

圖例
NOTATION

ZONES

RESIDENTIAL (GROUP A)	RIA	住宅 (甲類)
RESIDENTIAL (GROUP C)	RIC	住宅 (丙類)
RESIDENTIAL (GROUP D)	RID	住宅 (丁類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
OPEN STORAGE	OS	露天貯物
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
RECREATION	REC	康樂
OTHER SPECIFIED USES	OU	其他指定用途
AGRICULTURE	AGR	農業
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COUNTRY PARK	CP	郊野公園

COMMUNICATIONS

MAJOR ROAD AND JUNCTION

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

BUILDING HEIGHT CONTROL ZONE BOUNDARY

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

PETROL FILLING STATION

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	
RESIDENTIAL (GROUP A)	3.71	0.39	住宅 (甲類)
RESIDENTIAL (GROUP C)	2.83	0.29	住宅 (丙類)
RESIDENTIAL (GROUP D)	25.27	2.63	住宅 (丁類)
VILLAGE TYPE DEVELOPMENT	194.83	20.29	鄉村式發展
OPEN STORAGE	28.22	2.94	露天貯物
GOVERNMENT, INSTITUTION OR COMMUNITY	14.39	1.50	政府、機構或社區
OPEN SPACE	7.86	0.82	休憩用地
RECREATION	22.27	2.32	康樂
OTHER SPECIFIED USES	19.67	2.05	其他指定用途
AGRICULTURE	298.85	31.13	農業
GREEN BELT	68.92	7.18	綠化地帶
CONSERVATION AREA	210.88	21.97	自然保育區
COUNTRY PARK	50.18	5.23	郊野公園
DRAINAGE CHANNEL	4.73	0.49	排水道
MAJOR ROAD ETC.	7.41	0.77	主要道路等
TOTAL PLANNING SCHEME AREA	960.02	100.00	規劃範圍總面積

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

核准圖編號 S/YL-TT/16 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-TT/16

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEM A

AMENDMENT ITEM B

AMENDMENT ITEM C

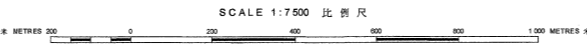
(參看附表)
(SEE ATTACHED SCHEDULE)

2020年7月10日 按照城市規劃條例第5條展示的
核准圖編號 S/YL-TT/16 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-TT/16 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
10 JULY 2020

Fiona LUNG
SECRETARY
TOWN PLANNING BOARD

龍小玉
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的大棠分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TAI TONG - OUTLINE ZONING PLAN



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

圖則編號
PLAN No. S/YL-TT/17

**SCHEDULE OF AMENDMENTS TO THE
APPROVED TAI TONG
OUTLINE ZONING PLAN NO. S/YL-TT/16
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 a site to the east of Kiu Hing Road from “Other Specified Uses” annotated “Rural Use” (“OU(RU)”) and “Agriculture” to “Government, Institution or Community(1)” (“G/IC(1)”).
- Item B – Rezoning of a site to the east of Kiu Hing Road from “OU(RU)” to “Residential (Group D)” (“R(D)”).
- Item C – Rezoning of a site to the east of Pak Sha Shan Road from “OU(RU)” to “Village Type Development (1)” (“V(1)”).

II. Amendments to the Notes of the Plan

- (a) Revision to the exemption clause for plot ratio calculation in the Remarks of the Notes for the “Residential (Group C)” (“R(C)”), “R(D)” and “OU(RU)” zones.
- (b) Revision to the planning intention of the Notes for the “V” zone to incorporate the planning intention of the “V(1)” sub-zone.
- (c) Replacement of ‘Asphalt Plant/Concrete Batching Plant’ under Column 2 of the “Open Storage” zone by ‘Concrete Batching Plant’.
- (d) Revision to the Remarks of the Notes for the “G/IC” zone to incorporate the “G/IC(1)” sub-zone.
- (e) Deletion of restriction on site coverage in the Remarks of the Notes for the “R(C)” and “OU(RU)” zones.
- (f) Incorporation of ‘Picnic Area’ as a Column 1 use under the Notes for the “Conservation Area” (“CA”) zone and corresponding deletion of ‘Picnic Area’ under Column 2 of the “CA” zone.
- (g) Deletion of ‘Market’ from Column 2 of the Notes for the “R(D)”, “V” and “OU(RU)” zones.

- (h) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the Notes for the “R(A)” and “G/IC” zones.
- (i) Revision to the Chinese translation of Remarks (b) of the Notes of the “R(D)” zone in accordance with the Master Schedule of Notes to Statutory Plans.
- (j) Revision to the Chinese translation of the user term ‘Flat’ from ‘分層樓宇’ to ‘分層住宅’ in the Notes for the “R(C)”, “R(D)”, “V”, “G/IC”, “Recreation”, “OU(RU)” and “GB” zones.

Town Planning Board

10 July 2020

RNTPC Paper No. 3/20
For Consideration by the
Rural and New Town
Planning Committee
on 26.6.2020

**PROPOSED AMENDMENTS TO THE
APPROVED TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/12
AND APPROVED TAI TONG OUTLINE ZONING PLAN NO. S/YL-TT/16**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/12 (**Attachment I**) and approved Tai Tong OZP No. S/YL-TT/16 (**Attachment II**) as shown on the draft Tong Yan San Tsuen OZP No. S/YL-TYST/12A (**Attachment III**) and draft Tai Tong OZP No. S/YL-TT/16A (**Attachment IV**) respectively, together with their Notes (**Attachments V and VII** respectively) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statements (ESs) of the draft Tong Yan San Tsuen and Tai Tong OZPs (**Attachments VI and VIII** respectively) are expressions of the Town Planning Board's (the Board's) planning intentions and objectives for the various land use zonings of the draft OZPs, and are suitable for exhibition together with the draft OZPs and their Notes.

2. Statuses of the Current OZPs

- 2.1 On 4.9.2018 and 13.3.2012, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tong Yan San Tsuen OZP and draft Tai Tong OZP, which were subsequently re-numbered as S/YL-TYST/12 and S/YL-TT/16 respectively. The approved OZPs were subsequently exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 9.7.2019, the CE in C referred the approved Tong Yan San Tsuen OZP No. S/YL-TYST/12 and Tai Tong OZP No. S/YL-TT/16 to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZPs was notified in the Gazette on 19.7.2019 under section 12(2) of the Ordinance.

3. Background

Yuen Long South (YLS) Study

- 3.1 According to the 2011-12 Policy Address, the Government would explore the possibility of converting some 150 ha of agricultural land in North District and

Yuen Long that were used mainly for industrial purposes or temporary storage, or which was deserted, into housing land. In this connection, the Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) jointly commissioned the “Planning and Engineering Study for Housing Sites in YLS – Investigation” (the YLS Study) in November 2012 to examine the development potential of the degraded brownfield sites¹ in YLS for housing purpose and other uses with supporting infrastructure and community facilities, and to improve the existing environment.

- 3.2 On 1.9.2017, the Board was briefed on the Recommended Outline Development Plan (RODP) of the YLS Study, taking into account the public views collected in the Stage 3 Community Engagement (TPB Paper No. 10310). Under the RODP, about 185 ha of land (including about 100 ha of brownfield land) to the southwest of Yuen Long New Town would be transformed into a new community with about 28,500 new flats (new population of about 85,400) and the creation of about 10,500 employment opportunities. The development would comprise of 4 stages, i.e. Stages 1 to 4, which will be implemented by phases.

Revised RODP of YLS

- 3.3 In December 2018, in view of the increasingly acute demand for public housing, the Executive Council (ExCo) gave approval for the Government to increase the domestic plot ratio (PR) for public housing sites by up to 30% where technical feasibility permits. Echoing the 2018 Policy Address, the Long Term Housing Strategy (LTHS) also announced the target to revise the public/private housing supply split to 70:30 for the ten-year period from 2019-20 to 2028-29. In the light of the latest policy initiatives and to meet the acute demand, a review on the RODP of the YLS Study was subsequently commissioned primarily with a view to optimising the development intensities of the early stages of the YLS Development where technical feasibility permits, while largely maintaining the same design concepts and layout of the RODP. The review was substantially completed in 2019 and the Revised RODP was promulgated in May 2020.
- 3.4 The review confirmed the technical feasibility to optimise the development intensities for Stages 1 and 2 of the YLS Development, including:
- (a) Intensification of the maximum domestic PR for public housing sites from about 5 in the RODP to 6.5 in the Revised RODP, i.e. an increase of about 30% in line with the latest ExCo decision, to meet the acute housing demand;
 - (b) Intensification of the maximum non-domestic PR for multi-storey building² (MSB) sites from 3 to 4 in the RODP to 5 in the Revised RODP, to meet the demands from brownfield operators and the general public;

¹ According to the “Study on Existing Profile and Operation of Brownfield Sites in the New Territories – Feasibility Study”, brownfield sites are defined as “primarily agricultural land in the New Territories which has been formed and occupied by industrial, storage, logistics and parking uses.”

² Brownfield operations are generally land-intensive and operated in open-air environments where there may be environmental implications on the surrounding areas. To tackle the issues of brownfield sites, the Government is exploring the technical feasibility and financial viability of accommodating and consolidating some of the brownfield operations that are still needed in Hong Kong in a more land efficient manner, such as in multi-storey buildings (MSBs). MSBs are large-floorplate, high-headroom, purpose-designed buildings with wide and specially-designed vehicular passageways and ramps intended to accommodate brownfield operations that could

- (c) Earmark all housing sites under Stages 1 and 2 for public housing purpose to ensure early delivery of public housing to meet the acute demand; and
- (d) Increase in the overall public/private housing supply split from about 61:39 to about 68:32, generally in line with the latest LTHS target.

3.5 The Executive Summary of the YLS Study, documenting the study findings, the Revised RODP, proposed development phasing (which has since been updated following the promulgation of the Revised RODP, see **Plan 7**) and other implementation matters, is at **Appendix 1**. A comparison of the key parameters of the RODP and Revised RODP of the YLS Development are as follows:

	RODP (August 2017)	Revised RODP (May 2020)
YLS Area	224 ha	
YLS Development Area⁽¹⁾	185 ha	
Total Population	About 88,000	About 101,200
Number of New Flats	About 28,500	About 32,850
Public-Private Housing Mix	Public 61% Private 39%	Public 68% Private 32%
Employment Opportunities	About 10,500	About 13,630
Non-domestic Floor Space (m²)		
- Commercial	About 180,000	About 229,930
- Storage and Workshop ⁽²⁾	About 375,200	About 484,110
Maximum PR		
- Domestic	About 5	6.5
- Non-domestic	4	5

Note:

- (1) Development Area means the land area proposed for new development and infrastructure. It excludes areas retained for existing residential and institutional developments/roads/watercourses and land zoned for non-development purposes, such as “Green Belt” (“GB”) and “Agriculture” (“AGR”).
- (2) Excluding the proposed site for open storage, which generally carries no gross floor area (GFA) implications.

3.6 The YLS Study and some of the infrastructure works proposed therein are Designated Projects under the Environmental Impact Assessment (EIA) Ordinance (EIAO)³, with the latter requiring environmental permits for construction and operation. On 30.11.2017, the EIA report for the YLS Development (based on the RODP) was approved with conditions by the Director of Environmental Protection (DEP) under the EIAO. Subsequently, an environmental review and relevant assessments on traffic and transport, visual, landscaping, air ventilation, geotechnical, sustainability and other aspects were conducted to ascertain the feasibility and acceptability of the Revised RODP, the relevant assessment results of which are summarised in paragraph 4 below. Overall, the infrastructure required for the Revised RODP remains largely the same and the findings of the approved EIA report, as re-evaluated under the environmental review, are applicable to the Revised RODP.

not be accommodated in conventional flatted factory buildings. Apart from YLS, MSB developments are also proposed and being piloted by the Hung Shui Kiu/Ha Tsuen New Development Area (to which about 24 ha of land are reserved for MSB developments).

³ According to Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance, engineering feasibility study of urban development projects with a study area covering more than 20 ha or involving a total population of more than 100,000 is a major Designated Project requiring EIA report(s).

Phased Approach in Zoning Amendment

- 3.7 The YLS Study has concluded that the intensification of development intensities under the Revised RODP is technically feasible and environmentally acceptable as a whole. Notwithstanding this, a number of strategic transport infrastructure studies are currently being undertaken to support the developments in Northwest New Territories, such as the “Feasibility Study on Route 11 (between North Lantau and Yuen Long)” (Route 11 Study). The substantive findings of these studies may shed light on whether the development potential within the YLS area, including the remaining stages of the YLS Development, could be further optimised to meet the acute demand for housing and other societal needs.
- 3.8 To allow flexibility to adjust the scale of the remaining stages of the YLS Development, where appropriate, it is considered prudent to amend the zonings for Stages 1 and 2 of the YLS Development first (**Plan 7**), so as to meet the acute demand for housing and the expected demand for MSB floorspace once clearance of brownfield land in YLS ensues. Subject to the substantive findings of the aforesaid strategic transport infrastructure studies, a further review would be carried out, as early as 2021, to explore the feasibility to further optimise the development intensities for the remaining stages of the YLS Development. Having regard to the outcome of the further review, further amendments to the OZPs would be carried out to effect the remaining stages of the YLS Development in due course. Nevertheless, it is expected that the entire YLS Development would be completed by 2038 as originally scheduled.

4. The Proposed Amendments

- 4.1 The current proposed amendments involve rezoning of about 71 ha of land to the southwest of Yuen Long New Town to facilitate Stages 1 and 2 of the YLS Development. The broad amendment items are listed below with further details of each amendment item provided in paragraph 6. Opportunity has also been taken to revise and update the Notes of the OZPs to incorporate the latest revisions of the Master Schedule of Notes to Statutory Plans (MSN), as well as to update the ESs to the OZPs to reflect the latest statuses and planning circumstances of the OZPs. The major revisions are summarised in paragraphs 7 and 8 below.

Amendment Items A, A1 to A5 – Proposed Public Housing Development, Government, Institution or Community (GIC) Facilities, Open Space and Associated Works to the west of Kung Um Road and south of Muk Kiu Tau Tsuen (Plans 1a, 2a, 3a and 4a to 4c, 4f and 4g)

- 4.2 The subject amendment items, covering about 41.7 ha of land (including about 6.2 ha of government land (GL)), form a large part of the “Urban Living” planning area intended for a vibrant and lively neighbourhood proposed under the YLS Study (**Appendix 1**). Five sites to the west of Kung Um Road and in the vicinity of Tin Liu Tsuen and Shan Ha are proposed for high-density, high-rise public housing developments (Amendment Item A3). In support of the YLS Development, six sites in the vicinity are proposed for various GIC facilities (Amendment Items A, A1 and A2), while a further four sites in the vicinity are proposed for district open
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RESTRICTED

TOWN PLANNING BOARD

Minutes of 650th Meeting of the
Rural and New Town Planning Committee held at 2:30 p.m. on 26.6.2020

Present

Director of Planning
Mr Raymond K.W. Lee

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 K.W. Leung

Dr Jeanne C.Y. Ng

Dr Venus Y.H. Lun

Mr Conrad T.C. Wong

Mr Y.S. Wong

Chief Traffic Engineer/New Territories East,
Transport Department
Mr Ken K.K. Yip

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

Assistant Director (Environmental Assessment),
Environmental Protection Department
Mr Terence S.W. Tsang

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 L.T. Kwok

Mr Ricky W.Y. Yu

In Attendance

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

Chief Town Planner/Town Planning Board
Ms April K.Y. Kun

Town Planner/Town Planning Board
Ms Anita M.Y. Wong

decisions on three similar applications (No. A/NE-KLH/578, A/YL-KTS/832 and A/TM-SKW/105) for proposed public utility installation (solar energy system/panels) pending the formulation of assessment criteria on applications for installations of solar energy system. As the set of assessment criteria was still being formulated, the Planning Department recommended deferment of the current application until such assessment criteria was endorsed for use.

76. After deliberation, the Committee decided to defer consideration of the application. The application would be submitted to the Committee for consideration after the assessment criteria on applications for installation of solar energy system had been formulated.

[The Chairman thanked Miss Winnie B.Y. Lau, DPO/FSYLE, Ms S.H. Lam, Ms Ivy C.W. Wong and Ms Emily P.W. Tong, 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 23

Section 16 Application

[Open Meeting]

Proposed Amendments to the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/12 and the Approved Tai Tong Outline Zoning Plan No. S/YL-TT/16
(RNTPC Paper No. 3/20)

77. The Secretary reported that the proposed amendment items to the approved Tong Yan San Tsuen (TYST) Outline Zoning Plan (OZP) and Tai Tong (TT) OZP were to take forward Stages 1 and 2 of the Revised Recommended Outline Development Plan (RODP) of the Yuen Long South (YLS) Development under the "Planning and Engineering Study for Housing Sites in YLS – Investigation" (the YLS Study) commissioned by the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD), where Ove Arup & Partners Hong Kong Limited (ARUP) was the consultant of the YLS Study.

The Revised RODP had recommended substantial number of flats for public housing. The following Members had declared interests on the item:

- | | |
|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mr Gavin C.T. Tse
(as <i>Chief Engineer</i>
(Works), <i>Home Affairs</i>
<i>Department</i> | - being a representative of the Director of Home Affairs as a member of the Strategic Planning Committee and Subsidised Housing Committee of the Hong Kong Housing Authority (HKHA); |
| Mr K.K. Cheung | - his firm having current business dealings with HKHA and ARUP; |
| Mr Conrad T.C. Wong | - his firm having current business dealings with HKHA; |
| Mr L.T. Kwok | - his serving organisation openly bid a funding from HKHA; and |
| Dr C.H. Hau | - currently conducting contract research projects with CEDD. |

78. The Committee noted that Mr L.T. Kwok had tendered an apology for being unable to attend the meeting.

79. The Committee noted that according to the procedure and practice adopted by the Town Planning Board, as the proposed amendments, including those for public housing development, were the subject of amendments to the OZP proposed by PlanD, the interests of Members in relation to HKHA would only need to be recorded. 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 Session

80. The following representatives from PlanD, CEDD and the consultants 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 Steven Y.H. Siu | - Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW) |
| Ms Sandy S.K. Ng | - Senior Town Planner/Cross-Boundary Infrastructure and Development (STP/CID) |

CEDD

- | | |
|----------------|--------------------------------------------------------------------------------------|
| Mr Desmond Lam | - Chief Engineer/West 1 (CE/W1) |
| Mr W.L. Chui | - Senior Engineer/District Monitoring Group on Housing Sites (West) (SE/DMGHS(West)) |

The Consultants

- | | | |
|---------------|---|------|
| Mr Peter Chan | } | ARUP |
| Mr Ray Tang | | |
| Mr Elvis Lau | | |

81. The Chairman extended a welcome and invited the government representatives to brief Members on the Paper. With the aid of a PowerPoint presentation, Mr Steven Y.H. Siu, STP/TMYLW, presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) according to the 2011-12 Policy Address, the Government would explore the possibility of converting some 150ha of land in North District and Yuen Long that were used mainly for industrial purposes or temporary storage, or which was deserted, into housing land. In that connection, PlanD and CEDD jointly commissioned the YLS Study in November 2012 to examine

the development potential of the degraded brownfield sites in YLS for housing purposes with supporting infrastructure and community facilities, and to improve the existing environment. The RODP was promulgated in August 2017;

- (b) in December 2018, in view of the latest policy initiatives and to meet the acute demand for public housing, a review on the RODP of the YLS Study was commissioned primarily with a view to optimising the development intensities of the early stages of the YLS Development where technical feasibility permitted. The review was substantially completed in 2019 and concluded that the intensification of development intensities under the Revised RODP was technically feasible and environmentally acceptable as a whole, and the Revised RODP was promulgated in May 2020;

Proposed Amendments to Matters shown on the OZPs

- (c) the current proposed amendments on the TYST and TT OZPs involved rezoning of about 71 ha of land to the southwest of Yuen Long New Town to facilitate Stages 1 and 2 of the YLS Development, which aimed to meet the acute demand for housing and the expected demand for Multi-storey Building (MSB) floor-space once clearance of brownfield land in YLS ensued;
- (d) Amendment Items A (on TT OZP) and A1 to A5 (on TYST OZP) involved rezoning of about 41.7ha of land for public housing development, government, institution or community (GIC) facilities, open space and associated works:
 - (i) Amendment Item A: rezoning of a site to the east of Kiu Hing Road from “Other Specified Uses” annotated “Rural Use” (“OU(RU)”) and “Agriculture” to “Government, Institution or Community(1)” (“G/IC(1)”) with a maximum building height (BH) restriction of 8 storeys;

- (ii) Amendment Item A1: rezoning of two sites to the west of Kung Um Road from “Undetermined” (“U”) to “G/IC(1)”;
 - (iii) Amendment Item A2: rezoning of three sites in the vicinity of Shan Ha Road and Kung Um Road from “Open Storage” (“OS”) and “U” to “G/IC(2)” with a maximum BH restriction of 4 storeys;
 - (iv) Amendment Item A3: rezoning of five sites to the west of Kung Um Road from “U” to “Residential (Group A) 3” with a maximum plot ratio (PR) restriction of 7 and a maximum BH restriction of 160mPD;
 - (v) Amendment Item A4: rezoning of four sites and strips of land in the vicinity of Lam Tai West Road, Lam Tai East Road and Kung Um Road from “U” to “Open Space” (“O”); and
 - (vi) Amendment Item A5: rezoning of an area to the west of Kung Um Road from “U” to an area shown as ‘Road’;
- (e) Amendment Item B (about 1.2ha) was for retention of existing residential clusters, which involved rezoning of two sites in the vicinity of Tin Liu Tsuen on the TYST OZP from “U” to “Residential (Group D)” (“R(D)”) with maximum PR and BH restrictions of 0.2 and 2 storeys (6m) respectively and rezoning of a site in the vicinity of Muk Kiu Tau Tsuen on the TT OZP from “OU(RU)” to “R(D)” with maximum PR and BH restrictions of 0.4 and 3 storeys (9m) respectively;
- (f) Amendment Item C (about 1.3ha) was mainly for reprovisioning of village houses affected by government projects, which involved rezoning of two sites in the vicinity of Shan Ha on the TYST OZP from “R(D)” and “U” to “Village Type Development (1)” (“V(1)”) and rezoning of a site in the vicinity of Wong Nai Tun Tsuen on the TT OZP from “OU(RU)” to “V(1)”, both with a maximum BH restriction of 8.23m (3 storeys);
- (g) Amendment Items D1 to D4, covering about 22.6ha of land on the TYST

OZP, was mainly for proposed MSB development, open storage, open space and associated works to the south of Yuen Long Highway and near Tin Shui Wai West Interchange (TSWWI):

- (i) Amendment Item D1: rezoning of three sites south of Yuen Long Highway from “Industrial (Group D)” (“I(D)”), “Residential (Group B)1” (“R(B)1”), “G/IC” and “Green Belt” (“GB”) to “Other Specified Uses” (“OU”) annotated “Storage and Workshop Use”, with maximum non-domestic PR and BH restrictions of 5 and 110mPD respectively;
 - (ii) Amendment Item D2: rezoning of an area to the south of TSWWI from “GB” to “OS”;
 - (iii) Amendment Item D3: rezoning of two sites and strips of land in the vicinity of TSWWI and Tong Yan San Tsuen Road from “I(D)”, “R(B)1”, “G/IC” and “GB” to “O”; and
 - (iv) Amendment Item D4: rezoning of an area to the south of Yuen Long Highway from “I(D)”, “R(B)1” and “GB” to an area shown as ‘Road’.
- (h) Amendment Item E (about 4.2ha) involved rezoning of a site to the southern end of Kung Um Road from “U” to “OU” annotated “Sewage Treatment Works” mainly for a sewage treatment/screening plant with maximum BH of 35mPD;

Proposed Amendment to the Notes and Explanatory Statement (ES) of the OZPs

- (i) corresponding revisions to the Notes and ES had been proposed to take into account the proposed amendments and to follow the revised Master Schedule of Notes to Statutory Plan promulgated by the Board;

Technical Assessments

- (j) relevant technical assessments had been carried out in the YLS Study and all assessment results indicated that the YLS Development was technically feasible and would not cause unacceptable environmental impacts;

Consultation

- (k) the Shap Pat Heung Rural Committee (SPHRC), the Yuen Long District Council's Housing, Town Planning and Development Committee (YLDC HTP&DC) and Ping Shan Rural Committee (PSRC) were consulted on 8.5.2020, 20.5.2020 and 12.6.2020 respectively. The SPHRC supported the YLS Development and the proposed OZP amendments, but raised concerns on the compensation/relocation arrangement for affected stakeholders and the traffic and transport impact of the proposal during both the construction and implementation stages. SPHRC members suggested road improvement works as well as a new connection to Yuen Long Town Centre and a tunnel connection to the TT area via the proposed Route 11;
- (l) the YLDC HTP&DC did not raise objection to the proposed amendments, but passed a motion objecting to the alleged bundling of the YLS Development with the proposed road improvement works in the area. YLDC HTP&DC members also raised concern on traffic, lack of employment opportunities and commercial/retail uses in the YLS area, the need for an integrated pedestrian and cycling network and associated infrastructures, the displacement of some existing social welfare facilities, and the operational feasibility of the proposed MSBs. Suggestions were made to include more GIC facilities in the YLS Development and provide more public housing in the TYST area;
- (m) the PSRC did not raise objection to the YLS Development. Apart from traffic concerns similar to those raised by SPHRC and YLDC HTP&DC, PSRC members also raised concern on the brownfield operations to be affected by the YLS Development. Specific suggestions were made

including retaining some of the area in the YLS Development for open storage use and construction of an additional access road to Shan Ha; and

- (n) the proposed amendments had been circulated to relevant government bureaux/departments for comments. Comments from concerned government bureaux/departments had been incorporated where appropriate. Other departments had no objection to or no adverse comment on the proposed amendments.

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

83. The Chairman and some Members raised the following questions:

Traffic and Transportation Aspects

- (a) details of the proposed environmentally friendly transport services (EFTS);
- (b) details on the proposed Route 11 and whether it would help ease the traffic condition in the area;
- (c) details of the traffic and transport impacts of the YLS Development;

GIC Provision

- (d) noting that there would be increases in the development intensity and changes to the overall public/private housing supply as shown on the Revised RODP, whether there would be sufficient GIC facilities to cater for the future population and whether the affected residential care home for the disabled would be reprovisioned;

Development intensity and open space provision

- (e) the development intensity of the residential developments in the Yuen Long

area;

- (f) noting that open space would be provided in residential developments and Amendment Item A4 also involved the rezoning of a number of sites to “O”, under what circumstances would open space be provided in residential developments or be provided separately;
- (g) whether the areas rezoned to “O” could be used for residential development to increase flat supply; and

MSB development

- (h) details of the operation of the MSBs and noting that there was an on-going study regarding MSBs, whether the industry would be consulted on the findings.

[Mr Y.S. Wong left the meeting at this point.]

84. In response, Mr Kepler S.Y. Yuen, DPO/TMYLW, PlanD, and Mr Desmond Lam, CE/W1, CEDD, made the following points:

Traffic and Transportation Aspects

- (a) the EFTS, which was the same as that being studied under the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA), was to connect YLS with HSK/HT NDA and the Tin Shui Wai area. For the on-going study of the proposed EFTS, the Stage 1 public consultation to seek the public’s views on the alignment and operation mode of the EFTS was completed;
- (b) with regard to the planned Route 11, it was proposed to connect Sham Tseng and Lam Tei with northeast Lantau Island and was currently under study by the Highways Department. Relevant parties would be consulted on the findings at a later stage. Subject to the findings of the study, the

tentative completion year of Route 11 would be 2036;

- (c) a traffic and transport impact assessment was conducted as part of the YLS Study. With reference to Plan 6 of the Paper, a series of major transport infrastructures and improvement measures were proposed, including improvements to the TYST Interchange and TSWWI, a new slip road to divert traffic away from the section of Kung Um Road and Kiu Hing Road close to Shap Pat Heung Road for direct access to Yuen Long Highway, new district distributor roads running through the development area, and widening of Kung Um Road and Kiu Hing Road, etc.;

GIC Provision

- (d) the YLS Study had taken into account the need to provide GIC facilities to meet the planned population in the area. Some GIC facilities, such as neighbourhood elderly centre and residential care home for the elderly, would be provided within public housing developments. There were also sites rezoned to “G/IC” for provision of such facilities. The provision for open space and GIC facilities was in accordance with the Hong Kong Planning Standard and Guidelines (HKPSG) and the planned provision was generally adequate to meet the demand of the overall planned population;

Development intensity and open space provision

- (e) regarding the development intensities of residential developments in the Yuen Long area, the maximum domestic PR of residential developments in the Yuen Long New Town was 5. The public housing developments under Amendment Item A3 had a maximum domestic PR of 6.5, which was increased from the original PR of 5 in the RODP taking into account the latest policy initiatives to increase the domestic PR of public housing sites by up to 30% where technical feasibility permitted;
- (f) as for sites to be rezoned to “O” under Amendment Item A4, they were mainly district open space to meet the requirements under the HKPSG.

While local open space would be provided in the proposed public housing developments, district open space usually would be provided separately. It should be noted that as the existing residential developments in the YLS area were mainly low-density and low-rise in nature, the strips of land proposed to be rezoned to “O” also served as a buffer and breezeway to improve the overall environment; and

MSB development

- (g) the operation of the MSBs was currently under study and a market sounding-out exercise was being carried out. No details on the operation of the MSBs were currently available. For brownfield operations that would be affected by the YLS Development, compensation to the affected operators would be provided according to the prevailing policies.

Affected operations in the YLS area

85. A Member enquired about the impacts of the YLS Development on the livestock farms in the area. In response, Mr Desmond Lam, CE/W1, CEDD said that there were three chicken farms and three pig farms within the YLS area. One chicken farm and one pig farm would be affected under Stage 2 of the YLS Development and it was anticipated that land resumption works would commence tentatively in 2025. The remaining livestock farms were located at the further south of the YLS area and fell within the remaining stages of the YLS Development, of which one chicken farm would be retained. Compensation to the affected farm operators would be provided according to the established mechanisms.

86. Noting that two existing concrete batching plants (CBPs) in Tong Yan San Tsuen would be affected under Amendment Item D1, a Member was concerned that it might affect the supply of concrete for construction projects in Hong Kong, and enquired whether there would be sites for relocation of the CBPs. Mr Kepler S.Y. Yuen, DPO/TMYLW, PlanD, said that Amendment Item D1, which fell within Stage 2 of the YLS Development, was mainly for the provision of MSBs to accommodate brownfield operations that could not be accommodated in conventional flatted factory buildings. Land resumption for that part of the YLS area was anticipated to commence tentatively in 2022. Compensation to the

affected business operators would be provided according to the established mechanisms while assistance would be provided for their relocation as appropriate. As there were also existing CBPs that would be affected by the HSK/HT NDA, there might be opportunities to explore compensation/relocation as a whole to ensure the concrete supply to the construction industry would not be adversely affected. While there were no sites earmarked in the YLS area for CBP, such use was a Column 2 use in the “OS” zone.

87. The Chairman supplemented that the Works Branch of Development Bureau was overseeing the supply of concrete for the construction industry and would closely monitor the situation.

88. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments and that the draft Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/12A at Attachment III (to be renumbered as S/YL-TYST/13) and draft Tai Tong OZP No. S/YL-TT/16A at Attachment IV (to be renumbered as S/YL-TT/17) and their Notes at Attachments V and VII respectively are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised Explanatory Statements (ESs) at Attachments VI and VIII for the draft Tong Yan San Tsuen OZP No. S/YL-TYST/12A (to be renumbered as S/YL-TYST/13) and draft Tai Tong OZP No. S/YL-TT/16A (to be renumbered as S/YL-TT/17) as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZPs and the revised ESs will be published together with the draft OZPs.”

89. 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 Mr Kepler S.Y. Yuen, DPO/TMYLW, Ms Sandy S.K. Ng, STP/CID, Mr Desmond Lam, CE/W1, CEDD, Mr W.L. Chui, SE/DMGHS(West), CEDD, Messrs Peter

Chan, Ray Tang and Elvis Lau for their attendance to answer Members' enquiries. They left the meeting at this point.]

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

Agenda Item 24

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-TYST/1009 Temporary Warehouse for Storage of Food and Electronic Goods for a Period of 3 Years in "Undetermined" Zone, Lots 490 RP (Part), 709, 710, 711, 723, 724, 725, 729, 730, 731 and 732 in D.D. 119, Pak Sha Tsuen, Yuen Long
(RNTPC Paper No. A/YL-TYST/1009A)

Presentation and Question Sessions

90. Mr Steven Y.H. Siu, STP/TMYLW, presented the application and covered the following aspects as detailed in the Paper:

- (a) background to the application;
- (b) the temporary warehouse for storage of food and electronic goods for a period of three years;
- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper;
- (d) no public comment was received during the first three weeks of the statutory publication period; and

十八鄉鄉事委員會第二十五屆執委會第 12 次及 13 次聯合例會

日期：2020 年 5 月 8 日 (星期五)

時間：下午 2 時 30 分

地點：本會會所二樓會議廳

出席者：程振明、梁智峯、林照權、張志安、易喜亮、葉振發、張華年、
黃劍雄、黃漢榮、曾玉生、鄧肇康、李柏偉、林衛光、楊全發、
胡兆雄、周錦祥、黃律中、蔣石耀

請假：陳作堯

列席者：發展局－林智文、陳冠恒

：土木工程拓展署－林志強、徐偉樂

：規劃署－袁承業、吳淑君、蕭亦豪、葉嘉泳

：奧雅納工程顧問－陳禮仁、楊詠珊、鄧思威、盧曼芝、林澤康

：元朗民政處－吳燕冰、王佩兒

：十八鄉北區議員－沈豪傑

：新界鄉議局特別議員－林添福

：梁福元、易漢猷、胡景光、胡偉傑、胡偉忠、何桂華、俞國忠

記錄：本會秘書－鄒維芳、羅梅芳

會議紀錄

主席宣佈開會時間：下午 2 時 30 分

(甲) 通過事項：

06 NOV 2020

~~1. 通過第二十五屆第 12 次及 13 次聯合會議議程：由易喜亮提議，葉振發~~



~~和議，與會者一致通過。~~

2. 通過第二十五屆第 10 次及 11 次聯合會議紀錄：由易喜亮提議，葉振發
~~和議，與會者一致通過。~~

(乙) 報告及跟進事項：

1. 發展局、土木工程拓展署、規劃署及奧雅納工程顧問講解及諮詢元朗南第一及第二階段發展及改劃建議。

發展局林志文表示，關於元朗南發展，理解地區人士最關注交通問題，會盡量爭取道路工程與土地平整工程同時開展，期望在樓宇落成前完成道路工程，解決交通需求，同時改善鄉村交通。至於棕地方面，長遠計劃除了多層大廈外，短期亦會扶助業界，從中協調為業界尋找不多於 10 公頃合適用地。元朗南發展計劃程序，首先要改劃法定圖則；為道路刊憲；完成法定程序後向立法會申請撥款。期望在改劃階段能得到大家的支持，再進行後續工程。

規劃署吳淑君表示，規劃署及土木工程拓展署就元朗南發展委託奧雅納工程顧問進行研究。

奧雅納陳禮仁表示，元朗南發展於 2012 年開始，經過 3 個社區參與及規劃研究後，於 2017 年落實元朗南建議發展大綱圖，當時規劃人口為 88,000 人，提供 28,500 個住宅單位。及後因應新房屋政策及公眾廣泛意見，政府決定於 2018 年進行檢討，考慮適量增加發展密度以回應社會大眾對房屋的需求，其間於 2013、2014 及 2016 年曾到鄉事會聽取大家的意見，並於 2017 年向大家匯報發展大綱圖。2017 年與 2020 年修訂發展大綱圖主要改動為：公庵路主要公屋地帶的地則比率由原本 5 倍增加至 7



倍，提升人口比例，增加房屋供應。唐人新村棕地作業者使用的多層大廈地則比率由原本 4 倍增至 5 倍。將一幅細露天倉用地調整，增建新道路至丹桂村公營房屋。回應市民訴求，將田寮村電力支站搬離民居；配合未來發展，將交通交匯處靠近公營房屋，方便市民。新建議發展大綱圖，人口增加百份之 15 至 1,001,200 人；公營房屋單位增加百份之 15 至 32,850 個；就業機會增加百份之 30 至 13,630 個；工、商業樓面面積增加了百份之 28。交通配套方面，興建新主幹道貫通發展區，連接唐人新村至公庵路沿線地區；興建新連接路讓車輛繞過元朗公路以北的公庵路直接駛至元朗公路及元政路的公共交通交匯處；覆蓋部份明渠擴闊公庵路至雙線行車；改善唐人新村及天水圍西交匯處；元朗南新增 3 個公共交通交匯處；研究連接元朗南和洪水橋/厦村新發展區的環保運輸服務；新增更多道路接駁口以改善周邊鄉村與元朗市發展連接。

規劃署蕭亦豪表示，元朗南發展項目佔地甚廣，必須分階段推行，整個發展項目涉及約 100 公頃棕地作業及數百戶受影響居民。政府考慮基建帶動發展的重要性，元朗南發展以基建先行，所以擴闊公庵路、僑興路、電力支站及污水處理廠、污水泵房等會在第一、二階段進行。及後再發展較北面的公營房屋用地及多層大廈，盡力爭取在 2028 年讓首批市民入住元朗南公營房屋，至於餘下第三及四階段發展，受制於其他因素影響，現時地則比率相對較低，待可行性研究報告完成後，將進一步探討釋放發展潛力，再進行法定程序，整體目標在 2038 年全面落成元朗南發展項目。今次改劃大綱圖，主要涉及大棠及唐人新村，5 組修訂項目各佔 10 多公頃，包括：公營房屋用地、工場及露天貯物用地、休憩用地、政府機構或社區設施與及道路，分佈十分均衡。

修訂項目 A：主要涉及欖堤路東、西路附近高密度公營房屋發展，將有約 52,000 名居民遷入，最早入伙年份為 2028 年，當中主要包括 5 塊公營房



屋用地，附設幼稚園、零售及福利設施等，總地積比率為 7 倍。此外，還有社區設施，包括鄰近木橋頭 4 間小學、2 座政府大樓、元朗公路以南 2 個污水抽水站、垃圾收集站、電力支站及休憩用地。

修訂項目 B: 在水圍西交匯處附近，主要將 3 幅土地興建多層樓宇，提供樓面面積 484,000 平方米以容納棕地作業者、1 幅露天貯物用地及休憩用地。

修訂項目 C: 在山下村東、西面及黃泥墩村附近提供土地為原區安置符合搬村資格的居民。

修訂項目 D: 保留一些與「經修訂的建議發展大綱圖」沒有衝突的住宅社區，分別為天龍村、田寮村 1 間屋宇及木橋頭村 4 間現有屋宇。

修訂項目 E: 在公庵路南端興建一所污水處理廠，服務整個元朗南地區。今次改劃建議主要涉及第一及第二階段發展，預計主要工程在 2022 年逐步展開，目標在 2028 年讓首批居民入住。

實施安排撮要:

- 1.) 元朗南發展項目主要採用「加強版的傳統新市鎮發展模式」，但今次改劃不涉及私人發展的用地，因此政府會根據《收回土地條例》收回發展所需的土地。
- 2.) 政府為土地業權人作出法定補償，符合搬村資格的居民，政府將按現行新界搬村政策予以補償及安置。
- 3.) 政府為所有合資格受影響的棕地作業者、寮屋居民、農民及禽畜養殖場負責人提供補償、特惠補償、津貼或其他安排。

至於未來路向，規劃署正準備開展元朗南發展第一及第二階段的法定規劃程序，地政總署稍後會進行凍結登記；土木工程拓展署為道路及污水收集系統刊憲，繼而向立法會申請撥款，最快於 2022 年開始收地。至於元朗南餘下的發展，政府將於 2021 年審視 11 號幹線及環保運輸系統的可行性研究，再探討能否進一步釋放發展潛力，務求在 2038 年完成整個元



朗南發展。歡迎各委員提出意見，有關意見將一併提交予城規會考慮。如小組委員會同意有關修訂項目，城規會便會展示修訂分區計劃大綱圖作為期兩個月的公眾諮詢，屆時所有公眾人士可對修訂項目提出申述。

土木工程拓展署林志強表示，稍後會為道路工程刊憲，包括：全面改善唐人新村交匯處，車輛可在朗漢路附近直接駛至元朗公路往屯門或上水方向，由上水往元朗的車輛經唐人新村交匯處便能貫通至發展區新道路；擴闊公庵路及僑興路至雙線單程行車，交通將大為改善；現時十八鄉路及公庵路口十分擠塞，將劃為雙線行車及興建 L1 路分流車輛，舒緩交通擠塞。

梁福元先生表示，對於受發展影響的棕地作業者關注政府如何安置或賠償？建議先興建新道路將車輛分流至唐人新村交匯處，解決大棠路一帶交通擠塞問題，才擴闊公庵路，避免影響當地交通。另外，公庵路附近的村民經常投訴雞場發出臭味擾人及污染環境，為何仍然要保留雞場？能否考慮將污水渠接駁至 K66 黃泥墩巴士總站？建議興建 11 號幹線時在公庵山預留隧道出入口，以配合未來交通發展。

林添福特別議員表示，受元朗南發展影響的村落最關注僑興路交通改善工程，現時僑興路並非標準道路，十八鄉交匯處繁忙時間非常擠塞，若增加一條不經迴旋處便能直往博愛的行車線，便可疏導交通，促請部門詳細講解僑興路及十八鄉交匯處交通設計方案。

周錦祥主任認為元朗人習慣以元朗市為社交活動中心，關注元朗南將有 10 萬人居住，應積極考慮將僑興路全面由 2 線增至 3 線行車。若未能做到，則強烈建議在僑興路北段往原築這段亦必須劃為 3 線行車，最



好能一併覆蓋明渠，否則該處交通將非常擠塞。

易漢猷村代表認為元朗南今次改劃建議偏重改善唐人新村的交通，前任梁福元主席多年前已建議要求改善大棠路及公庵路，但是今次改劃只着重改善原築、漆柏往十八鄉路的交通。現時大棠路及公庵路正面對交通擠塞問題，若其中一條道路發生交通意外，也會導致附近一帶的交通嚴重擠塞，促請部門盡快落實解決交通問題？

沈豪傑議員表示，元朗南發展主要向現有棕地作業者收地發展，雖然唐人新村北面將會規劃土地，但是規模根本不足以安置現有棕地作業者，關注部門是否有方案實行原區安置？此外，現時元朗市交通已經很擠塞，往來市區主要用三號幹線，關注未來有 10 萬人在元朗南居住，促請部門應認真考慮在公庵山加建隧道接駁 11 號幹線，解決元朗南交通問題，同時亦有助增加發展密度。

胡兆雄主任表示，即使平日公庵路交通也十分繁忙，今早在原築燈位有 40 至 50 部車輛等候，車龍擠塞至木橋頭村，關注元朗南將會有 10 萬人居住，是否單靠一條雙程路便能解決交通擠塞問題？

發展局林志文表示，感謝大家提出意見，認同要先處理大家最關注的交通問題，稍後再詳細解釋元朗市中心交通接駁問題，例如 L1 路，而路政署及運房局正研究 11 號幹線。至於棕地安排，發展局會協助棕地作業者尋找合適土地，或在規劃方面作出協調，多管齊下協助業界。

土木工程拓展署林志強表示，就策略性道路，路政署正研究 11 號幹線，關注大欖隧道開始有擠塞情況，將來 11 號幹線落成後，有助將車



輛分流至大欖隧道，新界西北的交通將大為改善。另外，十八鄉迴旋處將新增一條專用左線，車輛直接從大旗嶺路或十八鄉路，無須經迴旋處便能前往上水方向，改善交通擠塞。

奧雅納鄧思威表示，關於僑興路及公庵路，南行及北行將擴闊為雙線行車，每隔約 200 米便有一個連接路往北行或南行，提升僑興路及公庵路的交通系統。為免影響交通，擴闊工程將會分階段實施，首先在唐人新村興建新道路，再擴闊欖堤東、西路，分流部份現時使用僑興路及公庵路的車輛。現時元朗市交通擠塞，政府鼓勵市民使用穿疏巴士或小巴等公共交通工具，將擴闊大旗嶺路連接元朗站公共交通交匯處，再加上接駁天橋，定能舒緩馬田路及十八鄉路的交通。而日後車輛使用擴闊了僑興路及公庵路，亦有助疏導大棠路一帶的交通。

程主席表示，原築路口是交通「死結」，強烈建議全面覆蓋明渠，促請土木工程署儘快落實有關擴闊工程。另外，部門曾承諾在去年尾向程主席及梁福元先生提交有關報告，但至今仍未收到。

發展局林志文表示，理解大家關注元朗南交通及配套是否足夠？稍後再促請部門仔細研究覆蓋原築附近明渠的可行性。

土木工程拓展署林志強表示，將先興建唐人新村交匯處及 B1 及 B2 新道路去分流車輛，刊憲時再為大家詳細介紹交通設計。

梁福元先生表示，十八鄉路原築附近的居民日日都面對塞車之苦，促請有關部門盡快研究如何解決原築交通擠塞問題，建議可以興建臨時天橋。此外，環保單車徑及行人徑是否接駁至 K66 黃泥墩巴士總站？



奧雅納鄧思威表示，會有單車徑及行人徑覆蓋整個元朗南，會仔細考慮梁先生提出接駁至 K66 黃泥墩巴士總站的建議。

胡兆雄主任建議將近田寮村連接路位置向前移(元朗方向)。

程主席表示，大家非常關注交通問題，建議應重點研究貫通公庵山連接 11 號幹線問題，以配合未來發展，同時亦要盡快處理原築交通擠塞問題。此外，一個體育中心並不足以應付元朗南 10 萬人口，建議最少要增建一個足球場。若大家仍有意見，可透過鄉事會向部門反映，感謝各政府部門代表講解元朗南第一及第二階段發展及改劃建議。



~~2. 元朗民政處報告~~

~~06 NOV 2020~~

~~吳燕冰主任表示，感謝鄉事會協助為各村落集體採購防疫用品。鄉郊代表選舉選民登記，今年新登記及已登記原居民需要更改通訊地址截止日期同為 7 月 16 日；已登記選民更改資料則請於 6 月 16 日前提交資料。雨季即將來臨，預防水浸宣傳單張已送到鄉事會，村代表如發覺村落水浸亦可致電渠務署熱線 2300 1110。~~

~~林添福特別議員表示，關於村代表選舉居民代表的選民資格，部門已開始抽樣調查，如接獲有關表格必須回覆，否則登記資格將被取消。~~

~~3. 追認本會 4 月 3 日第十二次執行委員會會議因應新型冠狀病毒影響而押後至 5 月 8 日與第十三次執行委員會會議聯合舉行。~~

~~由易喜亮提議，葉振發和議，與會者一致通過上述事項。~~

~~4. 地政總署就新界鄉議局提出十大訴求回覆。~~

屏山鄉鄉事委員會

第二十一屆執行委員會

第八次會議紀錄(摘錄)

日期：二零二零年六月十二日(星期五)

時間：下午二時三十分

地點：本會會議廳

會議主持：鄧志強

記錄：陳美斯

出席者

執行委員：鄧志強主席 林權首副主席 鄧同發副主席
張錦福 吳燦輝 鄧偉陽 鄧炳輝 鄧達善
鄧子光 林如棟 鄧自強 陳愛金 陳月倫
鄧焜強 鄧志學 張錦超 周錦明 張國才
鄧積善 郭樹基 陳錫儔 陶炳南 鄧超雄

新界鄉議局特別議員：張致堦

顧問：楊家安 鄧慶業 李軍樑

列席：鄧森福 張家慶 陳文輝

鳳池村村民袁寶華

政府部門代表/嘉賓

姓名	所屬部門	職位
郭漢明先生	天水圍分區警署	鄉村巡邏隊警署警長
鄭文德先生	元朗分區警署	警民關係組警長
吳偉健先生	元朗分區警署	元朗特遣隊警長
禰若翰先生	元朗民政事務處	高級聯絡主任(1)
王淑嫻女士	元朗民政事務處	聯絡主任主管(鄉郊二)
王開傑先生	元朗民政事務處	聯絡主任(鄉郊二)
林智文先生	發展局	首席助理秘書長(規劃及地政) 5
陳冠恒先生	發展局	助理秘書長(規劃) 10
林志強先生	土木工程拓展署	總工程師／西1
徐偉樂先生	土木工程拓展署	高級工程師/房屋用地分區監察組/西
張兆倫先生	土木工程拓展署	工程師3／房屋工程2

袁承業先生	規劃署	屯門及元朗西規劃專員
吳淑君女士	規劃署	高級城市規劃師／跨界基建發展3
曾翊婷女士	規劃署	城市規劃師／元朗西1
陳禮仁先生	奧雅納工程顧問	董事
楊詠珊女士	奧雅納工程顧問	董事
鄧思威先生	奧雅納工程顧問	助理董事

會議內容：

八. 討論事項(2)

政府部門講解元朗南第一及第二階段發展的改劃建議。

鄧志強主席介紹與會嘉賓:

發展局首席助理秘書長（規劃及地政）5林智文先生

發展局助理秘書長（規劃）10陳冠恒先生

土木工程拓展署總工程師／西1林志強先生

土木工程拓展署高級工程師/房屋用地分區監察組/西徐偉樂先生

土木工程拓展署工程師3／房屋工程2張兆倫先生

規劃署屯門及元朗西規劃專員袁承業先生

規劃署高級城市規劃師／跨界基建發展3吳淑君女士

規劃署城市規劃師／元朗西1曾翊婷女士

奧雅納工程顧問董事陳禮仁先生

奧雅納工程顧問董事楊詠珊女士

奧雅納工程顧問助理董事鄧思威先生

發展局首席助理秘書長（規劃及地政）5林智文先生表示，很高興能出席今次會議為各委員介紹元朗南第一及第二階段發展的改劃建議。元朗南發展計劃是政府在新界推行的第三個大型發展項目，為要解決房屋及經濟活動用地的需求，同時締造契機以改善鄉村環境，讓城鄉有所裨益。元朗南發展牽涉不少棕地作業，例如倉存物流業等，該些行業對現行經濟活動擔當重要角色，為了盡量減低對該些行業的影響，在推展計劃時，在清拆時間表上將會有序地逐步進行。長遠而言，政府正研究將棕地作業遷移至多層樓宇用地，現階段正進行市場意向調查。短期而言，受影響的棕地作業可根據2018年經加強的特惠補償及安置安排獲得賠償，

此外發展局會協調相關部門向有意在其他地區重置業務的經營者在覓地重置時提供規劃及地政程序方面的協助。

林智文先生表示，今次改劃只佔元朗南發展計劃約一半範圍，至於鄰近大欖郊野公園及位於唐人新村一帶的餘下階段（即原來的第三及第四階段合併）的土地，政府計劃最早在2021年考慮擬議策略性基礎設施(特別是道路)的容量後，再探討能否進一步釋放餘下階段的發展潛力。政府將檢視交通配套，再推行整個項目，並為餘下範圍進行土地改劃。但就一些地區道路改善工程，當局會盡早進行以改善區內交通情況。今次會議主要是向各委員介紹元朗南第一及第二階段發展的改劃建議，希望得到各位支持及聽取意見，然後把意見呈交城市規劃委員會(城規會)考慮。除此之外，土木工程拓展署(土拓署)預計在今年下旬就部分擬議的道路及污水收集系統工程諮詢鄉事委員會，亦藉此機會就道路改善工程的初步建議向委員作介紹。

奧雅納工程顧問董事陳禮仁先生表示，政府於2012年開展了元朗南房屋用地規劃及工程研究，經過三個階段的社區參與，於2017年確定了元朗南發展的「建議發展大綱圖」，當時規劃人口約為88,000人，新增住宅單位約28,500個。因應新房屋政策及公眾廣泛意見，政府於2018年決定為元朗南發展進行檢討，適量地優化發展密度，以回應社會大眾對公營房屋、商業及社區設施的需求。

陳禮仁先生表示，「經修訂的建議發展大綱圖」的土地用途及道路佈局大致不變。修訂項目主要包括：(一) 近公庵路的六幅公營房屋土地，包括改劃一幅私人住宅土地為公營房屋土地，地積比率由五改為七；(二) 近唐人新村規劃五幅棕地作業多層樓宇用地，亦提升了發展密度，由地積比率四增至五；(三) 調整一幅露天貯物用地的邊界以容納一條接駁至丹桂村公營房屋的連接路；(四) 優化政府、機構或社區設施，例如電力站搬離民居、擴大一幅政府用地以容納公共運輸交匯處。

陳禮仁先生表示，「經修訂的建議發展大綱圖」總人口由約88,000人增加至約101,200人，新建住宅單位數目增加至約32,850個，公私房屋比例約為七比三，就業機會增加至約13,630個，工、商業樓面面積增加約28%。「經修訂的建議發展大綱圖」的規劃概念不變，區內劃分五個規劃區，包括三個不同發展密度的住宅區、一個就業帶及一個田園地帶。因應元朗南的地理環境，北面靠近新市鎮的樓宇規劃樓層較高，南面較低密度發展以配合大欖郊野公園的周邊環境，三個不同發展

密度的住宅區各自設有活動中心及休憩空間，元朗明渠亦將改善為更美觀的活動走廊。

陳禮仁先生表示，「經修訂的建議發展大綱圖」包含混合發展，例如公共運輸交匯處、政府綜合大樓提供商業、零售及社會福利設施，大部份樓宇的低層發展為商業用途，政府土地及大樓低層為社會福利及文娛康樂設施例如診所、體育中心、社區會堂、街市及學校等以方便居民使用，該些設施除了提供居民日常需要之外，亦為原區居民提供不少就業機會，減低區內居民對區外出行需要。為營造多元化社區，元朗南發展以不同形式營造綠色空間，例如農地、山邊河道等，以提供動態和靜態的休憩空間，結合活化河道、行人路和單車徑以形成優美的藍綠網絡。

陳禮仁先生表示，因應「經修訂的建議發展大綱圖」，顧問進行了一系列的技術評估，包括交通及運輸、環境檢討、排水、排污、供水及公用設施、空氣流通、社會經濟影響、綠色倡議研究及碳排放和可持續發展方面，經評估後確定元朗南發展計劃在技術上是可行的。技術評估期間，顧問提出一系列交通改善措施及工程的建議，區內將會興建一條主幹道，以連接元朗南主要範圍，亦覆蓋部份元朗明渠以擴闊公庵路及僑興路為標準雙線單程行車道。同時在三個住宅區新增公共交通設施，各區設有巴士總站以方便居民。對外交通方面，將改善唐人新村交匯處及天水圍西交匯處，新建一條連接路至 YOHO midtown 旁邊的公共運輸交匯處，開闢接駁巴士至西鐵元朗站，亦提供完善的區內單車徑接駁至區外的單車徑。

土木工程拓展署總工程師／西1林志強先生表示，元朗南發展計劃最先推展工程包括：(一) 欖提東路一幅土地興建公營房屋，(二) 唐人新村範圍內的多層樓宇用地；(三) 兩幅鄉村遷置用地；(四) 唐人新村交匯處改善工程；(五) 連接公庵路及僑興路至大旗嶺路的新道路；(六) 連接公庵路至唐人新村交匯處的部分新道路；(七) 以及擴闊部分公庵路、僑興路及黃泥墩村路。現階段的刊憲並不包括欖口村村口的籃球場。

林志強先生表示，改善後的唐人新村交匯處，將可由元朗公路西行直接駛往元朗南。有關覆蓋元朗明渠以擴闊公庵路及僑興路的建議，土拓署正研究可否全面覆蓋近原築的一段元朗明渠，前提是首先獲批更改環境許可證。若取得相關批准時，土拓署就道路刊憲時一併向各委員詳細交代工程詳情。

規劃署屯門及元朗西規劃專員袁承業先生表示，元朗南發展計劃分為兩次改劃，第一次改劃涉及第一及第二階段發展的土地，預期於2028年落成第一批公營房屋，餘下階段將探討可否善用基建容量例如研究中的11號幹線。今次改劃涉及71公頃土地，包括住宅、商業、休憩用地等，主要包括五個修訂項目：(一) 公營房屋發展及附近設施，涉及40多公頃土地；(二) 唐人新村範圍興建多層式工業樓宇，涉及22.6公頃土地；(三) 唐人新村休憩用地；(四) 三幅土地用作原區安置；及(五) 興建污水處理廠。

袁承業先生表示，元朗南發展的時間表，第一階段預計於2022年展開，第二階段預計於2025年展開，餘下階段預計於2029年展開。政府即將展開法定規劃程序修改相關分區計劃大綱圖，然後就部分擬議的道路及污水收集系統工程等進行刊憲，土拓署在有關工程建議刊憲前會向鄉事委員會諮詢意見；待完成相關法定程序及詳細設計後，會向立法會申請撥款。若一切順利，預計2022年開始逐步展開工程，而整個元朗南發展於2038年完成。於今次簡介會聽取各委員意見後，規劃署將把修訂圖則提交城規會考慮，待通過修訂後便會根據城規條例刊憲，進行兩個月公眾諮詢。

鄧志學委員表示，唐人新村興建多層式工業樓宇對區內居民帶來不便，建議改為興建公營房屋。另外，建議朗漢路以南的綠化土地改為工業用地（“I”用地），為受影響的現有棕地作業作出補償。

張致楷委員表示，建議第一期工程為山廈村興建連接路，以盡早舒緩交通擠塞情況。同時，該村有三幅土地作興建丁屋用途，希望道路設計上不會影響該些土地。

張錦福委員表示，有關欖口村村口的道路問題，建議將公庵路經欖喜路及欖裕路出山下路的兩段道路改為雙程行車，避免出現交通擠塞。另建議取消公庵路通往欖口村的一段道路。

林如棟委員詢問，新發展區的擬議道路並不直通市中心，車輛只能駛入公庵路及僑興路，沒有直接道路通往元朗市中心，究竟新發展區內有否街市等足夠設施。

鄧子光委員詢問，公庵路迴旋處是盡頭，政府會否考慮興建隧道伸延至荃灣或其他地方。

鄧志強主席建議覆蓋明渠伸延至朗邊，因為房屋發展計劃包括朗邊，未來該區將會增加不少人口，有需要擴闊道路以舒緩交通問題。另外，他認同鄧志學委員的意見，多層式工業樓宇並不能解決棕地作業問題，建議綠化土地改為工業用地。鄉委會最擔心和憂慮的問題主要是交通規劃和棕地作業者的安置安排。

張錦福委員表示，希望政府部門接納各委員的意見，經修改後再向鄉委會諮詢。

林智文先生回應指，今天會議就改劃建議所提出的意見，政府會在提交改劃建議時一併向城規會反映，就道路設計方面，現階段尚未定稿，土拓署於今年稍後時間會再向鄉事委員會作正式諮詢，然後才刊憲。

袁承業先生表示，就工業用地規劃問題，修訂後的建議發展大綱圖上位於唐人新村範圍的擬議工業用途的用地維持不變，因為經技術、交通和噪音等評估後，認為該範圍並不適合用作高密度住宅發展。政府希望就新發展計劃整體改善元朗南，改善過程中會影響現有的棕地作業者，大綱圖已預留土地供棕地作業者使用，政府會積極尋找措施以協助解決多層式工業樓宇的用途。另一方面，城規會於今年3月修訂了相關的規劃指引編號13，以從寬考慮屏山鄉範圍的二十五公頃土地用作露天貯物及港口後勤用途，若某些棕地作業不適合使用多層式工業樓宇，可選擇使用該些土地。若有其他合適土地建議，可交由發展局作出協調，向城規會提出政策上支持，以幫助業界人士。

袁承業先生表示，就社區設施問題，第一階段發展的公營房屋將設有街市。此外，預計未來的政府用地或會按需要闢設街市。元朗南會盡量為區內居民提供基本生活所需，以減低跨區活動的需要。就綠化及農業土地問題，經過多年研究及根據現時的用地情況，顯示該區的農業地帶仍然活躍，能為其鄰近的綠化土地及住宅用地作緩衝用途。由於該範圍還未改劃，規劃署會聽取各委員意見後在下次改劃時再作研究。

林智文先生補充指，由於建議的綠化及農業地帶未納入今天的改劃範圍，若日後作改劃時，將會再向鄉事委員會諮詢。

林志強先生回應指，就山廈村的道路規劃問題，土拓署稍後會聯同村代表作實地視察，惟原則要顧及道路安全及減少收地範圍。未來唐人新村通往元朗市的交通

將會有一條接駁路到沙井路，再接駁到山下路往公園南路出元朗市。元朗南新發展區將會有各樣的社區設施，可以滿足基本生活需要。另外，就鄧志強主席提到覆蓋朗天路明渠問題，由於該處不屬於元朗南發展範圍，但該署會備悉有關意見，並適時向當局反映。至於11號幹線，路政署現正就11號幹線的走線進行研究，稍後會向鄉事委員會匯報有關研究結果。另外，有委員提出擴闊欖裕路，由於該處存在墳地，這涉及繁複的收地程序，因此有待餘下階段發展時一併考慮是否有交通需要。

張錦福委員表示，希望政府積極考慮全面覆蓋朗天路明渠，以及擴闊欖裕路，避免欖堤西路與欖口村籃球場交界發生交通意外，建議在公庵路往元朗公路通往欖裕路的支路進行擴闊道路工程。

林 權副主席建議署方出席下一次諮詢會議時提供交通評估。

林如棟委員詢問，擬建唐人新村交匯處的道路設計是否配合朗邊房屋發展項目擬議的新道路。

林志強先生回應指，元朗南發展的道路設計將配合朗邊房屋發展項目擬議連接至孖峰嶺路的新道路。

鄧志學委員表示，唐人新村土地不宜劃作工業用地，應該改為公營房屋用地，若不適合高密度樓宇發展，可改為低層低密度的房屋，這會減少反對聲音。

林志強先生回應指，由於唐人新村範圍的工業用地非常接近元朗公路，經環境評估後，該範圍不適宜房屋發展。

陳禮仁先生解釋，由於該處受空氣和噪音影響，所以不適宜居住。

林如棟委員詢問，何時開始凍結登記。另外，受影響的工廠商戶搬遷需要一段時間準備，署方如何處理。

林智文先生回應指，政府將配合法定圖則及刊憲時間表進行凍結登記，然後就收地時間表通知相關的居民。若一切順利，預計於2022年開始收地程序。就工廠搬遷問題，根據古洞北/粉嶺北新發展區的經驗，在收到通知後，一般可有一至兩

年的搬遷時間。他總結指，我們希望得到各委員支持及聽取意見，然後把意見呈交城規會一併考慮。而改劃建議亦將進行法定諮詢。

鄧志強主席表示，本會對於署方提出的修訂建議仍有相當意見，希望署方聽取本會的意見，並積極考慮修改。鄧志強主席多謝政府部門出席會議。

與會者無任何討論事項，會議於4時10分結束。

主 席：

記 錄：

日 期：

會議記錄於 3.9.2020 獲得通過，無須修訂。

房屋及城鄉規劃和發展委員會
2020 年度第三次會議記錄

日期：2020 年 5 月 20 日（星期三）

時間：上午 10 時正至下午 1 時 20 分

地點：元朗橋樂坊二號元朗政府合署十三樓元朗區議會會議廳

<u>出席者</u>	<u>出席時間</u>	<u>離席時間</u>
主席：區國權議員	會議開始	會議結束
副主席：司徒博文議員	會議開始	會議結束
委員：陳敬倫議員	會議開始	會議結束
陳美蓮議員	會議開始	上午 11:55
陳樹暉議員	會議開始	會議結束
張智陽議員	會議開始	下午 1:00
張秀賢議員	會議開始	下午 1:00
程振明議員	會議開始	下午 11:50
方浩軒議員	會議開始	會議結束
侯文健議員	會議開始	會議結束
何惠彬議員	會議開始	下午 12:30
郭文浩議員	下午 12:05	會議結束
黎國泳議員	會議開始	會議結束
黎永添議員	會議開始	下午 12:30
林廷衛議員	會議開始	下午 12:30
李俊威議員	會議開始	下午 1:00
梁德明議員	會議開始	會議結束
李頌慈議員	會議開始	會議結束
麥業成議員	會議開始	會議結束
文美桂議員	會議開始	上午 11:55
巫啟航議員	會議開始	會議結束
伍軒宏議員	會議開始	會議結束
石景澄議員	會議開始	下午 12:30
沈豪傑議員, JP	會議開始	上午 11:50
鄧志強議員	會議開始	上午 11:50
鄧賀年議員	上午 10:20	上午 11:20

鄧家良議員	會議開始	下午 11:50
鄧勵東議員	會議開始	上午 11:05
鄧瑞民議員	會議開始	上午 11:00
鄧鎔耀議員	會議開始	上午 11:55
杜嘉倫議員	會議開始	會議結束
王百羽議員	會議開始	會議結束
黃偉賢議員	上午 10:10	下午 1:00
王穎思議員	會議開始	會議結束
楊家安議員	會議開始	下午 1:00

秘 書： 郭浩庭先生 元朗民政事務處行政主任（區議會）1

列席者

禰若翰先生 元朗民政事務處高級聯絡主任（1）
 蕭亦豪先生 規劃署高級城市規劃師／元朗西 1
 高穎儀女士 元朗地政處高級產業測量師／東
 林家強先生 康樂及文化事務署元朗區副康樂事務經理 1
 張穎堃女士 食物環境衛生署元朗區衛生督察（潔淨）
 胡疊明先生 漁農自然護理署高級農林督察（農業推廣）
 黎慕儀女士 房屋署房屋事務經理（元朗六）
 杜繼祖先生 土木工程拓展署工程師／16（西）

議程第一項

林智文先生 發展局首席助理秘書長（規劃及地政）5
 陳冠恒先生 發展局助理秘書長（規劃）10
 林志強先生 土木工程拓展署總工程師／西 1
 徐偉樂先生 土木工程拓展署高級工程師／房屋用地分區監察組／西
 袁承業先生 規劃署屯門及元朗西規劃專員
 吳淑君女士 規劃署高級城市規劃師／跨界基建發展 3
 蕭亦豪先生 規劃署高級城市規劃師／元朗西 1
 賴有財先生 運輸署高級工程師／西北
 陳禮仁先生 奧雅納工程顧問董事
 楊詠珊女士 奧雅納工程顧問董事
 鄧思威先生 奧雅納工程顧問助理董事

議程第三項(1)

~~黃劍偉先生 地政總署署理首席地政主任／元朗工程項目~~

	(土地徵用組)
袁敬強先生	地政總署高級地政主任／元朗工程項目 3
	(土地徵用組)
彭德源先生	地政總署高級經理／清拆 (總部)
黃振華先生	地政總署經理／清拆 (一)
<u>議程第二項(2)</u>	
黃劍偉先生	地政總署署理首席地政主任／元朗工程項目 (土地徵用組)
袁敬強先生	地政總署高級地政主任／元朗工程項目 3 (土地徵用組)
彭德源先生	地政總署高級經理／清拆 (總部)
張偉佳先生	地政總署經理／清拆 (二)

缺席者

文富穩議員, BBS (因事請假)
伍健偉議員

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歡迎詞

主席歡迎各委員及政府部門代表出席房屋及城鄉規劃和發展委員會 2020 年度第三次會議。主席建議合併討論議程第一項及議程第二項續議事項(3)。

議程第一項：元朗南第一及第二階段發展的改劃建議
(房委會文件 2020／第 14 號)

議程第二項續議事項：

(3) 司徒博文議員、方浩軒議員、李俊威議員、梁德明議員建議討論「跟進元朗南規劃發展進度」
(房委會文件 2020／第 9 號)

2. 主席歡迎下列部門代表出席會議並與委員討論：

林智文先生 發展局首席助理秘書長 (規劃及地政) 5

陳冠恒先生	發展局助理秘書長（規劃）10
林志強先生	土木工程拓展署總工程師／西 1
徐偉樂先生	土木工程拓展署高級工程師／房屋用地分區監察組／西
袁承業先生	規劃署屯門及元朗西規劃專員
吳淑君女士	規劃署高級城市規劃師／跨界基建發展 3
蕭亦豪先生	規劃署高級城市規劃師／元朗西 1
賴有財先生	運輸署高級工程師／西北
陳禮仁先生	奧雅納工程顧問董事
楊詠珊女士	奧雅納工程顧問董事
鄧思威先生	奧雅納工程顧問助理董事

3. 主席邀請部門代表簡介文件。

4. 委員發表的意見摘錄如下：

- (1) 關注區內就業機會是否足夠，查詢有否就區內就業走勢作預測，有委員質疑預期就業數字的準確性；又查詢預期需要跨區上班的人口數目和流向及相關的交通配套；
- (2) 認為發展前應先處理交通議題，並定期審視及改善交通問題，而非留待與新發展一併處理，認為新發展區不能再依賴現有已飽和的道路網絡，建議統合改善整個元朗區的交通；有委員建議部門就交通議題諮詢元朗區議會轄下的交通及運輸委員會（交委會）；
- (3) 認為元朗南發展計劃需等待十一號幹線（北大嶼山至元朗）的可行性研究（十一號幹線研究）完成方可分階段進行，顯示交通問題嚴重，無法承載新增人口及疏導人口流動；要求提供交通及運輸影響評估數據；
- (4) 認為擬議公共運輸交匯處可能會加劇元政路、元龍街一帶的交通擠塞情況；又查詢有關工程會否影響已規劃的康樂及文娛設施用地；
- (5) 建議全面覆蓋近十八鄉路的一段元朗明渠以改善公庵路／僑興路及十八鄉路的交通問題；有委員建議擴大覆蓋範圍，及查詢部門就綠化明渠的取向；
- (6) 關注往元政路的連接路與大棠路十字路口的設計及十一號幹線走線如何連接元朗南以疏導交通；有委員建議於元朗南興建隧道連接十一號

幹線，又關注道路工程可能對現有道路使用者的影響；

- (7) 查詢部門對建議於公庵山興建隧道的取態；
- (8) 認為西鐵線已經飽和，無法再提升現有服務以支撐更多人口；
- (9) 認為擬議的洪水橋環保運輸系統走線迂迴；有委員建議環保運輸系統採用無軌設計，以環狀線方式運行；
- (10) 建議提供更多康樂及文娛設施，例如球場、游泳池及緩跑徑，又建議考慮靈活運用校園的球場設施供大眾使用；有委員關注部分工程可能影響現有的球場；
- (11) 建議將單車徑納入道路交通網絡，以方便單車使用者；查詢是次改劃是否已包含「單車友善環境」可行性研究的建議及會否考慮批准使用電動單車，認為部門應落實研究的建議；有委員認為現時使用的雙層式單車泊位設施落後於世界其他地方，建議引入有樁式共享單車系統；
- (12) 查詢部門會否以地契條款要求發展商提供單車泊位；
- (13) 希望部門承諾興建由食物環境衛生署管理的公營街市；
- (14) 建議興建有主題色彩的商場和公園，吸引當區居民於本區消費；
- (15) 關注如何安置受影響的居民和現有的農禽業及棕地作業，查詢部門會否就棕地作業作凍結登記；
- (16) 有委員認為政府需清楚了解現時露天倉的營運需求，認為露天作業未必可搬遷至多層樓宇，又關注未來租金對營運者的影響；有委員參考外國例子，建議於多層樓宇周邊提供空間作露天貯物之用；
- (17) 表示有安老院舍／殘疾人士院舍會受元朗南發展所影響，查詢它們會否獲優先安置；
- (18) 認為現時規劃作安置棕地作業的土地佔地不足，建議於公庵山興建隧道，並於元朗南南部另覓土地安置棕地作業，同時避免大型車輛駛經民居；亦有委員關注於多層樓宇可供使用前的中期棕地作業安置安排；

- (19) 查詢「經修訂的建議發展大綱圖」內有關「政府用地（儲備）」的用途；查詢可否使用這些土地安置受影響的居民並設置安置屋邨，認為計及元朗區的數個新發展項目，洪水橋的安置屋邨不足夠安置受影響居民；
- (20) 建議應縮短項目預期工程時間及審慎決定工程範圍以減少對居民的影響；
- (21) 指出部門應與當區鄉事委員會加強溝通；及
- (22) 有委員憂慮元朗南發展計劃和其他發展計劃，例如「明日大嶼願景」，可能帶來的負面影響。

5. 林智文先生的綜合回應摘錄如下：

- (1) 表示元朗南發展會分階段推行；現時改劃涵蓋第一及第二階段發展，涉及約 17 000 個公營房屋單位及約 52 000 名新增人口，而餘下階段的改劃會於審視擬議策略性基礎設施（特別是道路）的容量，及再探討能否進一步釋放餘下階段的發展潛力後，方會推行。希望可在十一號幹線的配合下，審慎增加房屋供應；
- (2) 元朗南發展可提供約 13 600 多個就業機會。另外，鄰近的洪水橋／厦村新發展區將提供約 150 000 個新增就業機會亦可為元朗南的居民提供就業機會。為此，元朗南發展已規劃了道路和公共交通服務，方便居民往來元朗新市鎮及洪水橋／厦村新發展區；
- (3) 路政署正進行十一號幹線研究，會將委員的意見轉達，相信路政署會適時諮詢區議會。除區域性的道路外，亦期望藉是次發展推行地區性道路工程以舒緩交通問題，現階段希望收集委員對改劃建議的意見，局方預期於今年內就首批道路及污水收集系統工程諮詢區議會，以進行刊憲及法定諮詢程序；
- (4) 土木工程拓展署正研究全面覆蓋近原築的一段元朗明渠的可行性，會適時就建議向區議會諮詢；
- (5) 擬議元政路公共運輸交匯處工程將不會於第一階段工程中進行，亦不會影響已規劃的康樂及文娛設施用地；
- (6) 已進行的交通及運輸影響評估顯示現有鐵路可承載建議的發展人口。

同時，現有西鐵線亦透過增加車卡及提升信號系統進一步提升服務；長遠而言，為應付客運需求，政府會適時推展跨越 2030 年的鐵路及主要幹道基建的策略性研究；

- (7) 政府正研究以環保運輸系統連接元朗南發展區至洪水橋／厦村新發展區；而洪水橋／厦村新發展區亦會設一個西鐵線車站；
- (8) 研究報告的行政摘要（包括交通及運輸影響評估）已上載上網；
- (9) 預計有空間於「休憩用地」提供球場；表示規劃署須因應發展情況與康樂及文化事務署（康文署）商討提供游泳池的需要；就共用學校設施而言，若相關政策局支持有關建議，規劃署可在規劃上作配合；
- (10) 於規劃上已預留空間作單車設施，設計時亦會考慮盡量避免單車使用者經常上落車，會在詳細設計時考慮相關細節；
- (11) 會預留零售樓面面積滿足當區居民生活所需，當中包括已預留選址興建街市。政府備悉委員就街市營運模式意見，會轉達與相關部門作考慮；
- (12) 指出政府清拆項目都會進行凍結登記，目的是收集發展範圍內現有構築物及業務經營者的資料及登記現時的情況，以便日後審核他們接受住戶安置及／或領取特惠津貼的資格。相關凍結登記將根據發展時間表適時進行；
- (13) 第一階段發展將影響約十數戶住戶。政府於 2018 年 5 月公布劃一且經加強的特惠補償及安置安排，對於居住於已登記寮屋／持牌構築物的住戶，政府除了繼續維持由香港房屋委員會（房委會）提供「須通過經濟狀況審查」安置選項，讓受影響的合資格住戶入住房委會轄下的公屋單位外，亦引入「免經濟狀況審查」安置選項，讓受影響的合資格住戶獲安置到由香港房屋協會（房協）發展和管理的專用安置屋邨；
- (14) 經初步評估，認為於洪水橋及北區的三個專用安置屋邨足夠作安置受影響居民之用，當局會檢視情況並按需要考慮提供更多的專用安置屋邨；
- (15) 政府在制定工程時間表時已考慮有效管理工程及減低對地區的滋擾等因素；

- (16) 表示會與受影響的禽畜飼養場營運者商討提供協助；
- (17) 備悉委員對以多層樓宇容納現有棕地作業的意見，但以多層樓宇安置棕地作業，可以善用土地資源。明白業界關注多層樓宇的租金，局方正進行市場意向調查，以進一步考慮多層樓宇的運作模式。在多層樓宇可供使用前，局方會採取多管齊下的方式協助受影響的棕地作業，包括在規劃及土地事宜上向正在尋找適合地點搬遷的經營者，提供諮詢服務及便利措施。政府正物色合適的臨時政府用地，讓部分受新發展區或其他政府項目清拆行動影響的業務經營者以短期租約形式使用；
- (18) 表示第一階段發展不會影響現有安老院舍／殘疾人士院舍；會與勞工及福利局及社會福利署探討如何協助受影響私營院舍；
- (19) 表示發展項目需時較長，政府需預留政府用地儲備以滿足現時未能預見的地區需求；及
- (20) 備悉委員建議加快推展項目，會於推展項目時與地區人士保持密切聯絡。

6. 林志強先生的綜合回應摘錄如下：

- (1) 表示將興建新的連接路以配合第一及第二階段房屋發展，讓車輛繞過元朗公路以北的公庵路直接駛至元政路的擬議公共運輸交匯處。根據交通及運輸影響評估顯示，元朗南發展產生的交通流量並不會對元政路造成不可接受的影響，其行車量／容車量比率為低於一；
- (2) 表示交通及運輸影響評估已計及就業和人口數據，以及研究中的十一號幹線；研究報告的行政摘要已上載上網；
- (3) 表示現階段計劃改善部分欖裕路、進行唐人新村交匯處改善工程及興建相關的連接路，現階段不會於欖口村興建道路影響現有球場；而擬議直接駛至元政路的新連接路初步預期於 2025 年或以後施工；
- (4) 表示根據交通及運輸影響評估顯示，覆蓋部分元朗明渠以擴闊公庵路／僑興路至各自為雙線單程行車道，已足夠應付行車需求；因應地區人士的意見，全面覆蓋近十八鄉路的一段明渠以擴闊道路為最快捷方

法，否則需先完成經改善後的唐人新村交匯處及新道路以疏導現時繁忙的交通後，才可進行該段公庵路／僑興路擴闊工程；

- (5) 表示現時的環境許可證只批准覆蓋部分元朗明渠，部門需進行可行性研究，包括獲批更改環境許可證，才能落實全面覆蓋近十八鄉路的一段明渠；若可全面覆蓋該段明渠，部門會與運輸署商討研究擴闊公庵路／僑興路近路口處至三線行車；
- (6) 表示西鐵線已增加列車的車卡數目至八卡及會進一步加密班次，預期當屯馬線全線開通後，每小時最高班次可增至 24 班，並會按需求進一步加密班次；長遠而言，政府會研究改善 2031 年後的新界西北鐵路載客量；
- (7) 表示會與運輸署商討為新發展區提供綠色專線小巴服務接駁至西鐵元朗站；
- (8) 表示現時的單車徑規劃屬初步建議，會適時就詳細規劃諮詢區議會；現時規劃的單車徑網絡為新發展區的輔助交通網絡，並會提供適當設計方便單車使用者橫過馬路及大廈車輛出入口；及
- (9) 表示會在詳細設計時與康文署研究利用休憩用地鋪設緩跑徑網絡。

7. 袁承業先生的綜合回應摘錄如下：

- (1) 期望透過元朗南整體規劃改善現時的交通及環境問題；
- (2) 表示擬議元政路公共運輸交匯處位於「政府、機構或社區」用地，該用地預期用作興建體育館，而該公共運輸交匯處則於體育館之下；
- (3) 表示是次建議改劃學校及其旁邊的土地為「政府、機構或社區」用地，並提供約十五公頃用地規劃作休憩用途，相信有空間提供球場；備悉委員就學校設施的意見，會與教育局及康文署進一步商討；
- (4) 表示興建大型游泳池的佔地需求較大，現時於第一及第二階段改劃未有相關規劃，會於其後階段審視現時未有劃定用途的土地，及會持續留意社區的需求；
- (5) 表示已計劃於今次改劃的一幅公營房屋發展用地預留土地作濕貨街市

之用；署方將與相關部門進一步研究於發展區中心位置及方便易達的「政府、機構或社區」用地增設街市的可能；及

- (6) 表示於唐人新村附近規劃多層樓宇旨在容納現有的棕地作業，而該處現時的鄉郊工業用途未必能配合整體元朗南的發展；根據經修訂的城市規劃委員會規劃指引編號 13F，棕地作業營運者可向城市規劃委員會申請在合適的土地上作臨時露天貯物用途。

8. 鄧思威先生表示，交通及運輸影響評估已考慮元朗南新發展區及附近其他新發展區的就業情況。除可使用現有的交通配套往來其他新發展區外，在元朗南發展區內亦已規劃三個新的公共運輸交匯處及建議在元政路設置公共運輸交匯處，並將提供新的穿梭巴士接駁服務，以及預留用地作可能興建的環保運輸系統，連接元朗南至洪水橋／厦村新發展區及擬議的洪水橋鐵路站。往來其他新發展區將以公共交通為主，配合原區／鄰區就業，減輕往來市區之長途交通需求。

9. 陳樹暉議員、梁德明議員、區國權議員、陳敬倫議員及黎國泳議員提出以下動議，並獲張秀賢議員、方浩軒議員、李俊威議員、何惠彬議員、李頌慈議員、巫啟航議員、石景澄議員、王百羽議員、伍軒宏議員、陳美蓮議員、麥業成議員、黃偉賢議員、王穎思議員、杜嘉倫議員、侯文健議員、林廷衛議員、張智陽議員及司徒博文議員和議。動議全文如下：

「有樁式共享單車系統在全球各大先進城市實行多年，反觀香港政府多年來漠視單車的交通運輸功能，單車系統規劃仍然落後，至今仍被政府視作休憩用途。

為應對氣候變化的挑戰，並同時提昇區內交通的效益，本會要求政府以元朗南、洪水橋新市鎮作為有樁式共享單車系統的先導城市，以單車作為區內環保交通核心系統。」

10. 委員以舉手及記名方式表決上述動議。司徒博文議員、陳敬倫議員、陳樹暉議員、張智陽議員、張秀賢議員、方浩軒議員、侯文健議員、何惠彬議員、郭文浩議員、黎國泳議員、林廷衛議員、李俊威議員、梁德明議員、李頌慈議員、麥業成議員、巫啟航議員、伍軒宏議員、石景澄議員、杜嘉倫議員、王百羽議員、黃偉賢議員及王穎思議員議員贊成。

11. 主席宣布，表決結果為 22 票贊成、0 票反對及 0 票棄權，動議獲通過。

12. 梁德明議員及司徒博文議員提出第二項動議，並獲方浩軒議員、李俊威議員、

李頌慈議員、張智陽議員、陳樹暉議員、張秀賢議員、林廷衛議員、侯文健議員、何惠彬議員、黎國泳議員、麥業成議員、王穎思議員、杜嘉倫議員及區國權議員和議。動議全文如下：

「元朗區缺乏就業機會，依賴對外交通，而區內人口近年大幅增長，使元朗市、唐人新村交匯處，公庵路及僑興路等存在多時的擠塞問題日益惡化。本會反對是次元朗南的規劃把改善道路的工程和新發展區的項目捆綁。政府應先在唐人新村交匯處、公庵路及僑興路等道路進行改善及擴建工程，以即時緩解現時元朗南居民的交通擠塞、人車爭路的情況，再按地區承載能力審視發展。」

13. 委員以舉手及記名方式表決第二項動議。司徒博文議員、陳敬倫議員、陳樹暉議員、張智陽議員、張秀賢議員、方浩軒議員、侯文健議員、何惠彬議員、郭文浩議員、黎國泳議員、林廷衛議員、李俊威議員、梁德明議員、李頌慈議員、麥業成議員、巫啟航議員、伍軒宏議員、石景澄議員、杜嘉倫議員、王百羽議員、黃偉賢議員及王穎思議員贊成。

14. 主席宣布，表決結果為 22 票贊成、0 票反對及 0 票棄權，動議獲通過。

15. 主席總結，委員認為交通配套及道路規劃未能完善配合人口增長，表示應就有關議題諮詢交委會。主席請部門備悉委員意見，又請秘書處致函相關部門及立法會轉達獲委員通過的動議。

（會後補註：秘書處分別於 7 月 14 日及 8 月 17 日將立法會秘書處及部門就動議的回覆轉發予委員。）

議程第三項續議事項：

- (1) 梁德明議員、黎國泳議員、陳敬倫議員、陳樹暉議員、區國權議員建議討論「『元朗橫洲公營房屋發展計劃之工地平整及基礎設施工程』的村民安置和工程安排」
（房委會文件 2020／第 10 號）

16. 主席歡迎下列部門代表出席會議並與委員討論：

杜繼祖先生 土木工程拓展署工程師／16（西）

黎慕儀女士 房屋署房屋事務經理（元朗六）

黃劍偉先生 地政總署署理首席地政主任／元朗工程項目（土地徵用組）

規 劃 署

屯門及元朗西規劃處
香港新界沙田上禾輦路一號
沙田政府合署 14 樓



Planning Department

Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.
Hong Kong

來函檔號 Your Reference
本署檔號 Our Reference () in PDYL 4/1/107
電話號碼 Tel. No. : 2158 6000
傳真機號碼 Fax No. : 2489 9711

郵寄及傳真 (2478 7334)

新界元朗橋樂坊 2 號
元朗政府合署 13 樓
元朗區議會
房屋及城鄉規劃和發展委員會
(主席：區國權議員)

區主席：

元朗區議會轄下房屋及城鄉規劃和發展委員會 有關「元朗南第一及第二階段發展的改劃建議」及 「跟進元朗南規劃發展進度」的動議

貴委員會致相關部門的信件已於本年 6 月 1 日收悉，發展局、運輸署、土木工程拓展署及規劃署的綜合回覆如下：

(一) 建議以元朗南發展和洪水橋／厦村新發展區作為有樁式共享單車系統的先導城市，以單車作為區內的環保交通核心系統

「元朗南房屋用地規劃及工程研究 - 勘查研究」(下稱元朗南研究)旨在將元朗南發展成一個可持續、綠色及宜居的社區，並提供足夠基礎設施配合未來發展。為加強元朗南發展區內外的連繫，方便市民日常出行，元朗南發展會提供完善的道路、行人道、單車徑網絡和一系列的公共交通服務。

根據元朗南研究的建議，區內的主要道路旁將附設約 4 米闊的單車徑，擬議的單車徑網絡能連接區內的三個擬議公共運輸交匯處。為方便市民使用單車作日常出行工具，元朗南研究已建議在休憩用地和公共運輸交匯處內設置單車停泊處。

為落實上述規劃，政府現正就推動洪水橋／厦村新發展區及元朗南發展的行人及單車友善環境進行可行性研究，包括檢討元朗南研究建議的行人道及單車徑網絡、研究不同模式的過路設施、單車停泊處及單車租賃服務(包括傳統單車租賃服務，及有樁式和無樁式的自助單車租賃服務)。研究預計於 2020 年年底大致完成。

(二) 有關反對將元朗南規劃的道路改善工程和新發展區項目捆綁發展

我們明白議員對元朗區交通情況的關注，與此同時，回應市民的居住需要亦是當務之急。是次元朗南改劃涉及首兩階段發展，能提供超過 16 000 個單位（佔整個元朗南發展總單位數約一半），全屬公營房屋單位，目標是 2028 年開始入伙。因此，在推動元朗南發展的同時，我們會妥善處理好因發展而引致的交通問題。根據交通及運輸影響評估結果，在落實下列交通基礎設施及改善措施後，擬議整體發展將不會為元朗南受影響範圍內的主要路段帶來不可接受的交通影響：

- 新的地區主幹道，貫通發展區以連接唐人新村至沿公庵路一帶的地區；
- 新的連接路，讓車輛繞過元朗公路以北的公庵路直接駛至元朗公路及元政路的擬議公共運輸交匯處；
- 覆蓋部分元朗明渠，以擴闊公庵路／僑興路至各自為雙線單程行車道（包括原築對出的一段公庵路／僑興路）；
- 改善唐人新村交匯處和天水圍西交匯處；
- 增設更多道路接駁口，以改善周邊鄉村與元朗南發展的連接；
- 三個位於區內的公共運輸交匯處會提供小巴、接駁巴士及長途巴士服務；以及
- 連接元朗南和洪水橋／厦村新發展區的環保運輸服務（研究中）。

上述措施將按元朗南的發展時間表分階段完成。在早前的地區諮詢過程中，我們從善如流，接納了議員和區內人士的意見，同意提早落實建議內原先較後期才進行的道路改善工程，主要包括唐人新村交匯處改善工程及連接唐人新村交匯處至沿公庵路一帶地區的部分地區主幹道，讓車輛可無須利用區內的地區道路便直接經元朗公路出入元朗南及區內其他地方，以紓緩區內道路擠塞情況。

隨著規劃署開展元朗南發展第一及第二階段的法定規劃程序，土木工程拓展署亦會在短期內為道路及污水收集系統根據相關法例進行刊憲。我們爭取最快在明年年底向立法會申請工程撥款，預計工程會在 2022 年逐步展開，以配合 2028 年首期入伙的目標。

如就上述事宜有進一步查詢，歡迎與本人聯絡（電話：2158 6000）。

規劃署署長

（蕭亦豪



代行）

2020 年 8 月 14 日

List of Representers in respect of the
Draft Tai Tong Outline Zoning Plan (OZP) No. S/YL-TT/17

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R1	十八鄉區居民協會 Shap Pat Heung District Resident Association
R2	Chan Tian Shou
R3	溫慶豐
R4	羅林華
R5	饒春娣
R6	陳日輝
R7	郭勇
R8	鄭綺雲
R9	杜桂根
R10	新界倉庫及物流業經營者 聯會 New Territories Warehouse & Logistic Business Association
R11	何星行
R12	黎桂清
R13	鍾柏秋
R14	張倩彤
R15	蔡安妮
R16	潘志成
R17	吳仲文
R18	吳達文
R19	Se-to Sai Nang
R20	蕭祥斌
R21	Li Shun Pan
R22	元朗白沙村村公所
R23	何桂華 俞國忠 (元朗十八鄉黃坭墩村村 代表)

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R24	十八鄉鄉事委員會 Shap Pat Heung Rural Committee
R25	大棠村青年團 Tai Tong Village Youth Association
R26	李俊威 Lee Chun Wai
R27	方浩軒 Fong Ho Hin
R28	司徒博文
R29	Ko Ka Man Kaman
R30	Lau Yee Wan
R31	Mary Mulvihill
R32	Capital Apex Development Limited
R33	梁德明
R34	伍靜茵
R35	王楚山
R36	甘安穎
R37	麥笑蓮
R38	梁宛兒
R39	潘博厚
R40	Leung Lai Yan
R41	方志豐
R42	蔡凱倫
R43	劉海龍
R44	彭樂欣
R45	郭慧欣
R46	Yeung Wing Chi
R47	葉卓怡
R48	Chung Yee Mei

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R49	蔡映彤
R50	鄧建達
R51	蔡淑芬
R52	麥倩雯
R53	Chu Chun Sing
R54	Wong Yi Po
R55	Yip Man Na
R56	曾海媚
R57	何玉仁
R58	何永平
R59	何玉飛
R60	劉淑薇
R61	黎以鈞
R62	賴詠文
R63	何珍
R64	何子穎
R65	甄翠敏
R66	蔡廣濠
R67	李之娣
R68	Agnes Wong
R69	蔡寶成
R70	曾文進
R71	曾漢森
R72	葉冬冬
R73	曾文勵
R74	陳玉園
R75	Yip Kai Man
R76	Hung To Ming
R77	WONG Man
R78	LI Ching Ki
R79	Chan Chin Ting
R80	湯國良
R81	張麗英
R82	葉碎英
R83	蔣誠桂
R84	賴佩蓮
R85	黎雪蘭

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R86	賴昌華
R87	于家明
R88	楊永光
R89	陳鎮濤
R90	梁庭耀
R91	周玉蓮
R92	何震儒
R93	蔡世豪
R94	何文龍
R95	俞展鋒
R96	鍾就強
R97	馮玉嫻
R98	何國友
R99	鄧帶娟
R100	Tse Hoi Ying
R101	王素琴
R102	Chan Yat Hung
R103	楊金英
R104	何麗萍
R105	何家將
R106	陳善如
R107	俞新來
R108	文玉鳳
R109	何玉林
R110	俞黎新嬌
R111	何偉華
R112	俞潤英
R113	黃國堅
R114	俞有蓮
R115	俞運財
R116	黃細玉
R117	區棋棻
R118	何曉山
R119	陳元妹
R120	何志良
R121	彭淑貞
R122	俞運穩

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R123	陶湛川
R124	何靜宜
R125	何東妹
R126	Yu Hon Keung
R127	何玉發
R128	俞孝添
R129	譚兆梅

Representation No. TPB/R/S/YL-TT/17-	Name of Representer
R130	何奇
R131	何美歡
R132	Yu Kwok Kuen Paul
R133	Yu Yuk San
R134	俞亞珠
R135	程鳳嬌
R136	俞有福

**List of Commenters in respect of the
Draft Tai Tong Outline Zoning Plan (OZP) No. S/YL-TT/17**

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C1	公庵路居民組
C2	杜桂根
C3	趙粉英
C4	文英葵
C5	吳達文
C6	鍾柏秋
C7	黎桂清
C8	潘志成
C9	Chu Wing Hang
C10	吳佩芳
C11	朱慶才
C12	Yeung Wai Leung Sunny
C13	Chu Kin Hang
C14	Lee Siu Ling
C15	Lo Lam Wa
C16	陳錦華
C17	高勝慶
C18	鄧偉昇
C19	鄧巧兒
C20	鄧偉強
C21	Mo Wai Lin
C22	劉俊熙
C23	Mo Wai Yan
C24	張思敏
C25	Law Kin Chong
C26	Li Pui Sze
C27	陳群中
C28	黎家宜
C29	張伯超
C30	汪樂思
C31	梁錦明

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C32	饒春娣
C33	何星行
C34	張秀玲
C35	張冠雄
C36	Wong Hoi Tung
C37	Cheung Chun Hin
C38	汪卿中
C39	李作榮
C40	胡任輝
C41	Lau Pui Shan
C42	莫枝旺
C43	余偉強
C44	Chan Sheung Fuk
C45	江美英
C46	黃河清
C47	Chiu Man Yi
C48	劉文龍
C49	唐少萍
C50	余小燕
C51	黃順源
C52	王楚山
C53	蕭祥斌
C54	李秋
C55	陳添鑠
C56	陳鏹
C57	郭勇
C58	Chan Yuen Fong
C59	陳志堅
C60	余來發
C61	郭炳坤
C62	趙潔瑩

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C63	郭婉彤
C64	郭玉貞
C65	陳丁仁
C66	陳仲婷
C67	陳威
C68	郭蟬
C69	郭牛
C70	阮信儒
C71	李義會
C72	Wong Ka Wing
C73	譚海濤
C74	Yip Ka Ho
C75	Tsang Pui Man
C76	Chung Wai Ping
C77	Lam Chi Ching
C78	Wong Ka Fun
C79	Cheng Yuk Kuen
C80	Wong Ka Chun
C81	Ngan Wing Chi
C82	Chan Mei Yi
C83	Fung Tsz Yan
C84	Twang Hon Ying
C85	Tam Sing Leung
C86	Loo Chun Man
C87	Lai Ching Man
C88	Chan On Ki
C89	黃旭彪
C90	Lam Yu Tung Bigi
C91	Wong Lai Ling
C92	Tang Yuk Tai
C93	Lee Kwok Ho
C94	Leung Ma Lee Mary
C95	Cheng Shui Ming
C96	Wong Pak Lun
C97	甄偉業
C98	Lee Kay Yee

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C99	Lee Chun Chuen
C100	Chan Yu Ching
C101	Cheung Sau Lai
C102	Lam Wing Tung
C103	Kwok Ka Kit
C104	Kwok Chi Hing
C105	Chan Kwai Fong
C106	Chu Sze Ping
C107	Ieong Peng Kuong
C108	張瑩
C109	鄧鳳鳴
C110	Chow Kwok Keung
C111	林啟安
C112	Leung Kit Yee
C113	Lo Kam Fai
C114	Mak Hiu Pan
C115	Mo Pui Yu
C116	Chan Koon Chiu
C117	曾樂明
C118	Ng Ching Mun
C119	江淑萍
C120	Hui Yuk Fung
C121	姜志強
C122	李金葉
C123	Chan Kwok Fai
C124	Ho Ka Lok
C125	Lam Kwok Wai Jacky
C126	Yu Man Li
C127	Lam Fung Ping
C128	Lam Kai Wah
C129	Lam Chui Ping
C130	Cheng Ka Hei
C131	邱月珍
C132	Ng Wa Po
C133	Kwok Koon San
C134	Lam Chi Wai

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C135	Choi Cheuk Na
C136	Lau Shiu Kwan
C137	Cheung Ka Kit
C138	Tse Suk Ka
C139	Wong Ka Hon
C140	Ho Sui Ching
C141	Fung Wing Hong
C142	Ho Man Yan
C143	Lam Wing Ting
C144	Tang Choi Fung
C145	Chan Kee Ming
C146	Lam Cheuk Kwong
C147	Fan Po Lam
C148	Kei Yuk Chun
C149	黃建寶
C150	Xu Siu Ling
C151	Ng Ka Kei
C152	Chiu Wan Hang
C153	Lo Ka Hing

Comments on Representation No. TPB/R/S/YL-TT/17-	Name of Commenter
C154	Lam Siu Kwong
C155	Lam Hei Kwong
C156	Ngai Hong Ting
C157	Chu Lai Lam
C158	Lau Shuk Ting
C159	陳慧玲
C160	Mo Puen Fong
C161	Tang Kim Sum Karen
C162	Mak Sik Hung
C163	Kwok Hoi Lam
C164	Yau Siu Ha
C165	Yau Ching Woon
C166	Wong Yi Po
C167	Chiu Chiu Yee
C168	司徒博文
C169	Mary Mulvihill
C170	莊秀麗
C171	何俊賢

**Summary of Representations and Comments and the Planning Department's (PlanD's) Responses
in respect of the Draft Tai Tong Outline Zoning Plan (OZP) No. S/YL-TT/17**

(1) The grounds and proposals of the representers (TPB/R/S/YL-TT/17-R1 to R136) as well as responses are summarised below:

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
R1	Opposes All Amendment Items	
(Shap Pat Heung District Resident Association)	<u>Major Ground(s)/Comment(s)</u>	
	(a) Areas to the east and southeast of the Yuen Long South (YLS) Development Area (DA) should be included in the "Planning and Engineering Study for Housing Sites in YLS – Investigation" (the YLS Study).	<p>(a) Delineation of the YLS DA under the YLS Study is not related to the OZP, which is to show the broad land use framework and planning intention for the area.</p> <p>Nevertheless, when delineating the boundary of the YLS DA, considerations were primarily given to exploring the potential of better utilising the brownfield land that was occupied by open storage yards, rural workshops and warehouses. The area to the east and southeast of the YLS DA is mainly zoned "Agriculture" ("AGR") and "Village Type Development" ("V") on the Tai Tong OZP, where village type developments, active farmland and abandoned agricultural land with potential for agricultural rehabilitation are prevalent (Plan H-4). Expansion of the YLS DA to include such land is generally considered not appropriate and not in line with the objectives of the YLS Study.</p>
	(b) The proposed four schools (Item A) will attract students from along Tai Tong Road and Kiu Hing Road and even Yuen Long Town, which will induce large volumes of traffic and overburden Kiu Hing Road. The traffic impacts on other areas along Kiu Hing Road should be thoroughly studied.	(b) The traffic and transport impact assessment (TTIA) of the YLS Study, which has taken into account other planned/committed developments in the vicinity at the time of the assessment, has concluded that with relevant traffic and transport improvement measures in place, the proposed YLS Development (including the proposed schools under Item A) will have manageable traffic impact on the local and nearby road links, junctions and transport facilities and is acceptable from traffic impact perspective. All the assessed road links (including Tai

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		<p>Lam Tunnel and the widened Kung Um Road/Kiu Hing Road) would be operated at a volume/capacity (V/C) ratio below 1.2, indicating a manageable degree of congestion at peak hours. The traffic conditions of the concerned roads are considered acceptable based on the TTIA results.</p> <p>A comprehensive local road network and traffic improvement schemes are proposed under the YLS Study, which will enhance the connectivity of the YLS Development (as well as the adjoining areas, such as the Tai Tong area) and facilitate vehicular movements (Drawing H-4).</p>
	(c) Roads and infrastructure works should be carried out prior to the site formation works for the “Residential (Group A)” (“R(A)”) sites to minimise the traffic impact of construction vehicles. The entire proposed Road D1 should be advanced to Stage 1 works and be extended to the K66 bus terminus in Tai Tong (Plan H-3a).	<p>(c) Implementation phasing of road improvement and associated works is not related to the OZP, which is to show the broad land use framework and planning intention for the area. The works programme (Drawing H-2) and the exact scope of the proposed road improvement works (including new roads/cycle tracks, road closures, road widening and associated decking of nullahs, etc.) is being/will be formulated under separate studies carried out by the concerned works department(s).</p> <p>In particular, the “R(A)” sites (in the form of “R(A)3” under Item A3 of the Tong Yan San Tsuen (TYST) OZP) are mainly under YLS Development Stage 2 works. Construction of part of the proposed Road D1 (Drawing H-4) is planned earlier in conjunction with the works under Stage 1 to alleviate the traffic congestion in the area. The YLS Study has also identified a number of road improvement works, including along Kiu Hing Road/ Wong Nai Tun Tsuen Road (i.e. proposed Road L4, Plan H-3c) up to the K66 bus terminus (Drawing H-4), which will be connected with the proposed Road D1.</p>
	(d) All stages of the YLS Development (including proposed road works and decking of nullah) should be shown on the OZP to facilitate the public’s	(d) In general, major road junctions and alignment of major roads will be shown on the OZP as detailed planning/design are confirmed and whenever opportune. While some proposed road works would not be shown on the OZP, nevertheless,

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	understanding of the development.	they are generally mentioned in the Explanatory Statement to the OZP and/or shown on the Revised Recommended Outline Development Plan (RODP) of the YLS Development.
	(e) In view of the population growth and to optimise the use of land resources, the development intensities of the Remaining Stages in the southern part of the YLS DA should be increased for residential development or other uses.	<p>(e) The YLS Study concluded that the intensification of development intensities under the Revised RODP is technically feasible and environmentally acceptable as a whole. Notwithstanding this, a number of strategic road links/improvement works have been proposed in the Northwest New Territories (NWNT) and are under study (Plan H-6). The substantive findings of these studies may shed light on whether the development potential within the YLS area, including the Remaining Stages of the YLS Development, could be further optimised to meet the acute demand for housing and other societal needs.</p> <p>To allow flexibility to adjust the scale of the Remaining Stages of the YLS Development, where appropriate, it is prudent to amend the zonings for Stages 1 and 2 of the YLS Development first, so as to meet the acute demand for public housing and the expected demand for multi-storey building (MSB) floorspace once clearance of brownfield land in YLS ensues. Subject to the substantive findings of the aforesaid strategic transport infrastructure studies, a further review would be carried out to explore the feasibility to further optimise the development intensities for the Remaining Stages of the YLS Development. Having regard to the outcome of the further review, further amendments to the OZPs would be carried out to effectuate the Remaining Stages of the YLS Development in due course.</p>
	(f) To divert traffic from overburdened roads, new roads/tunnel should be designated, including a new tunnel connecting the proposed Route 11 and YLS DA; and a new road connecting Item A and Tai Tong Road.	(f) Response (b) above is relevant. In particular, the area under Item A will be connected to Tai Tong Road via the proposed Road L1 (Drawing H-4) and the improved Kung Um Road and Kiu Hing Road. As for Route 11, the alignment of which is currently being investigated under separate study by the Highways Department (Route 11 Study), and the public are being/will be consulted in due

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		course.
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(g) The proposed village resite area (Item C) should be expanded to accommodate indigenous villagers (IVs) affected by other future development and IVs of Shap Pat Heung.</p>	<p>(g) In terms of the location, extent and inclusion of the proposed village resite area (Item C), according to the YLS Study, an estimated 33 houses subject to the village removal terms (VRT) were preliminarily identified to be affected by the YLS Development. In this connection, a total of about 1.3 ha of land (including 0.57 ha within the Tai Tong area (Item C) and 0.76 ha within the TYST area) are rezoned as “V(1)” mainly for re-provisioning of the affected village houses. The extent of the “V(1)” zone was calculated based on an assumption of 0.025 ha of land for each re-site house, including the built-over area of a typical New Territories Exempted House, access/circulation area and buffer area. The proposed village resite area is included in the current zoning amendment, as it forms part of the YLS Development Stage 2 works and is required to be formed prior to commencement of land clearance of the affected houses. The location of the “V(1)” zone (Item C) has taken cognisance of the existing location of the affected houses subject to the VRT at the southern end of the YLS DA, so as to minimise disturbance to affected stakeholders.</p> <p>Overall, the extent of the proposed village resite areas is directly linked with the estimated number of affected houses subject to the VRT as identified by the YLS Study and corresponds to actual demand. There is no strong planning justification to rezone any further site(s) for village resite purpose.</p>
	<p>(h) Land in the vicinity of Yeung Ka Tsuen (shown as ‘R1’ on Plan H-3c) should be rezoned to “Open Storage” (“OS”) to accommodate affected brownfield operations in-situ.</p>	<p>(h) The subject area falls outside the amendment items and partly outside the YLS DA (shown as ‘R1’ on Plan H-3c). Nevertheless, the subject area is currently zoned “AGR” on the Tai Tong OZP to reflect the active farmland and fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes generally found in the area (Plan H-6), and is considered worthy of preservation. The suggestion to rezone the area as “OS” is generally</p>

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		<p>considered not appropriate. Furthermore, there are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.</p> <p>Given the scarcity of land resources, MSB is expected to be a land-efficient means to consolidate and support the sustainable development of relevant industries and brownfield operations, which are in demand in our economy but need to relocate during the process of development. The YLS Development has proposed a total of about 484,110m² of floor space for storage and workshop uses and general industrial uses within the proposed MSBs (Item D1 of the TYST OZP) to accommodate brownfield operations that could not be accommodated in conventional flatted factory buildings. The consolidation of brownfield operation and general industrial uses into designated purpose-designed MSBs located close to main thoroughfare and improved highway junctions (Item D4 of the TYST OZP), and with buffering from proposed open spaces (Item D3 of the TYST OZP), could help reduce their land-take and ameliorate their impact on the surrounding area. Most brownfield-related uses and general industrial uses are classified as Column 1 uses within the “Other Specified Uses” (“OU”) annotated “Storage and Workshop Use” zone (Item D1 of the TYST OZP) and planning permission from the Town Planning Board (the Board) is not required.</p> <p>While affected operators may wish to relocate their operations to the proposed MSBs in the future, on the other hand, they may also consider moving their businesses to other places zoned “OS” (some 28.2 ha of land is currently zoned “OS” on the Tai Tong OZP to meet anticipated demand), “Industrial” and/or “Industrial (Group 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)</p>

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	<p>(i) Land in the vicinity of Tai Tong Tsuen (shown as 'R1' on Plan H-3c) should be rezoned to "Recreation" ("REC") to meet the future population's demand for cultural and recreational facilities.</p>	<p>promulgated by the Board in March 2020 also set out the criteria for assessing planning applications for open storage and port back-up uses, which helps channel open storage and port back-up uses to more suitable locations.</p> <p>(i) The subject area falls outside the amendment items and partly outside the YLS DA (shown as 'R1' on Plan H-3c). Nevertheless, response (h) above concerning the current status of the subject area is generally relevant and the suggestion to rezone the area to "REC" is generally considered not appropriate. Furthermore, there are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.</p> <p>Notwithstanding the above, a wide range of recreational facilities, in the form of district open spaces (DOs), local open spaces (LOs), scenic cycle track, and sports and recreation facilities, etc., will be provided as part of the YLS Development to meet the anticipated demand. Such uses is expected to complement the existing and planned recreational outlets in Yuen Long district, including the 18.6 ha of land currently zoned "REC" on the Tai Tong OZP.</p>
<p>R2</p> <p>(individual)</p>	<p>Opposes All Amendment Items (<i>as inferred from the representation</i>)</p> <p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) Oppose intrusive and unfair development and damages to the environment. Other villages should be resumed first.</p>	<p>(a) No "V" zones are affected by the amendment items and there are no "V" zones within the YLS DA. Moreover, the subject of the amendment items, i.e. Stages 1 and 2 of the YLS Development, is the result of a comprehensive and iterative study, including three stages of community engagement (CE), conducted since November 2012. The Revised RODP has taken cognisance of various planning considerations, such as the efficient use of land resources, overall housing mix, development constraints and opportunities of the area, the prevailing density zonings, the physical setting, local characteristics, guiding</p>

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		principles on planning and urban design, capacity of public infrastructure, provision of necessary open spaces/Government, institution or community (GIC) facilities, and findings of the technical assessments, etc. Relevant technical assessments and statutory processes (including Environmental Impact Assessment Ordinance (EIAO)) have also confirmed the technical feasibility and environmental acceptability of the Revised RODP of the YLS Development.
R3 to R5 (also C32) (all individuals)	Oppose All Amendment Items	
	<u>Major Ground(s)/Comment(s)</u> (a) The prevailing monetary compensation and rehousing (C&R) policy/mechanism is inadequate, incomprehensive and outdated. It neglects the housing/ operation needs and property rights of landowners and house owners. “Flat-for-flat” (at equivalent floor level and flat size) and/or “land-for-land” compensation should be offered to landowners. Reasonable compensation should be provided to affected brownfield operators.	(a) C&R is outside the scope of the subject OZP, which is to show the broad land use framework and planning intention for the area. The concerns of the affected stakeholders would be dealt with separately by the Government in firming up the implementation arrangements. Nevertheless, the Finance Committee of the Legislative Council in July 2018 endorsed the enhancement made to the ex-gratia C&R arrangements for eligible domestic occupants in squatters and business undertakings affected by Government’s development clearance exercises. The enhanced arrangements are formulated to pragmatically address the needs of different groups of people, while balancing the use of public money and public housing resources, principles of fairness, and expectations of affected clearerees as well as the wider community.
	(b) Other land supply options, such as land reclamation, cavern and underground space development, and development near Country Parks, etc., should be pursued instead of the YLS Development. (R3)	(b) The Task Force on Land Supply stressed that there was no single solution to the land shortage problem and a multi-pronged approach to increasing land supply would be necessary. The Government has therefore been developing land resources through various measures. The supply of land in the short-to-medium term is achieved through means such as reviewing existing land uses,

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		<p>while the development of new development areas (NDAs), new town extensions (including the YLS Development as an extension of Yuen Long New Town) and land reclamation, etc., will be amongst the key medium-to-long term options.</p>
	(c) Additional land should be rezoned for village resite purpose for the affected landowners. (R5)	(c) Response (g) to R1 above is relevant.
<p>R6, R7 (also C57), R8 and R9 (also C2), R11 (also C33), R12 (also C7), R13 (also C6) and R15</p> <p>(all individuals)</p>	Oppose Amendment Item A; R6 to R9 also oppose Amendment Item C	
	<p><u>Major Ground(s)/Comment(s)</u></p> <p>(a) The current C&R arrangement is inadequate and incomprehensive, and the upcoming resumption of 85% of land within the YLS DA deprives the private property rights of individual landowners. It also neglects the wishes of non-IVs to retain their rural way of life and the demands of landowners, house owners and tenants. Non-IVs should enjoy the same rights as IVs, such as entitlement to village resite in “V(1)” zone. “Land-for-land” compensation should be offered to landowners. More land should be assigned for village type development (R15).</p>	<p>(a) Responses (g) to R1 and (a) to R3 to R5 above are relevant.</p> <p>Under the existing New Territories Village Removal Policy, where land resumption is required to facilitate implementation of public works, the affected IVs who own building lots or non-IVs who have owned building lots pre-war (i.e. prior to 25.12.1941) or by succession, may be provided with village resites when their building lots are resumed.</p>
	<p>(b) The number of affected residents and structures has been grossly underestimated. Relevant assessments should be reviewed and be released to the public. (R6 to R9, R11 to R13)</p>	<p>(b) The pre-clearance survey for YLS DA was carried out in July 2020 and detailed screening has yet to commence. The exact number of affected domestic structures and households cannot be confirmed at this moment.</p>
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(c) The proposed village resite area (Item C) should be</p>	<p>(c) Response (g) to R1 above is relevant.</p>

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	expanded for “land-for-land” compensation and village resite for affected landowners. (R6 to R9)	
	(d) A piece of land to the east of Kiu Hing Road should be rezoned from “OU” annotated “Rural Use” (“OU(RU)”) and “AGR” to “V(1)” for village resite of affected non-IV landowners. (R6 to R9, R12, R13)	(d) Response (g) to R1 above is relevant. Besides, there are no strong justifications or technical assessments to substantiate the subject proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.
	(e) A piece of land to the east of Kiu Hing Road should be rezoned from “OU(RU)” and “AGR” to “Government, Institution or Community (1)” (“G/IC(1)”) annotated “Land Reserve” for village resite of affected non-IV landowners. (R11)	(e) Response (g) to R1 above is relevant. Besides, there are no strong justifications or technical assessments to substantiate the subject proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.
R10 (New Territories Warehouse and Logistic Business Association)	Opposes Amendment Item A (<i>as inferred from the representation</i>)	
	<u>Major Ground(s)/Comment(s)</u> (a) The proposed four schools (Item A) will overload Kung Um Road and Kiu Hing Road further. All road works of YLS Development should be advanced to Stage 1 works so that they can be completed before population intake.	(a) Responses (b) and (c) to R1 above are relevant.
	(b) The C&R package should be enhanced to offer Special Ex-gratia Cash Allowance (SEGCA) and its coverage be extended to cover affected residents and tenants.	(b) Response (a) to R3 to R5 above is relevant.
	(c) To divert traffic from overburdened roads, new roads/tunnel should be designated, including a new	(c) Response (f) to R1 above is relevant.

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	tunnel connecting the proposed Route 11 and YLS DA; and a new road connecting Item A and Tai Tong Road.	
	(d) Yuen Long Nullah should be decked over to facilitate widening of Kung Um Road and Kiu Hing Road into double carriageways, especially near Tin Liu Tsuen.	(d) Decking of nullah for road improvement purpose is not related to the OZP, which is to show the broad land use framework and planning intention for the area. Nevertheless, Kung Um Road and Kiu Hing Road between Shap Pat Heung Road and Wong Nai Tun Tsuen Road would be respectively widened to a two-lane carriageway by partially decking over the existing Yuen Long Nullah. Full decking of the nullah would be explored for the section between Shap Pat Heung Road and Yuen Long Highway. The southern section of the nullah would be fully revitalised without the need for decking, while amenity walkways and cycle tracks will be provided along Kung Um Road (Drawing H-4).
	(e) More “OS” land should be designated to accommodate those brownfield operations that cannot be relocated into MSBs, preferably within the same ‘Heung’. The future rent of the proposed MSBs (Item D1 of TYST OZP) should be made affordable.	(e) Response (h) to R1 above is relevant. While no MSBs are proposed under the amendment items for Tai Tong OZP, the implementation and operation details and the development model of the MSBs are outside the scope of the OZP, which is to show the broad land use framework and planning intention for the area. Nevertheless, the Government will take note of brownfield operators’ concerns when formulating the development model for the MSB sites.
	(f) Early dialogue and discussion should be forged regarding the land resumption boundary so as to avoid disputes at the implementation stage.	(f) Land resumption limit is not related to the OZP, which is to show the broad land use framework and planning intention for the area. The exact extent of land resumption would be worked out separately by relevant works department(s) in firming up the implementation details.
R14	Opposes Amendment Item A	
(individual)	<u>Major Ground(s)/Comment(s)</u>	

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	(a) Rezoning “AGR” for development would damage the interest of the society, undermine local food security/food choices, and affect farmers’ livelihood. The livelihood and voices of farmers should be respected.	(a) About 0.5 ha of land previously zoned “AGR”, amounting to only 0.2% of the area zoned “AGR” on the Tai Tong OZP, has been rezoned as “G/IC(1)” (Item A) for primary schools and associated road to support the YLS Development. Given the small size of the concerned land at the western fringes of the subject “AGR” zone, the overall impact on the integrity of the “AGR” zone in Tai Tong (about 299 ha of land currently zoned “AGR” on the Plan) is considered negligible. Response (a) to R3 to R5 on C&R arrangement for affected business undertakings is also relevant.
R16 (also C8), R17 and R18 (also C5) (all individuals)	Support Amendment Item C	
	<u>Major Ground(s)/Suggestion(s)</u> (a) Support the proposed village area (Item C), which ought to be expanded for “land-for-land” compensation and village resite for affected landowners.	(a) Noted the grounds of the supportive views. Response (a) to R6 to R9/R11 to R13/R15 above is relevant.
	<u>Major Comment(s)</u> (b) The current C&R arrangement is inadequate and incomprehensive, and the upcoming resumption of 85% of land within the YLS DA deprives the private property rights of individual landowners. It also neglects the wishes of non-IVs to retain their rural way of life and the demands of landowners, house owners and tenants. Non-IVs should enjoy the same rights as IVs, such as entitlement to village resite in the subject “V(1)” zone. “Land-for-land” compensation should be offered to landowners. Compensation should cover all affected structures. (R16)	(b) Responses (a) to R3 to R5 and (a) to R6 to R9/R11 to R13/R15 above are relevant.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	(c) Oppose land resumption for low-density private development, such as at “ <i>LOHAS Living</i> ” planning area (Drawing H-3) and TYST, which is considered unlawful. Even if land is resumed for public purpose, negotiation and dialogue should be forged with the landowners to reach a mutually agreeable outcome. (R16)	(c) Response (f) to R10 above is relevant. Except for the retention of existing residential neighbourhoods (Item B) and the proposed village resite areas (Item C), no land has been rezoned for private residential purpose in the current zoning amendments for Tai Tong OZP.
	(d) The existing transport network (such as West Rail Line (WRL) and Tai Lam Tunnel (Plan H-6)) would not be able to cope with the anticipated developments in the district. The Government should not bundle development projects with essential transport infrastructure improvements, such as widening of Kung Um Road, Kiu Hing Road and Tong Yan San Tsuen Interchange (TYSTI) improvements. Traffic improvement works should be expedited. (R16)	(d) Responses (b) and (c) to R1 above are relevant. Regarding the service of the WRL, the number of train cars of the trains running on this line has increased gradually from seven to eight in the period from 2016 to 2018, resulting in an increase in the maximum passenger carrying capacity by 14% compared with that in 2015. After the completion of signaling upgrading and platform improvement works on the Tuen Ma Line (including Tuen Ma Line Phase 1, the Shatin to Central Link (Tai Wai to Hung Hom Section) and WRL), the signaling system of WRL will also be enhanced. Subject to the actual passenger demand, it is expected that the train frequency can increase to about 24 trains per hour per direction, resulting in a cumulative increase of about 37% in the passenger carrying capacity as compared with that in 2015. During the busiest period of the morning peak, MTR Corporation has additionally provided a regular special train trip departing from Tin Shui Wai Station for Hung Hom, which helps carry away the passengers waiting at the stations in Yuen Long district.
	(e) Traffic impact assessment (TIA) should be conducted and made available for public scrutiny before proceeding with planning further. (R16)	(e) The TTIA results are available in the Executive Summary of the Revised RODP in the YLS Study project website: (https://www.yuenlongsouth.hk/links/ES_Revised_RODP_er.pdf)
	(f) Existing local community networks and local	(f) A socio-economic impact assessment has been conducted as part of the YLS

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	economies (including agricultural uses) will be destroyed by the YLS Development, which runs contrary to the community's aspiration to promote the local economy. (R16)	Study. The assessment concluded that while some existing residents, farmers and local industries would be affected and displaced by the YLS Development leading to some negative impact on existing social network and local culture, the YLS Development would also bring about a number of societal benefits, including new housing units, improved living environments, new employment opportunities, and new public services, etc. It is expected that through the YLS Development, the general living environment would be improved with a mixture of residential, commercial and industrial developments. The existing village communities could also be benefited by the newly provided facilities and infrastructure. With suitable mitigation measures in place, the positive impacts could outweigh the negative impacts and thus the YLS Development is considered acceptable from socio-economic perspective.
	(g) There should be specific C&R arrangement for Small House and the Small House license should remain valid for redevelopment by the owners. Further details on compensation to house owners should be promulgated. (R17, R18)	(g) Response (a) to R3 to R5 above is relevant.
R19, R20 (also C53) and R21 (all individuals)	Oppose Amendment Item C	
	<u>Major Ground(s)/Comment(s)</u> (a) If the Remaining Stages are not materialised, the location of the propose village resite area (Item C) would be incompatible with the rest of the development nearby. In this regard, Item C should be relocated to the northern part of Kung Um Road; alternatively, it should be rescheduled to the next phase of zoning amendment. (R19, R20)	(a) Responses (g) to R1 above on village resite aspect, and (e) to R1 on the Remaining Stages of the YLS Development are relevant.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	(b) Option for local resettlement should be made available. Non-IVs should enjoy the same rights as IVs. Elderly accommodation and a barrier-free access (BFA) environment should be provided in YLS. (R21)	(b) Response (a) to R6 to R9/R11 to R13/R15 above on C&R and IV-related aspects is relevant. Specific age-friendly design and BFA measures will be formulated at the detailed design stage by relevant works department(s) and project proponent(s) in accordance with relevant prevailing design manuals and handbooks. Moreover, various elderly facilities, such as residential care homes for the elderly (RCHE), day care centres for the elderly and neighbourhood elderly centres, etc., have been proposed as part of the amendment items under the TYST OZP, which adjoins the Tai Tong OZP.
	(c) In order to optimise the use of land, Yuen Long Nullah should be decked over for widening of Kung Um Road and Pak Sha Shan Road, which could minimise resumption of nearby land for road widening works and the associated environmental impacts. The Pak Sha Shan Road improvement works should be deleted; alternatively, it should be rescheduled to the next phase of zoning amendment. (R20)	(c) Response (d) to R10 above is relevant.
R22 (新界元朗白沙村公所)	Comments and Suggestions on Amendment Items A and C <u>Major Comment(s)</u> (a) The traffic impacts of the proposed schools (Item A) on Tai Tong should be thoroughly considered and assessed. Kiu Hing Road should be widened. Parking and loading/ unloading (L/UL) provision should also be considered, otherwise Pak Sha Tsuen and Muk Kiu Tau Tsuen would become hot spots for illegal parking.	(a) Response (b) to R1 above is relevant. In particular, Kung Um Road/Kiu Hing Road will be widened into proper two-lane carriageways as part of the YLS Development (Drawing H-4). Parking and L/UL will be formulated at the detailed design stage by relevant works department(s) and project proponent(s) in accordance with the prevailing Hong Kong Planning Standards and Guidelines (HKPSG), Transport Planning and Design Manual and in agreement with relevant department(s).

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	<p><u>Major Suggestion(s)/Proposal(s)</u></p> <p>(b) The proposed village resite area (Item C) should be expanded to cover the entire “OU(RU)” zone.</p>	<p>(b) Response (g) to R1 above is relevant. Moreover, a number of residential, open space and GIC facilities are designated in the subject “OU(RU)” zone under the Revised RODP to be implemented under the Remaining Stages of the YLS Development. Besides, there are no strong justifications or technical assessments to substantiate the subject proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.</p>
<p>R23</p> <p>何桂華 俞國忠 (元朗十八鄉黃坭墩村村代表)</p>	Comments on Amendment Item C	
	<p><u>Major Comment(s)</u></p> <p>(a) Local village representatives (VRs) should be thoroughly consulted over the proposed extension of the “V” zone (Item C).</p>	<p>(a) On 8.5.2020, the Shap Pat Heung Rural Committee (SPHRC) was consulted on the proposed amendments to the OZP, including the subject Item C. The subject representer (R23) was also present at the aforesaid meeting (Annex IV(a)).</p> <p>Notwithstanding the above, to ensure that public views could be adequately incorporated into the planning and design of the YLS Development, a three-stage CE was carried out as part of the YLS Study to engage the public from 2013 to 2016. All public comments raised during the CE of the YLS Study have been duly considered and responded to. Details of which are available on the YLS Study webpage (https://www.yuenlongsouth.hk/index.html).</p>
	<p>(b) Queried the rationale, size, location, operation, compensation and management of the proposed “V(1)” zone (Item C).</p>	<p>(b) Response (g) to R1 above is relevant.</p>
	<p>(c) Strongly opposed the retention of one pig farm and one chicken farm due to recurrent environmental nuisance and pollution arising from improper sewage</p>	<p>(c) Regarding the affected livestock farms, based on the odour assessment of the YLS Study, no feasible and implementable environmental mitigation measures could be identified to resolve the odour nuisance from three existing pig farms</p>

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	disposal, and illegal conversion of the farms into subdivided flats.	<p>and two existing chicken farms, upon full completion of YLS Development (Plan H-4). As such, only one existing chicken farm that is located away from main sensitive receivers could be retained (in area zoned “AGR” on the Tai Tong OZP). One pig farm and about 0.1 ha of active farmland (both within Item A) will be affected by the current zoning amendment, as they could not possibly be retained due to conflict with the proposed YLS Development, in particular for educational, open space and road uses.</p> <p>Environmental nuisance, sewerage impact and illegal conversion aspects of the subject pig farm and chicken farm are not related to the OZP, which is to show the broad land use framework and planning intention for the area. Such matters can be dealt with by other statutory and administrative regimes under the purview of other concerned department(s).</p>
R24 (SPHRC)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) VRs of Wong Nai Tun Tsuen should be consulted in advance over the proposed extension of the “V” zone (Item C).	(a) Response (a) to R23 above is relevant.
	(b) Oppose the retention of one chicken farm near Wong Nai Tun Tsuen due to recurrent environmental nuisance, and conversion of the farm structures into subdivided flats.	(b) Response (c) to R23 above is relevant.
	(c) The entire proposed Road D1 should be advanced to Stage 1 works to alleviate traffic congestion in the area.	(c) Response (c) to R1 above is relevant.

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	(d) A piece of land near Tai Lam Country Park (shown as 'R24' on Plan H-2a) should be rezoned from "AGR" to "OS" for the reasons that the proposed MSBs cannot accommodate all the affected brownfield operations and in view of the continuing decline of agriculture in Hong Kong.	(d) The subject area falls outside the amendment items and outside the YLS DA. Responses (a) and (h) to R1 above are generally relevant. Furthermore, there are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.
R25 (Tai Tong Village Youth Association)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) The proposed Route 11 should connect with the YLS Development.	(a) Response (f) to R1 above is relevant.
	(b) Road works, such as the proposed Road D1, and new bus services should be implemented before in-take of new residents. The proposed Environmentally Friendly Transport Services (EFTS) should extend to Tai Tong and preferably be connected with Yuen Long Town. All the main roads in Tai Tong should be interconnected.	(b) Responses (c) and (f) to R1 regarding the proposed Road D1 and the connection with Tai Tong area respectively are relevant. Besides, supporting transport infrastructure (including buses and minibuses) will be provided timely in commensurate with the population intake by phases, which would be monitored in tandem with the progress of the YLS Development by relevant works department(s). To harness the potential of green mobility in NDAs, the Civil Engineering and Development Department (CEDD) has commenced the "Feasibility Study on EFTS in Hung Shui Kiu (HSK) NDA and Adjacent Areas" for conducting preliminary assessments and financial/ economic evaluations, and formulation of the implementation strategy and programme for the proposed EFTS in HSK/Ha Tsuen (HSK/HT) NDA and YLS Development. The study aims to identify the optimum EFTS routing, which is not only technically feasible but also financially viable and economically sustainable.
	(c) Reasonable C&R arrangement should be formulated	(c) Responses (a) to R3 to R5 above on C&R aspect, and (f) to R10 on land

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	for the affected squatters and brownfield operators. The resumption limit should be appropriately rationalised to avoid potential disputes between relevant stakeholders and the Government.	resumption limit are relevant.
	(d) Planning applications within the YLS DA should continue to be accepted and be tolerated before associated public works commence.	(d) All planning applications made under the Town Planning Ordinance (the Ordinance) will be considered by the Board as per the provisions of the Ordinance.
R26, R27 and R28 (also C168) (Mr LEE Chun-wai, Mr FONG Ho-hin and Mr SZETO Pok-man respectively, all three are members of Yuen Long District Council (YLDC))	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) The Government should not bundle development projects with transport infrastructure improvements. Road improvement works, such as widening of Kung Um Road and Kiu Hing Road (with additional cycle tracks on both sides that could connect to Yuen Long town centre), should be expedited before developing public housing.	(a) Response (b) to R1 above is relevant. According to the latest programme, the proposed road improvement works including the construction of some new roads and improvement to Kung Um Road (part), Kiu Hing Road (part) and TYSTI would be completed before the first population intake of Stage 1 in 2028. Remaining road works within Stage 2 of the YLS DA are now planned to be completed before 2033 to suit the population intake of Stage 2. In particular, due to spatial constraint, cycle track has not been planned along the northern part of Kung Um Road and Kiu Hing Road. Nevertheless, cycle tracks are generally proposed along the internal local roads running parallel to the aforesaid thoroughfares serving the nearby residential community within the “ <i>Urban Living</i> ” planning area.
	(b) The expected new population of 98,700 will strain the capacity of public services, transport network and health system of Yuen Long District. The proposed 13,000 job opportunities are insufficient. The scale of the YLS Development should be reassessed once	(b) About 5,790 employment opportunities will be created as part of YLS Development Stages 1 and 2 (such as within the primary schools in Item A). While YLS Development will provide about 13,630 employment opportunities, the nearby HSK/HT NDA (which will be connected with YLS Development by roads and the planned EFTS) will provide an addition of about 150,000

Representation No. (TPB/R/S/ YL-TT/17-)	Subject of Representation	Responses to Representation
	road improvement works have been completed.	<p>employment opportunities for NWNT, including Yuen Long 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.</p> <p>Based on the HKPSG requirements, the planned provision for GIC facilities in Yuen Long District is generally adequate to meet the demand of the overall planned population (including the amendment items), except for hospital beds, child care services facilities, community care services facilities, RCHE, libraries, sports ground/sport complex and swimming pool (Annex VII). Taking into account the advice of relevant bureaux/departments (B/Ds), public views received from the CEs of the YLS Study and in commensurate with local circumstances, a diverse range of GIC facilities are proposed in the YLS Development, including clinic, markets, police station, fire station, post office, youth facilities, community hall, primary schools, RCHE, sports and recreation and other social facilities, etc., which will be implemented incrementally, with some of the facilities falling within the current amendment items.</p> <p>Notwithstanding the above, the Leisure and Cultural Services Department (LCSD) will continue to explore the scope to provide additional libraries, sports ground/sport complex and swimming pool within Yuen Long District as appropriate. Hospital services are assessed on a wider regional basis and can be partly addressed by the provision in adjoining areas. The HKPSG requirements for social welfare facilities are a long-term goal and the actual provision would be subject to the consideration of relevant B/Ds in the planning and development process as appropriate, and as detailed design proceeds. 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 Yuen Long District.</p>

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		<p>The current zoning amendments only cover Stages 1 and 2 of the YLS Development. Some of the shortfalls in GIC facilities and open spaces in the Tai Tong planning scheme area (Annex VIII) could be met under the Remaining Stages of the YLS Development. Moreover, the Remaining Stages of the YLS Development would be subject to further review, upon which there may be scope to further enhance the provision of jobs, open spaces and GIC facilities.</p> <p>Regarding traffic concerns, responses (b) and (c) to R1 above are relevant.</p>
	(c) The YLS Development should adopt a per capita living space standard of 300 sq ft per person for public housing. The median family income should be used to evaluate the price of subsidised sales flats; while repayment limits/caps should be prescribed. The Government should also establish policies and measures to set a minimum living space per capita standard and to control house prices at a reasonable level.	(c) Living space standard and pricing of residential units are outside the scope of the subject OZP, which is to show the broad land use framework and planning intention for the area. Besides, no public housing element is proposed as part of the amendment items for the Tai Tong OZP.
	(d) The Government should assist in identifying suitable land to relocate farmland and affected livestock farms. No development should take place on the active farmland near Yeung Ka Tsuen (Plan H-4). The Government should also assist brownfield operators to relocate into MSBs.	(d) Matters concerning agricultural-related legislation, regulation, policy, and operational and licensing issues, including on farm domestication, “Agricultural Park”, “agricultural priority area” (“APA”) and special agricultural land rehabilitation scheme, etc., are outside the scope of the OZP, which is to show the broad land use framework and planning intention for the area. Such concerns should be directed to the relevant B/Ds and be dealt with under established procedures. Nevertheless, licensed livestock farmers may also choose to relocate to other “Livestock Waste Control Areas” (LWCA) provided the relocation site fulfills relevant statutory requirements. The Agriculture, Fisheries and Conservation Department will provide support based

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		<p>on the relocation needs of individual farmers.</p> <p>Responses (a) to R3 to R5 above on compensation aspect, and (h) to R1 on the retention of “AGR” land near Yeung Ka Tsuen and MSB aspect are also relevant.</p>
	(e) Compensation packages for affected stakeholders should be enhanced (such as increasing the domestic removal allowance to \$15,000 per person). The Government should render assistance to affected residential flat tenants. Early rehousing of affected residential care home occupants should be carried out.	(e) Response (a) to R3 to R5 above is relevant. Besides, there are no affected residential care homes within the amendment items for the Tai Tong OZP.
R29 and R30 (both individuals)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) Kung Um Road and Kiu Hing Road should be widened into a proper carriageway with cycle track immediately (R29). Cycle tracks to Yuen Long Town should be provided (R30).	(a) Response (a) to R26 to R28 above is relevant.
	(b) The traffic network in Shap Pat Heung should be prioritised and be improved before carrying out the YLS Development. (R30)	(b) Responses (c) to R1 , (b) to R25 and (a) to R26 to R28 above are relevant.
	(c) The southwestern part of Yuen Long should be maintained as a low-density, high-quality living environment. The influx in population will bring adverse impact to the area. (R30)	(c) The subject area falls outside the amendment items and within the planning scheme area of the TYST OZP under the Remaining Stages of the YLS Development. Land within the Remaining Stages of the YLS Development will be subject to further review in due course.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
R31 (also C169)	Comments on Amendment Items A and C	
(individual)	<p><u>Major Comment(s)</u></p> <p>(a) The proposed schools should be spread out across the YLS DA instead of being concentrated in one area (Item A); parts of Item A should be retained as “Open Space” (“O”) in view of the shortfall. The open space provision target as proposed under Hong Kong 2030+ should be adopted for the YLS Development.</p>	<p>(a) The siting of the four proposed school reflects the recommendation of the Revised RODP of the YLS Development, which is the result of a comprehensive and iterative study, including three stages of CE, conducted since November 2012. The proposed location of the subject schools would benefit from its proximity to the centre of the “<i>Urban Living</i>” planning area (Drawing H-3), where various GIC facilities and public transport interchange can be found (under Amendment Item A1 of the TYST OZP). The clustering of the subject proposed school, which is not uncommon in other districts, is considered appropriate and justified. Furthermore, while the area is broadly zoned “G/IC(1)” (Item A), part of the subject zoning will be used as LO (about 0.2 ha) and amenity area (total of about 800m²), as reflected in the Revised RODP (Plan H-2c).</p> <p>Regarding the provision of open space, there is planned surplus in the provision of DOs (+36.5 ha) and LOs (+79.9 ha) in Yuen Long District. Moreover, the proposed DO and LO provision for both the YLS Development as a whole and for YLS Development Stages 1 and 2 alone (i.e. the subject of the current amendment) are more than the prevailing HKPSG requirement. Under the Revised RODP, about 15.5 ha and 13.2 ha of land have been designated as DO and LO respectively, which exceeds the prevailing standard under the HKPSG for a total population of about 101,200. In terms of the YLS Development Stages 1 and 2 alone (i.e. the subject of the current amendment items), about 7.5 ha of DO and 6.3 ha of LO will be provided, which also exceed the prevailing standards under the HKPSG for a new population of about 51,760. Besides, the planned surplus of DO in Yuen Long district, particularly adjacent to Yuen Long Highway in the proximity of Tai Tong, could serve the expected</p>

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		need.
	(b) Questioned the status of the villagers to be resited in Item C.	(b) Responses (g) to R1 and (a) to R6 to R9/R11 to R13/R15 above are relevant.
	(c) The extent of “V” zones should be reviewed as a disproportionately large area of land in Tai Tong is zoned “V”; the landownership of V-zoned land and the genuine Small House demand in the area is also questioned.	(c) No “V” zones are affected by the amendment items and there are no “V” zones within the YLS DA. About 195 ha of land is currently zoned “V” on the Plan, of which about 28 ha is Government Land (GL) (about 14.4%) and 167 ha is private land (about 85.6%). The boundaries of the “V” zones on the OZP are drawn up having regard to the existing village environs, the approved Small House applications, the number of outstanding Small House applications, the anticipated Small House demand, topography, site constraints and the provision of public services, etc. Taking the aforesaid factors into account, it is considered appropriate to retain the “V” zones on the OZP.
R32 (Capital Apex Development Limited)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) In order to meet Hong Kong’s ever changing needs and to achieve wider policy initiatives, such as sustainability and livability, more land should be designated as land reserve and be upzoned for higher density development.	(a) In consultation with relevant B/Ds, the Development Bureau and PlanD are re-assessing the future land requirements of Hong Kong with the concept of land reserve in mind, taking into account the latest circumstances and relevant policies and initiatives such as the Report of the Task Force on Land Supply, the Hong Kong’s Climate Action Plan 2030+, and the Long Term Housing Strategy Annual Progress Report 2020. The latest land demand and supply analysis will be incorporated into the finalised strategy of Hong Kong 2030+ to be promulgated in due course.
	(b) The “AGR” zone to the east of Item A (shown as	(b) The subject area falls outside the amendment items and outside the YLS DA.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	'R32' on Plan H-2c) should be rezoned as land reserve for higher-density development.	Response (h) to R1 above regarding agricultural land in Tai Tong area is generally relevant. Furthermore, there are no strong justifications or technical assessments to substantiate the proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.
R33 to R38, R40 to R52 (R35 is also C52) (R33: Mr LEUNG Tak-ming, member of YLDC; R34 to R38, R40 to R52: all individuals)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) The lack of employment opportunities in Yuen Long district (including the YLS Development) and the anticipated increase in population (in excess of 0.5 million) will lead to longer commutes and overload the district further. The concentration of development in NWNT is pretence to pave the way for major regional (e.g. Route 11 and East Lantau Metropolis) and cross-boundary infrastructures (such as high speed rail to Shenzhen Qianhai) in the future.	(a) Response (b) to R26 to R28 above is relevant. The Government has been developing land resources through various measures. The development of YLS as an extension of Yuen Long New Town is amongst the key medium-to-long term options. A number of strategic road links/improvement works have been proposed in the NWNT, which are expected to further enhance the transport infrastructure capacity of the area in the long term in commensurate with wider development needs (Plan H-4).
	(b) The Government should pursue other land supply options, such as military sites and vacant GL.	(b) Response (b) to R3 to R5 above is relevant. All existing military sites are used for defence purposes with none left idle. The HKSAR Government has no plan to seek any change to the use of these sites. Military sites are not an option for increasing land supply. Vacant government sites managed by the Lands Department include works sites returned by works departments after completion of projects; sites earmarked for long-term or permanent development; sites available for short-term community, institutional or non-profit making uses; and sites under processing for short-term uses, etc. As these sites have different backgrounds, coupled with the fact that some may not be suitable for or may only have a low potential for

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		development due to their physical conditions and technical constraints (e.g. remote in location, oddly shaped, or small and piecemeal), they should not be simply considered as sites with development potential.
	(c) The existing traffic and transport network (such as West Rail, Tai Lam Tunnel and Tuen Mun Highway) could not cope with the anticipated developments in the district. The Government should not bundle development projects with essential transport infrastructure improvements, such as widening of Kung Um Road, Kiu Hing Road and TYSTI improvements. Traffic improvement works should be expedited.	(c) Responses (b) and (c) to R1 and (d) to R16 to R18 above are relevant.
	(d) TIA should be conducted and made available for public scrutiny before proceeding with planning further.	(d) Response (e) to R16 to R18 above is relevant.
	(e) There are limitations and constraints regarding the proposed MSBs in housing the affected brownfield operations and port back-up uses. Some industries, such as concrete batching plant, could not relocate into MSBs. The future rent of the MSB floorspace would be higher than traditional open storage land, which would price out the recycling trade to the detriment of waste recycling/reduction.	(e) Responses (h) to R1 and (e) to R10 above are relevant.
	(f) The C&R arrangement is inadequate and incomprehensive, and would encourage brownfield uses to proliferate elsewhere. The compensation	(f) Responses (g) to R1 on village resite aspect, (a) to R3 to R5 on C&R aspect, and (d) to R26 to R28 on affected agricultural aspects above are relevant.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	cap on brownfield operations neglects the needs of the trade. There should be option for village resite. Better compensation should be made available to squatters and licensed houses. The Government should render proactive assistance to relocate affected operations, livestock farmers and villagers.	
	(g) Existing local community networks and local economies (including agricultural uses) will be destroyed by the YLS Development, which runs contrary to the community's desire to promote the local economy.	(g) Response (f) to R16 to R18 above is relevant.
	(h) The ratio in each type of proposed public housing should be made clear. (R33)	(h) No public housing development is proposed under the amendment items for the Tai Tong OZP.
	(i) Bicycle-priority/bicycle-only lanes should be designated on proposed roads, especially those connecting to key activity nodes, so that cyclists could enjoy equal access as car users. (R33)	(i) Response (a) to R26 to R28 above is relevant.
	(j) 1-2 ha of land should be rezoned as village resite area. (R33)	(j) Response (g) to R1 above is relevant.
	(k) Equivalent areas of land should be rezoned to accommodate the affected livestock farms. (R33)	(k) Response (d) to R26 to R28 above is relevant.
	(l) Bicycle parking requirement should be prescribed as conditions in "OU" annotated "Mixed Use" ("OU(MU)") and "Commercial" ("C") sites.	(l) The subject zonings are not related to the amendment items. There are no "C" zones proposed under the Revised RODP of the YLS Development. While there are "OU(MU)" sites on the Revised RODP, they fall within the Remaining

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
		<p>Stages of the YLS Development within the planning scheme area of the TYST OZP. Land within the Remaining Stages of the YLS Development will be subject to further review in due course. Nevertheless, bicycle parking requirements may be included in the relevant lease conditions if and when considered necessary.</p>
R39 (individual)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) The value of local agriculture, local economies and brownfield operations should be recognised and be supported. Affected stakeholders should be appropriately compensated and rehoused, irrespective of their indigenous or non-IV status. “V” zones should be put to its intended use. There should be harmonious connection between the new development and existing communities.	(a) Responses (a) to R3 to R5 on C&R aspect, and (d) to R26 to R28 on agricultural aspect above are relevant. No “V” zones are affected by the amendment items and there are no “V” zones within the YLS DA. Amongst the guiding principles of the YLS Development is to ensure harmonious integration of the new development with the surrounding environment and villages. Efforts should be made by the project proponent(s) to create harmonious integration between the new development and the surrounding environment at the detailed design stage.
	(b) Apart from housing, former brownfield land can also be used for open space, other community facilities or agricultural rehabilitation.	(b) Through comprehensive planning under the Revised RODP of YLS Study, about 100 ha of brownfield land in YLS will be transformed into a green and liveable community, contributing to the medium to long term housing supply of Hong Kong whilst supported by ample infrastructures, community facilities and open spaces. Under the zoning amendment to the Tai Tong OZP, some of the former brownfield land will be converted into designated GIC uses (Item A). Together with some supporting infrastructures, such as the provision of comprehensive cycle paths and pedestrian walkways, and the preservation of natural landscapes and environment, such as the preservation of active farmland and the preservation of river streams with higher ecological value, a sustainable and liveable neighbourhood upon full development of YLS is envisioned.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
	(c) The role of buses, minibuses and cycling should be elevated; cycling facilities should be improved in line with other world cities. The proposed EFTS should endeavour to complement the Light Rail system.	(c) Responses (b) to R25 on public transportation and EFTS, and (a) to R26 to R28 on cycling aspects above are relevant.
	(d) More employment opportunities should be created to provide more choices for future residents.	(d) Response (b) to R26 to R28 above is relevant.
R53 (individual)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) Questioned the adequacy/sufficiency of the proposed GIC facilities.	(a) Response (b) to R26 to R28 above is relevant.
	(b) The Government should not bundle development projects with transport infrastructure improvements. Road improvement works, such as at Kung Um Road and Kiu Hing Road, should be expedited to alleviate the traffic burden brought by the influx of new population under Item A3.	(b) Response (b) to R1 above is relevant.
	(c) A direct cycle track to Yuen Long Town should be provided.	(c) Response (a) to R26 to R28 above is relevant.
R54 (also C166) (individual)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) Appropriate compensation should be offered to affected livestock farms.	(a) Response (a) to R3 to R5 above is relevant.

Representation No. (TPB/R/S/YL-TT/17-)	Subject of Representation	Responses to Representation
R55 (individual)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) Tin Liu Tsuen should be included as part of the YLS Development.	(a) Delineation of the YLS DA under the YLS Study is not related to the OZP, which is to show the broad land use framework and planning intention for the area. No “V” zones are affected by the amendment items and there are no “V” zones (including that of Tin Liu Tsuen, Drawing H-1) within the YLS DA.
	(b) The transport infrastructure should be restructured (including widening of Kung Um Road and Kiu Hing Road along with cycle tracks). Re-tender of minibus routes should be carried out and be substituted by better large-scale public transport.	(b) Responses (c) to R1 on road improvement, and (b) to R25 on public transportation aspect above are relevant.
R56 to R136 (all individuals)	Other Comments and Suggestions	
	<u>Major Comment(s)</u> (a) Oppose the retention of a pig farm ¹ and a chicken farm ² to the southern end of Kung Um Road (i.e. the pig farm annotated “No. 6” and the chicken farm annotated “No. 3” respectively within the Tai Tong planning scheme area on Plan H-4) due to recurrent environmental nuisance and pollution from improper sewage disposal, and illegal conversion of the farm structures into subdivided flats.	(a) Responses (c) to R23 on environmental nuisance of livestock farms, and (d) to R26 to R28 on agricultural aspect are relevant.

¹ Lots 1840 to 1843, 1863 and 1864 in D.D. 117.

² Lots 972, 973, 974 S.B, 968 and 969 in D.D. 117.

- (2) The 171 valid comments on representations were submitted by some of the representers themselves (**R5, R7, R9, R11 to R13, R16, R18, R20, R28, R31, R35 and R54**) and by other organisations/individuals.

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
C1	Provides responses to R3 to R9, R11 to R13, R15 to R20, R26, R27, R33 to R52	<p>(a) Opposes the YLS Development unless the C&R arrangement is reasonable and acceptable to affected stakeholders, including non-IVs and squatter residents. Various restrictions and eligibility criteria for C&R should be lifted/ relaxed for all affected residents. Option for village resite should be made available. The Government should proactively assist brownfield operators and farmers to relocate elsewhere.</p> <p>(b) Land should be designated within the YLS Development for public housing or designated Hong Kong Housing Society (HKHS) rehousing estate to rehouse those affected by the development in-situ.</p>	<p>(a) Responses (g) to R1 on village resite, and (a) to R3 to R5 on C&R aspects above are relevant.</p> <p>(b) When formulating the land use proposal for YLS, a 'minimal-impact approach' was adopted to retain the well-established residential clusters/communities and to minimise impact on the existing residents as far as possible. Although no HKHS rehousing estates have been proposed within the YLS DA, there are two local rehousing sites in HSK/HT NDA designated for non-means-tested local rehousing purpose, providing about 2,600 units. Eligible affected residents could also be rehoused to Hong Kong Housing Authority's (HKHA's) public rental housing (PRH) if they fulfil all rehousing and PRH eligibility criteria, including income and asset test. According to the Revised RODP for the YLS Development, about 19.6 ha of land has been designated for public housing development (including 13.3 ha under Item A3 in the TYST OZP), which would provide about 22,320 public flats (including 16,920 public flats in the current zoning amendment to the TYST OZP). Furthermore, a total of about 1.3 ha of land (including</p>

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
			0.57 ha under Item C and 0.76 ha within the TYST area) were rezoned as “V(1)” mainly for re-provisioning of village houses affected by Government projects. Overall, the range of C&R options available for eligible domestic occupants is in line with other development projects.
C2 (also R9), C3, C4, C5 (also R18), C6 (also R13), C7 (also R12), C8 (also R16), C9 to C31, C32 (also R5), C33 (also R11), C34 to C51, C52 (also R35), C53 (also R20), C54 to C56, C57 (also R7), C58 to C71	Support R3 to R9, R11 to R13, R15 to R20, R26, R27, R33 to R52	<p>(a) Oppose the bundling of the YLS Development with transport infrastructure improvement works. Traffic improvement works should be expedited first before proceeding with planning further.</p> <p>(b) The proposed sewage treatment works (STW, Item E of TYST OZP) should be developed in conjunction with YLS Development Stages 1 and 2 and be relocated closer to the Stages 1 and 2 developments. The siting of the proposed STW away from the rest of the Stages 1 and 2 developments is not well thought out. There are sensitive receivers in the vicinity of the proposed STW site and the proposed STW will generate environmental nuisance and cause ecological damage.</p> <p>(c) The C&R packages should be enhanced and its applicability be extended to cover all affected stakeholders and structures. Option for village resite should be made available and the proposed village resite area (Item C) should be enlarged accordingly. The pricing of the rehousing flats should be equivalent to its construction cost. Various restrictions and eligibility criteria for C&R should be lifted/ relaxed for all affected residents. The SEGCS should be retained. Options for resettlement of operations should be made available.</p>	<p>(a) Responses (b) and (c) to R1 above are relevant.</p> <p>(b) The subject STW falls within the area of TYST OZP and not related to the amendment items for Tai Tong OZP.</p> <p>(c) Responses (g) to R1 on village resite, and (a) to R3 to R5 on C&R aspects above are relevant.</p>

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
		<p>(d) Land should be designated within the YLS Development for HKHA public housing or designated HKHS rehousing estate to rehouse those affected by the development.</p> <p>(e) Opposed land resumption for low-density private development, such as at “<i>LOHAS Living</i>” planning area and TYST, which is unlawful. Even if land is resumed for public purpose, negotiation and dialogue should be forged with the landowners to reach a mutually agreeable outcome.</p> <p>(f) The Government should proactively coordinate the relocation of affected livestock farms and discuss with the trade. The rates of compensation and associated details for affected livestock farms should be made clear.</p> <p>(g) Relevant officials should discuss with the affected stakeholders directly over the C&R arrangement for the YLS Development.</p>	<p>(d) Response (b) to C1 above is relevant.</p> <p>(e) Response (c) to R16 to R18 above is relevant.</p> <p>(f) Responses (a) to R3 to R5 on C&R, and (d) to R26 to R28 on agricultural aspects above are relevant.</p> <p>(g) Response (a) to R3 to R5 above is relevant.</p>
C72 to C106, C114, C116, C120, C164	Support R14, R16, R26 to R52 and R54	<p>(a) The Government has underestimated the importance of local agriculture (in terms of food security, local culture and local employment) and the complicated procedures with relocation of livestock farms. The Government’s intention for livestock farms to relocate elsewhere within the “LWCA” is flawed and would actually signal the end of the industry.</p> <p>(b) The government should directly respond to the farm operators’ demand of retaining their operations, as it could provide reassurance for farm operators to invest in their operations and/or seek for relocation.</p>	<p>(a) Responses (f) to R16 to R18 and (d) to R26 to R28 above are relevant.</p> <p>(b) Response (d) to R26 to R28 above is relevant.</p>

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
		<p>(c) The Government should coordinate relevant departments in finding suitable land for relocating the affected livestock farms.</p> <p>(d) The Government should pay heed to the trade's proposal for multi-storey livestock farms, consolidation of livestock farms and introduction of overseas advance technologies.</p>	<p>(c) Response (d) to R26 to R28 above is relevant.</p> <p>(d) Response (d) to R26 to R28 above is relevant.</p>
	Oppose R23, R24 and R56 to R136	(e) There are stringent regulations, licensing requirements and associated penalties in place to ensure that environmental impacts of livestock farms are kept to an acceptable level. The concerned farms have spent considerable effort and resources to this effect. The accusations made by nearby villagers are unfounded.	(e) Response (c) to R23 above is relevant.
C107 to C113, C115, C117 to C119, C121 to C163, C165	Provide responses to R14, R16, R26 to R52 and R54	<p>(a) The Government has underestimated the importance of local agriculture (in terms of food security, local culture and local employment) and the complicated procedures with relocation of livestock farms. The Government's intention for livestock farms to relocate elsewhere within the "LWCA" is flawed and would actually signal the end of the industry.</p> <p>(b) The government should directly respond to the farm operators' demand of retaining their operations, as it could provide reassurance for farm operators to invest in their operations and/or seek for relocation.</p> <p>(c) The Government should coordinate relevant departments in finding suitable land for relocating the affected livestock farms.</p> <p>(d) The Government should pay heed to the trade's proposal for multi-storey livestock farms, consolidation of livestock farms and</p>	<p>(a) Responses (f) to R16 to R18 and (d) to R26 to R28 above are relevant.</p> <p>(b) Response (d) to R26 to R28 above is relevant.</p> <p>(c) Response (d) to R26 to R28 above is relevant.</p> <p>(d) Response (d) to R26 to R28 above is relevant.</p>

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
		introduction of overseas advance technologies.	
	Provide responses to R23, R24, R56 to R136	(e) There are stringent regulations, licensing requirements and associated penalties in place to ensure that environmental impacts of livestock farms are kept to an acceptable level. The concerned farms have spent considerable effort and resources to this effect. The accusations made by nearby villagers are unfounded.	(e) Response (c) to R23 above is relevant.
C166 (also R54)	Provides responses to R54	(a) The concerned pig farm meets the stringent requirements of various departments. Local agriculture is an integral part of a diverse and sustainable Hong Kong. Besides compensation, the Government should coordinate relevant departments in finding suitable land for relocating the affected livestock farms.	(a) Response (d) to R26 to R28 above is relevant.
C167	Nil	(a) Suggested to conserve/develop eco-tourism on land covered by Items B and C to facilitate tourism and provide job opportunities for farmers.	(a) Item B is primarily intended to reflect the existing established residential clusters not affected by YLS Development, while Item C is mainly for the re-provisioning of village houses affected by Government projects. As these two sites are mainly for residential purposes, they are considered not appropriate to be developed for eco-tourism uses. Besides, there are no strong justifications or technical assessments to substantiate the subject proposal; without the necessary details, the technical feasibility and possible impact of which cannot be ascertained.
C168 (also R28)	Nil	(a) Reiterated his representations of R28 .	(a) Responses to R28 above are relevant.

Comment No. (TPB/R/S/YL- TT/13-)	Related Rep'	Gist of Comments	Response to Comment
C169 (also R31)	Nil	<p>(a) Reiterated her representations of R31.</p> <p>(b) Some/parts of the “V” zones should be rezoned for GIC and open space uses.</p> <p>(c) Demands a detailed breakdown of the landownership for “V” zones.</p>	<p>(a) Responses to R31 above are relevant.</p> <p>(b) No “V” zones are affected by the amendment items and there are no “V” zones within the YLS DA.</p> <p>(c) Response (c) to R31 above is relevant.</p>
C170	Nil	(a) “Support”.	(a) Comment noted.
C171	Nil	(a) Opposes the zoning amendments unless various legislative, regulatory, policy, operational, compensatory and licensing issues raised by the agricultural trade are resolved, <i>inter alia</i> , relaxation of restrictions on agricultural structures and provision of free-of-charge services to affected farmers to help them relocate; relaxation of restrictions to relocate livestock farms; and expedite the implementation of “agricultural park”, “APA” and special agricultural land rehabilitation scheme; and the Government should also help consolidate sporadic agricultural land.	(a) Response (d) to R26 to R28 above is relevant.

Provision of Major Community Facilities and Open Space in Yuen Long 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 [#]	106.06 ha	30.18 ha	142.51 ha	+36.45 ha
Local Open Space	10 ha per 100,000 persons [#]	106.06 ha	104.42 ha	185.91 ha	+79.85 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	1,237 classrooms	1,160 classrooms	1,550 classrooms	+313 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	1,779 classrooms	1,289 classrooms	2,159 classrooms	+380 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	682 classrooms	473 classrooms	696 classrooms	+14 classrooms
District Police Station	1 per 200,000 to 500,000 persons	2	1	2	0
Divisional Police Station	1 per 100,000 to 200,000 persons	5	4	5	0
Hospital	5.5 beds per 1,000 persons [^]	5,963 beds	1,095 beds	3,695 beds	-2,268 beds
Clinic/Health Centre	1 per 100,000 persons	10	5	11	+1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	1	0	1	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	4,242 places	430 places	1,118 places	-3,124 places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	15	11	16	+1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	7	6	10	+3
District Elderly Community Centres (DECC)	One in each new development area with a population of around 170,000 or above [#]	1	2	3	+2

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)	
Neighbourhood Elderly Centres (NEC)	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	12	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{**@}	4,274 places	749 places	1,269 places	-3,005 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	5,293 beds	1,801 beds	3,161 beds	-2,132 beds
Library	1 district library for every 200,000 persons	5	3	3	-2
Sports Centre	1 per 50,000 to 65,000 persons [#]	16	8	16	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	4	2	3	-1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	3	1	2	-1

Notes:

1. The planned resident population in Yuen Long District is about 1,060,600. If including transients, the overall planned population is about 1,084,300.
2. Provision of DECC is only applicable for new development area with 170,000 persons or above. As such, only the Hung Shui Kiu/Ha Tsuen New Development Area is applicable within Yuen Long District.
3. Provision of NEC is only applicable for clusters of new and redeveloped housing areas with 15,000 to 20,000 persons.

[#] The requirements exclude planned population of transients.

[^] The provision of hospital beds would be monitored and 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 (SWD) in the planning and development process as appropriate. The Planning Department and SWD will work closely together to ensure that additional social welfare facilities will be included in new and redevelopment proposals from both public and private sectors.

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Provision of Major Community Facilities and Open Space in Tai Tong Area

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 [#]	4.24 ha	0 ha	2.77 ha	-1.47 ha
Local Open Space	10 ha per 100,000 persons [#]	4.24 ha	1.35 ha	1.56 ha	-2.68 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	50 classrooms	24 classrooms	24 classrooms	-26 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	61 classrooms	30 classrooms	30 classrooms	-31 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	23 classrooms	2 classrooms	2 classrooms	-21 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 [^]	240 beds	90 beds	90 beds	-150 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 ^{#@}	169 places	0 place	0 place	-169 places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	0	0	0	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	0	0	0	0
District Elderly Community Centres (DECC)	One in each new development area with a population of around 170,000 or above [#]	N.A.	0	0	N.A.

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)	
Neighbourhood Elderly Centres (NEC)	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	0	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{**@}	173 places	23 places	23 places	-150 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	215 beds	20 beds	20 beds	-195 beds
Library	1 district library for every 200,000 persons	0	0	0	0
Sports Centre	1 per 50,000 to 65,000 persons [#]	0	0	0	0
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

Notes:

1. The planned resident population in Tai Tong is about 42,400. If including transients, the overall planned population is about 43,500.
2. The 4 nos. of planned primary schools in Yuen Long South Development Stage 2 within the Tai Tong Outline Zoning Plan (OZP) have been excluded from the planned provision herein. They are instead included in the Tong Yan San Tsuen OZP planned provision to serve the new residential cluster therein.
3. Provision of DECC is only applicable for new development area with 170,000 persons or above. As the planned population for Tai Tong is about 42,400, the provision requirement is not applicable.
4. Provision of NEC is only applicable for clusters of new and redeveloped housing areas with 15,000 to 20,000 persons. There is no such cluster in the OZP area and the provision requirement is therefore not applicable.

[#] The requirements exclude planned population of transients.

[^] The provision of hospital beds would be monitored and 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 (SWD) in the planning and development process as appropriate. The Planning Department and SWD will work closely together to ensure that additional social welfare facilities will be included in new and redevelopment proposals from both public and private sectors.

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