about 686,700. If including transients, the overall planned population is about 706,600.

The requirements exclude planned population of transients.

^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

Ω The provision of residential care services for the elderly and rehabilitation services are planned on a five-cluster basis.

π Small libraries are counted towards meeting the HKPSG requirement.

June 2022