

# TOWN PLANNING BOARD

TPB Paper No. 10426

For Consideration by  
the Town Planning Board on 7.6.2018

DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/11  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/YL-TYST/11-1 TO 203  
AND COMMENTS NO. TPB/R/S/YL-TYST/11-C1 TO C292

**DRAFT TONG YAN SAN TSUEN OUTLINE ZONING PLAN NO. S/YL-TYST/11  
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/YL-TYST/11 – R1 to R203  
 AND COMMENTS NO. TPB/R/S/YL-TYST/11 – C1 TO C292**

<b>Subject of Representations/ Representation Site</b>	<b>Representers</b>	<b>Commenters</b>
<p><b><u>Amendment Item A1:</u></b>            Rezoning of a piece of land to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange from “Open Space” (“O”), “Residential (Group B)1” (“R(B)1”) and an area shown as ‘Road’ to “Residential (Group A)1” (“R(A)1”).</p> <p><b><u>Amendment Item A2:</u></b>            Rezoning of a strip of land at the eastern boundary of Villa Sunshine from “O” to “R(B)1”.</p> <p><b><u>Amendment Item B:</u></b>            Rezoning of a piece of land to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir from “Green Belt” (“GB”) and “Government, Institution or Community” (“G/IC”) to “R(A)2”.</p>	<p><b><u>Total: 203</u></b></p> <p><b><u>Support Items A1, A2 and B but Oppose the Use of the Rezoning Sites for Public Housing Development Only (21)</u></b></p> <p><b>R1 to R3 and R11 to R28:</b>            Individuals</p> <p><b><u>Support Item A1 and B but Oppose the Use of the Rezoning Sites for Public Housing Development Only (1)</u></b></p> <p><b>R4:</b> Individuals</p> <p><b><u>Representations providing Views on Item A1 (1)</u></b></p> <p><b>R5:</b> MTR Corporation Limited</p> <p><b><u>Representations providing Views on Items A1, A2 and B (5)</u></b></p> <p><b>R6 to R10:</b> Individuals</p> <p><b><u>Oppose Items A1, A2 and B and the use of the Rezoning Sites for Public Housing Only (96)</u></b></p> <p><b>R29 to R124:</b> Individuals</p> <p><b><u>Oppose Items A1 and B(1)</u></b></p> <p><b>R125:</b> Heung Yee Kuk</p>	<p><b><u>Total: 292</u></b></p> <p><b><u>Oppose (292)</u></b></p> <p><b>C1 to C9:</b> Submitted by individuals support <b>R126</b> and <b>R129</b> to <b>R165</b> but oppose <b>R1</b> to <b>R124</b></p> <p><b>C10:</b> Submitted by a concern group named 丹桂村坑尾寮屋關注組 opposes <b>R1</b> to <b>R4</b> and <b>R6</b> to <b>R124</b> but supports <b>R126</b> and <b>R129</b> to <b>R202</b></p> <p><b>C11 to C253:</b> Submitted by individuals support <b>R129</b></p> <p><b>C254:</b> Submitted by individual has not indicated the related representations</p> <p><b>C255:</b> Submitted by the Conservancy Association opposes <b>R1</b> to <b>R4</b> and <b>R6</b> to <b>R124</b></p> <p><b>C256:</b> Submitted by Land Justice League opposes <b>R6</b> but supports <b>R129</b></p> <p><b>C257 to C276:</b> Submitted by individuals support <b>R126</b></p> <p><b>C277 to C292:</b> Submitted by individuals support <b>R126</b>, <b>R128</b> and <b>R129</b></p>

<b>Subject of Representations/ Representation Site</b>	<b>Representers</b>	<b>Commenters</b>
	<p><b><u>Oppose Items A1, A2 and B (2)</u></b></p> <p><b>R126 (part):</b> Yuen Long District Council (YLDC)</p> <p><b>R127 (part):</b> Individuals</p> <p><b><u>Oppose Item B (75)</u></b></p> <p><b>R128:</b> the Conservancy Association</p> <p><b>R129:</b> a concern group named 丹桂村坑尾寮屋關注組</p> <p><b>R130 to R202:</b> Individuals</p> <p><b><u>Oppose Item B and provide views on Item A1 (1)</u></b></p> <p><b>R203:</b> the Hong Kong and China Gas Company Limited (HKCG)</p>	
<p><b><u>Amendment Item C:</u></b> Rezoning of a piece of land at Sha Tseng Road from “G/IC” to “R(B)1”.</p>	<p><b><u>Total: 2</u></b></p> <p><b><u>Oppose (2)</u></b></p> <p><b>R126 (part):</b> YLDC</p> <p><b>R127 (part):</b> Individual</p>	
<p><b><u>Amendment Item D:</u></b> Rezoning of two pieces of land to the south of Park Villa from “G/IC” to “R(B)1”.</p>	<p><b><u>Total: 2</u></b></p> <p><b><u>Oppose (2)</u></b></p> <p><b>R126 (part):</b> YLDC</p> <p><b>R127 (part):</b> Individual</p>	

Note: The names of all representers and commenters are attached at **Annex III**. Soft copy of the full set of their submissions is sent to Town Planning Board Members via electronic means/CD-Rom at **Annex IV** (for Town Planning Board Members only); and is also available for public inspection at the Board’s website at [http://www.info.gov.hk/tpb/en/Website\\_S\\_YL\\_TYST\\_11\\_ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_TYST_11_ENG.html) and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Secretariat of the Town Planning Board for Members’ inspection.

## **1. INTRODUCTION**

- 1.1 On 29.9.2017, the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/11 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the Plan is at **Annex II**. The amendments mainly involve rezoning of a piece of land to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange from “O”, “R(B)1” and area shown as ‘Road’ to “R(A)1” (Item A1) and a piece of land to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir from “GB” and “G/IC” to “R(A)2” (Item B) to facilitate the proposed public housing developments; and to rezone a piece of land at Sha Tseng Road and two pieces of land to the south of Park Villa from “G/IC” to “R(B)1” (Items C and D respectively) to reflect the decision on two s.12A applications.
- 1.2 During the two-month public exhibition period of the draft Outline Zoning Plan (OZP), a total of 203 valid representations were received. On 12.1.2018, the representations were published for 3 weeks for public comments and a total of 292 valid comments on the representations (comments) were received.
- 1.3 On 9.3.2018, the Town Planning Board (the Board) agreed to consider the representations (**R1 to R203**) and comments (**C1 to C292**) collectively in one group.
- 1.4 This Paper is to provide the Board with information for consideration of the representations and related comments received. A summary of the representations and comments with responses is attached at **Annex V**. The representation sites are shown in **Plan H-1**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## **2. BACKGROUND**

- 2.1 Housing is one of the most important livelihood issues to be addressed by the Government. It was stated in the Policy Address that the Government would adopt a multi-pronged approach to identify suitable land to meet housing and other needs. To optimize the use of land, the Government has continued reviewing various land uses and rezoning sites as appropriate and, where the original intended use is no longer required, converting the land for housing development. The Item A1 site to the west of Long Tin Road including the ex-Long Bin Interim Housing site (LB site) and the Item B site to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir (TKT site) have been identified for public housing developments to be developed by the Housing Department (HD).
- 2.2 To ascertain the technical feasibility for supporting the proposed public housing developments, the Civil Engineering and Development Department (CEDD) has undertaken two feasibility studies for the site formation and infrastructural work (i.e. Site Formation and Infrastructural Works for the Development at Long Bin, Yuen Long-Feasibility Study (LB Study) and Site Formation and Infrastructural

Works for the Development near Tan Kwai Tsuen, Yuen Long-Feasibility Study (TKT Study)). According to the findings of the aforementioned feasibility studies, it is concluded that there is no insurmountable technical problem for the proposed public housing developments at LB site and TKT site (**Plan H-1**). The proposed public housing developments at the two sites (Item A1 and B) would provide a total of about 19,100 public housing units to accommodate about 53,500 people.

- 2.3 Minor boundary adjustment at the western boundary of the proposed public housing development at LB site is also made to exclude a strip of land in Item A2 from the proposed public housing development.
- 2.4 On 17.4.2015 and 8.1.2016, the Rural and New Town Planning Committee (RNTPC) of the Board agreed two section 12A planning applications (Nos. Y/YL-TYST/5 and Y/YL-TYST/6) to rezone a site at Sha Tseng Road and two sites to the northwest and southeast of Kam Lan Koon from “G/IC” to “R(B)1” respectively. Items C and D are to take forward the approved section 12A applications.
- 2.5 On 8.9.2017, RNTPC considered the proposed amendments to the approved Tong Yan San Tsuen Outline Zoning Plan and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 7/17 is available at the Board’s [website](http://www.info.gov.hk/tpb/en/papers/RNTPC/587-rntpc_7-17.pdf) at [http://www.info.gov.hk/tpb/en/papers/RNTPC/587-rntpc\\_7-17.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/587-rntpc_7-17.pdf) and the minutes of the above RNTPC meeting is at **Annex VI**.

### **3. LOCAL CONSULTATION**

- 3.1 Prior to the submission of the proposed amendments to the approved Tong Yan San Tsuen OZP No. S/YL-TYST/10 for consideration by RNTPC, the Ping Shan Rural Committee (PSRC), YLDC and a concern group named 丹桂村坑尾寮屋關注組 were consulted on 24.5.2017, 21.2.2017 and 27.6.2017, and 23.6.2017 respectively. PSRC members generally objected to the proposed public housing developments from the traffic and transport point of view. They were of the view that the carrying capacity of the road networks in Ping Shan Heung and public transport, such as the West Rail Line (WRL), were already saturated, especially at the peak hours. Adding population to the area in Ping Shan Heung would worsen the situation. The affected villagers at TKT site, namely 丹桂村坑尾寮屋, had also participated in the PSRC meeting and requested to exclude the existing village dwellings located at the northwestern part of the site from the proposed public housing development.
- 3.2 YLDC members generally objected to the proposed public housing developments at LB and TKT sites mainly on the grounds that the increase in population would aggravate the existing traffic congestion problem including the congested WRL in Yuen Long, inadequate traffic improvement measures were proposed to solve the problem, “GB” zone was not suitable for housing development, and no rehousing/compensation package was provided for discussion, although some

YLDC members were not against the Phase 1 development of LB site, which falls on the ex-Long Bin Interim Housing site.

- 3.3 In the meeting with 丹桂村坑尾寮屋關注組, the villagers had no objection to increase the supply of public housing to relieve the housing shortage in Hong Kong provided that it would not affect the grassroots and “no removal no clearance” (“不遷不拆”). The affected villagers requested to exclude the existing village dwellings located at the northwestern part of the TKT site from the proposed housing development boundary. The concern group raised that brownfield sites should be prioritised for development as the timing and cost to develop a brownfield site would be lower than those of a greenfield site and that there were three vacant sites in the area available for public housing development. Also, the villagers opined that the capacity of the road networks and public transport in Yuen Long were already saturated and adding the population would further worsen the situation.
- 3.4 Upon gazettal of the draft Tong Yan San Tsuen OZP No. S/YL-TYST/11, PSRC, YLDC and 丹桂村坑尾寮屋關注組 were further consulted on 13.10.2017, 24.10.2017 and 17.11.2017 respectively. PSRC and YLDC maintained their stances on the proposed public housing developments on traffic and transport impacts. Some members of YLDC raised that it was procedural improper for the Government bypassing and ignoring their previous views. The YLDC members eventually passed a motion to terminate the discussion. They reiterated that local views should be respected. Relevant extract of minutes of meetings of PSRC and YLDC are at **Annexes VII and VIII** respectively. 丹桂村坑尾寮屋關注組 also maintained their previous opposing views to TKT site and reiterated their stance on “no removal no clearance”.
- 3.5 Subsequently, YLDC (**R126**) has submitted its representations related to all amendment items and 丹桂村坑尾寮屋關注組 (**R129** and **C10**) has submitted its representations and comments related to TKT site.

## **4. THE REPRESENTATIONS**

### **4.1 Subject of Representations**

There are a total of 203 valid representations. Amongst them, 22 representations are supportive in nature but oppose the use of the rezoning sites for public housing development only. The other 6 provide comments while the remaining 175 representations are adverse representations. Their names are attached at **Annex III**. Full set of their submission is available at Board’s website at [http://www.info.gov.hk/tpb/en/Website\\_S\\_YL\\_TYST\\_11\\_ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_TYST_11_ENG.html) and the Planning Enquiry Counters of PlanD in North Point and Sha Tin and attached at **Annex IV** (for Members only). A summary of grounds of representations and PlanD’s responses to the representations is attached at **Annex V**. Their views can be summarized as follows:

<b>Representers</b>	<b>Representation No.</b>
<b><u>Supportive (22)</u></b>	
<b><i>Support Items A1, A2 and B but Oppose the Use of the Rezoning Sites for Public Housing Development Only</i></b>	
Individuals (22)	<b>R1 to R3, R4 (only Items A1 and B) and R11 to R28</b>
<b><u>Providing Views (6)</u></b>	
MTR Corporation Limited (1)	<b>R5 (Item A1)</b>
Individuals (5)	<b>R6 to R10 (Items A1, A2 and B)</b>
<b><u>Adverse (175)</u></b>	
<b><i>Oppose Items A1, A2 and B and the use of the Rezoning Sites for Public Housing Only (96)</i></b>	
Individuals (96)	<b>R29 to R124</b>
<b><i>Oppose All Items (3)</i></b>	
Heung Yee Kuk (1)	<b>R125 (only Items A1 and B)</b>
YLDC (1)	<b>R126</b>
Individuals (1)	<b>R127</b>
<b><i>Oppose Item B (75)</i></b>	
Green group - the Conservancy Association (1)	<b>R128</b>
Concern Group - 丹桂村坑尾寮屋關注組 (1)	<b>R129</b>
Individuals (73)	<b>R130 to R202</b>
<b><i>Oppose Item B and Provides Views on Item A1 (1)</i></b>	
HKCG (1)	<b>R203</b>

#### 4.2 **Major Grounds, Proposals and Views of Representations**

##### Supportive Representations but Oppose the Use of the Rezoning Sites for Public Housing Development Only

###### *Housing Mix (R1 to R4 and R11 to R28)*

- 4.2.1 The reason for support mainly is efficient use of land resources through rezoning for higher development density. The increase in development density can be supported by enhanced infrastructures.
- 4.2.2 However, they oppose using the sites exclusively for public housing purpose. Due consideration should be given to the existing private land ownership and the owners' legitimate expectation. It will be unfair if private ownerships are given up to facilitate public housing development. There is a community need for land for private residential development. The Government should strike a balance between public housing and private housing and to establish a reasonable diversity in housing types.
- 4.2.3 The representers consider that private developments can be implemented in a shorter period of time, which will benefit more users in

a shorter time. Community facilities such as residential care home for the elderly, children's day care centres, kindergarten and schools, home starters units and neighbourhood amenities can also be provided by private sector in a shorter period of time than by public initiatives.

- 4.2.4 In addition, **R4** further suggests to let private land owners to participate in housing development in the "R(A)" zone and keeping the public housing development to around 40%. **R3** also considers that the planning intention for allowing public housing development only is unfair and incomprehensive; and it is inappropriate to specify such important intention in the non-statutory and inconspicuous Explanatory Statement only.

#### Adverse Representations

##### *Transport and Traffic (R125 to R127, R129, R130, R132, R134, R135, R150, R169, R171, R174, R179, R181, R183, R186, R187, R189, R194, R195, R197 to R199 and R202)*

- 4.2.5 The increased population will worsen the current traffic condition in Yuen Long District, which is already saturated and increasingly congested. Traffic congestion will be aggravated by large-scale planned developments in the Hung Shui Kiu and the Yuen Long South (YLS). It is not reasonable to start another project while Hung Shui Kiu New Development Area (HSKNDA) is still developing. It is impossible to allow hundreds of thousands people to live in this area.
- 4.2.6 Some 210,000 people will be living in the Hung Shui Kiu area with the implementation of HSKNDA. The two existing roads – the Yuen Long Highway and the Castle Peak Road are already saturated, especially at the rush hours. It is considered that these roads cannot accommodate the additional traffic as suggested in the TKT Study. The TKT Study already indicates that the traffic and transport proposal is only a better option but not a perfect solution for the traffic problem. No job opportunity is created in the district and the residents have to travel to other district for work. The various developments in the future will aggravate traffic congestion in the area.
- 4.2.7 The traffic flow at the Tong Yan San Tsuen Interchange, which is the major route of the YLS area, is already very heavy. Vehicles from other districts also need to pass through Tong Yan San Tsuen to other parts of Yuen Long. New developments would aggravate the problem. The Government should properly solve the problem.
- 4.2.8 There are only 2 train compartments for the Light Rail and the capacity of WRL is already saturated. Thus, the capacity of the WRL/Light Rail cannot cope with the development of TKT site. The proposed increase in WRL capacity (from 7 compartments to 8 compartments) cannot solve the problem. It is indicated in a TV programme that the carrying capacity of the Light Rail and WRL already reached 104%. The opening of Hung Shui Kiu Station of the West Rail could not help to solve the

problem.

- 4.2.9 For the LB site, vehicles have to pass through Tong Yan San Tsuen Road and San Hi Tsuen Street to the Yuen Long Town Centre. These roads are already saturated, especially in the morning peak hours. The other proposed route is from LB site via Long Tin Road through the bridge to the highways then to Yuen Long and Kowloon. Yet, this route is indirect and cannot be acceptable.
- 4.2.10 For the TKT site, even though there will be a proposed vehicular access to Castle Peak Road, vehicles will also have to pass through Tong Yan San Tsuen Road, which will cause traffic congestion. Also, the proposed road layout of the development in TKT site cannot ease the traffic load of the existing Tan Kwai Tsuen Road.
- 4.2.11 The proposed road related to TKT site passing through the North West New Territories Refuse Transfer Station to Shun Tat Street and then to the Castle Peak Road is not feasible. At present, refuse collection vehicles are already queuing up for entering the station. Together with the vehicles from the nearby residential developments, Shun Tat Street is already very congested. It is impossible to widen Shun Tat Street given the existing village houses alongside. It is questionable whether the proposed road scheme can divert the flow.
- 4.2.12 Only one proposed public transport interchange (PTI) in the TKT site is not enough for some additional thirty thousand people.
- 4.2.13 **R126** suggests to construct slip roads or flyovers directly connecting the proposed public housing developments with major trunk routes, such as Yuen Long Highway to ease the traffic congestion.

*Government, institution and community (GIC) Facilities and Open Space (R125 to R127 and R129)*

- 4.2.14 PlanD proposes a lot of public housing developments in the Ping Shan Heung area, including the LB and TKT sites. The estimated population of the two proposed public housing developments will exceed 50,000. It will substantially increase the population of the Yuen Long District, however, the Government has not planned for enough supporting facilities.
- 4.2.15 The planning for the proposed developments is based on current standard on GIC provision. However, the 2030+ Study indicates that provision for both GIC facilities and open space should be increased.
- 4.2.16 The LB site was originally an “O” site, yet, there is no implementation programme. PlanD claims that whilst there will be deficit in district open space provision in Tong Yan San Tsuen (TYST) area after the OZP amendments, the district open space provision in Yuen Long New Town nearby is in surplus and could help meet the shortfall in TYST. However, the Yuen Long Park is not near to the Tong Yan San Tsuen area and is

not within walking distance. Yuen Long Park should not be taken as a convenient alternative. The proposal should be revised for a reduction in density and an increase in open space, recreational and community facilities.

- 4.2.17 The overall plot ratio of the LB site has been increased from 6 to 6.5 and the proposed flat numbers are increased by two or three thousands. With the increase in flat and population, Item A1 (i.e. LB site) will turn the developments in the area from medium to high density. However, other amendments like Items B, C and D involve rezoning of “G/IC” sites for residential use.
- 4.2.18 The Government should increase the provision of open space, recreational and community facilities, as well as better utilise land zoned “G/IC” and “O” to improve the living quality.

*Rezoning of “GB” for Residential Development (R126, R128 to R130, R133 to R135, R138, R139, R141 to R149, R151 to R154, R157 to R169, R172, R173, R175, R179, R180, R185, R187 to R189, R191 to R197, R199 and R200)*

- 4.2.19 To develop the only “GB” zone in the area is a backward step in urban design. In the past, “GB” zone could not be used as residential development. However, the Government seems no longer to uphold the principle now. The “GB” land and country parks are public assets which should not be used for housing development.
- 4.2.20 The TKT site is the only “GB” site in the area and includes lower hill slopes, woodland, traditional burial ground and vegetated land at the urban fringe. Such “GB” zone can still serve its function to contain urban sprawl. The Government should not damage the greenfield site/natural environment. Approving the development at TKT site would set an undesirable precedent for similar amendments in the future.
- 4.2.21 The Government should retain the “GB” zones along Yuen Long Highway and should not rezone them for residential use. The Government should consider developing other “GB” zones in other districts. It is unfair to the residents of Yuen Long as all the housing developments are proposed in Yuen Long District.
- 4.2.22 It is not environmentally friendly and not logical to waste money to build flats on the unformed hilly land. The TKT site is also considered not suitable for large-scale public housing development as it is far away from the major transport and community facilities.
- 4.2.23 The Administration should explore alternatives, including brownfield, temporary or military sites or golf course or reclamation at Deep Bay, Lau Fau Shan, Sheung Pak Nai and Ha Pak Nai area (**Plan H-8**), instead of developing greenfield/“GB” sites. There are also alternative sites nearby for residential development including the already devegetated, deserted or formed sites adjacent to TKT site or the 3 pieces of formed

brownfield sites (**Plan H-6**).

- 4.2.24 The ex-Long Bin Interim Housing site should be developed first as it does not involve any land resumption issue and not controversial; and the development of the other part of LB site and the TKT site should be withhold.

**Ecological and Environmental Impact (R126, R128, R129, R156, R159, R197, R199, R200 and R202)**

- 4.2.25 The TKT site has ecological value and the flora and fauna there have established over one hundred years with rare species. It is doubtful if the flora and fauna in the TKT site could be transplanted/ relocated or will not be affected by the proposed large-scale development.
- 4.2.26 The estimation that approximately 1,135 out of 1,450 trees in TKT site would be removed does not include some young trees or vegetation with less than 95mm in diameter at breast height. Apart from exotic species such as *Pinus massoniana* (馬尾松), *Acacia confusa* (臺灣相思), *Lophostemon confertus* (紅膠木), etc., shrubs such as *Litsea rotundifolia* (豺皮樟), *Psychotria asiatica* (九節), *Adinandra millettii* (黃瑞木) can be found in the TKT site. These native species are important for natural regeneration. Even there is a mechanism for tree compensation and transplantation, it would only preserve individual trees but not the habitat as a whole.
- 4.2.27 The future residents of LB site are expected to be subject to traffic noise impact. Vehicles from the Hong Kong-Shenzhen Western Corridor will pass through Long Tin Road. At present, the noise levels at the residential estates near the road are over 80dBA. Although the Administration has promised to install noise barriers, it is not yet implemented. Furthermore, the proposed slip road connecting Long Tin Road at LB site would worsen the traffic noise problem.

**Visual Impact and Air Ventilation (R127, R186 and R202)**

- 4.2.28 The proposed housing blocks are too high and will breach the ridgeline. The green view of Tai Lam and the manifold health benefits from the green panorama enjoyed by the existing residents will be deprived of. Visual impact is anticipated from the proposed development at LB site.
- 4.2.29 The proposed 40-storeys public housing in TKT site would block the air ventilation to the village houses at Ping Shan and Hung Shui Kiu in the surroundings.

**Consultation and Availability of Information (R126, R128, R129, R130, R179, R187, R188, R193 and R201)**

- 4.2.30 The Government has not submitted the Final Report of the TKT Study when consulting the villagers, the PSRC and the YLDC. Without enough information, the villagers and the members were not properly

consulted.

- 4.2.31 The TKT Study together with various technical assessment reports have not been published or attached in the Town Planning Board paper. As members of the Board cannot get sufficient information prior to the Board's meeting, they cannot make proper decision thus leading to irreversible ecological and social impacts. Such arrangement is also unfair to public and concerned parties during the consultation. All information related to development in TKT site should be open for public access before the Board's discussion.
- 4.2.32 CEDD is not willing to disclose the information to the public and the report could only be copied upon payment. The authenticity of the TKT Study and feasibility of the proposed development is also questionable.
- 4.2.33 At its two meetings on 21.2.2017 and 27.6.2017, YLDC had provided their views and reflected the local concerns on traffic, supporting facilities, land resumption and rehousing issues and raised objection against rezoning "GB" sites. However, the Government did not revise the scheme to address the concerns of YLDC but rather, submit the OZP amendments to the Board for consideration. The Board also approved the plan for public inspection without paying much attention to the advisory role of the district council.
- 4.2.34 There is inadequate public consultation with the TKT villagers and relevant stakeholders in the area. The TKT site is near to Lam Tei of Tuen Mun. However, no consultation has been made to the Tuen Mun District Council (TMDC).
- Compensation and Rehousing (R126, R131, R133, R135 to R137, R140, R146, R148, R149, R154 to R156, R159, R163, R167, R169, R173, R174, R176, R178, R180 to R182, R184, R190 and R201)**
- 4.2.35 The Government should solve the rehousing problem first. Public rental housing flats should be allocated to those villagers affected by the development in TKT site. Otherwise, after the demolition of the squatters in TKT, more people have to apply for public rental housing.
- 4.2.36 The villagers have lived in TKT site for a long period of time and do not want any change. The neighborhood is good. The proposed development at TKT site would affect the existing villagers.
- 4.2.37 The Government should fully consult the affected villagers and stakeholders in respect of compensation and rehousing. The Government should meet the affected villagers in TKT directly and to understand their requests for "No removal and no clearance", rehousing in the same district, etc.
- 4.2.38 There are graves and urns of Tuen Mun/Yuen Long indigenous villagers within or near to the TKT site. However, there is no mention on the

relocation or compensation arrangement in the document submitted by PlanD. In the case of HSKNDA, the Government guaranteed that graves and urns are legally protected and if being affected by the NDA development, will be relocated to the surroundings and reasonable compensation will be given.

Others

- 4.2.39 It is undesirable to rezone a small area of 310m<sup>2</sup> in Item A2 to “R(B)1” zone for high density building (**R126**).
- 4.2.40 There is no justification to propose a primary school at the location of the existing village area at TKT site (**R128**). The TKT site should be developed as public rental housing instead of “Green Form Subsidised Home Ownership Scheme” to solve the housing problem of the grassroots (**R146, R150, R155, R156 and R163**). It is not believed that the Government would use the resumed land of TKT site for public housing purpose given the past cases of disposing resumed land in TKT area for private residential development (**R136, R150, R155, R163, R170, R176, R177, R194 and R200**). The Government may also resume other parts of TKT and Wo Ping San Tsuen for the reason of development of public facilities (**R194**).
- 4.2.41 The representer opposes the proposed development in TKT site and suggests modifying the development boundary to avoid the conflict with an existing high pressure gas pipeline near TKT. He also advises that LB site is in close vicinity of the existing high pressure gas pipeline at Fui Sha Wai South Road and Yuen Long Highway. A risk assessment is required to evaluate the potential risk and determine the necessary mitigation measures for both sites. The project proponent should consult HKCG in design stage and closely coordinate with them during construction stage and provide protective measures (**R203**).

Representations Providing Views

Light Rail Noise

- 4.2.42 Noise from Light Rail operations may affect the future occupants of the LB site. The Hong Kong Housing Authority should conduct detailed noise review regarding the potential noise impact from the Light Rail to the satisfaction of the Environmental Protection Department (EPD), and implement adequate noise mitigation measures at their own cost and to the satisfaction of EPD. The Board should impose related development requirements through Planning Briefs, statutory plans and/or land administration documents (**R5**).

Housing Mix

- 4.2.43 There is a community need for land for private residential developments. A steady supply for private housing land is favorable to the sustainable and healthy development of the property market (**R6 to R10**).

## 5. COMMENTS ON REPRESENTATIONS

- 5.1 A total of 292 comments are received which mainly express similar views to the adverse representations. The comments are submitted by丹桂村坑尾寮屋關注組 (C10, also R129), the Conservancy Association (C255, also R128), Land Justice League (C256) and individuals. 270 comments support R129 (by 丹桂村坑尾寮屋關注組). Their names are attached at Annex III. Full set of their submission is available at Board's website at [http://www.info.gov.hk/tpb/en/Website\\_S\\_YL\\_TYST\\_11\\_ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_TYST_11_ENG.html) and the Planning Enquiry Counters of PlanD in North Point and Sha Tin and attached at Annex IV (for Members only). A summary of the comments on representations and PlanD's responses is at Annex V. The major comments are summarized as follows:
- 5.2 C10 (丹桂村坑尾寮屋關注組) opposes R1 to R4 and R6 to R124 mainly on the grounds that there are already many private residential developments in Tin Shui Wai, Yuen Long, Tuen Mun and Hung Shui Kiu area; there are still many brownfield sites available for development; and private residential development will cause adverse traffic impact. C10 also supports R126 and R129 to R202 mainly on the grounds of lack of public consultation; priority of developing brownfield sites; and adverse traffic impact.
- 5.3 C255 (the Conservancy Association) opposes R1 to R4 and R6 to R124 mainly on the grounds that these representations fail to take account of the fact that even though private housing is required to meet so-called public demand, alternative sites can be further explored; and brownfield sites are available adjacent to the TKT site.
- 5.4 C256 (Land Justice League) opposes R6 and objects to building of luxurious private housing in TKT but supports R129 (丹桂村坑尾寮屋關注組) that the commenter agree with the views of the villagers.
- 5.5 243 comments (C11 to C253) submitted by individuals support R129 (丹桂村坑尾寮屋關注組), mainly on the grounds of insufficient public consultation; adverse landscape, ecological, environmental and traffic impacts; retaining the site as "GB" zone; consideration of alternative sites/ priority of developing vacant or brownfield sites; abandoning the clearance of TKT; resumption of land and/or clearance of existing structures and graves.
- 5.6 16 comments (C277 to C292) submitted by individuals support R126 (YLDC), R128 (the Conservancy Association) and R129 (丹桂村坑尾寮屋關注組) on similar grounds as stated in paragraph 5.5 above.
- 5.7 9 comments (C1 to C9) submitted by individuals support R126 (YLDC) and R129 to R165 mainly on the grounds of avoiding clearance of TKT; consideration of alternative sites/ priority of developing vacant or brownfield sites; and retaining "GB" zones, as well as oppose R1 to R124 mainly on the grounds of objection to rezoning of "GB" zone and building of private housing.

- 5.8 20 comments (**C257 to C276**) submitted by individuals support **R126** (YLDC) mainly on traffic and environmental grounds. The Government has already planned the ratio of public and private housing in the HSKNDA. It is unreasonable to rezone the TKT site as public housing. The transport facilities in Yuen Long, Tuen Mun and Tin Shui Wan cannot cater for the increased population in the coming future. The rezoning would also cause adverse impact to the natural environment.
- 5.9 **C254** submitted by an individual has not indicated the related representations. The commenter opposes the proposed rezonings mainly on the grounds of insufficient social welfare services and recreational and community facilities, as well as priority of freeing up brownfield sites for redevelopment.

## 6. PLANNING CONSIDERATIONS AND ASSESSMENTS

### 6.1 The Representation Sites and the Surrounding Areas (Plans H-1, H-2a to H-2d, H-3a to H-3d, and H-4a to H-4i)

#### Amendment Items A1 and A2

- 6.1.1 The LB site, covering a land area of about 10ha, is located to the west of Long Tin Road and to the north of the Tong Yan San Tsuen Interchange. The site is situated at the fringe of the Tong Yan San Tsuen OZP. To the east and north of the site are areas covered by the Yuen Long and Ping Shan OZPs respectively (**Plan H-1**).
- 6.1.2 The northern part of the site is currently mainly occupied by the site of the ex-Long Bin Interim Housing vacated in 2017 (wholly Government land), whilst the southern part of the site involving largely private land (about 48.5% of the whole LB site or 71.6% of Phase 2 site) is mainly occupied by open storage yards, warehouses, rural workshops, temporary structures and a farm (**Plan H-2a**). According to LB Study, an initial estimate is that about 100 structures/temporary structures mainly for open storage/storage use and scattered residential structures will be affected. The numbers of structures/temporary structures and households being affected are subject to detailed survey.
- 6.1.3 Area to the east of the LB site across Long Tin Road are medium-rise residential developments (about 46mPD) which is zoned "R(B)" subject to a maximum plot ratio (PR) of 3.5 and building height (BH) of 25 storeys on the Yuen Long OZP. The area to the west is a mix of medium-rise residential developments (about 26mPD) and vegetated area covered with trees which is zoned "R(B)1" in the Tong Yan San Tsuen OZP subject to a maximum PR of 1 and a maximum BH of 4 storeys over single-storey car park. To the north and further north of the site are Castle Peak Road-Ping Shan, and low/medium-rise developments (about 15mPD to 22mPD) which is zoned "Residential(Group E)2" (Subject to a maximum PR of 0.6 and a maximum BH of 5 storeys) and site office of the Drainage Services Department which is zoned "O" on Ping Shan OZP respectively. To the

south of the site are the Yuen Long Highway and Tong Yan San Tsuen Interchange.

- 6.1.4 The major development parameters for the proposed public housing development are as follows :

	Phase 1	Phase 2
Site Area	About 10ha	
Total PR	Maximum 6.5	
Building Height (BH)	Maximum 155mPD	
Estimated No. of Storeys	About 40-45 storeys	About 41-49 storeys
Estimated No. of Blocks	About 4 blocks	About 7 blocks
	Total: About 11 blocks	
Estimated No. of Flat	About 2,800 flats	About 8,900 flats
	Total: About 11,700 flats <sup>1</sup>	
Estimated Population	About 8,000 persons	About 24,900 persons
	Total: About 32,900 persons	
Target Completion Date	2024/25	2028/29

- 6.1.5 Various GIC facilities including a kindergarten, a primary school, social welfare facilities such as residential care home for the elderly (RCHE), child and special child care centres, youth services centre, early education and training centre, occupational rehabilitation services centre, hostels, etc. subject to the Social Welfare Department (SWD)'s advice in detailed design stage; as well as retail facilities and a public transport terminus would be provided for the proposed public housing development.

- 6.1.6 The Item A2 site, covering an area of 310m<sup>2</sup> and comprises private land, is located near the western boundary of Item A1. It is part of the existing residential development Villa Sunshine and does not fall within the boundary of the proposed public housing development. It is rezoned to "R(B)1" to rationalize the zoning boundary.

#### Amendment Item B

- 6.1.7 The TKT site, covering a land area of about 10.6ha, is located to the south of Tan Kwai Tsuen South Fresh Water Service Reservoir (**Plan H-2b**). The site is entirely on government land, and currently mainly occupied by vegetated area covered with trees. A number of existing structures and a farm are found in the south-western part of the site. According to TKT Study, an initial estimate is that about 30 structures/temporary structures mainly for domestic use within the TKT site will be affected. The numbers of structures/temporary structures and households being affected are subject to detail survey.

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

6.1.8 Area to the south-west of the site is currently occupied by plant nursery and vacant land which is zoned “GB”. To the north of the site is the Tan Kwai Tsuen South Fresh Water Service Reservoir and the Tan Kwai Tsuen Salt Water Service Reservoir which are zoned “G/IC” and to the north-west of the site is the Yuen Long Highway. To the east and south of the site is vegetated area covered with trees which is zoned “GB”.

6.1.9 The major development parameters for the proposed public housing development are as follows :

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

6.1.10 Various GIC facilities including a kindergarten, a primary school, a community hall, social welfare facilities such as RCHE, neighbourhood and day care centres for the elderly, occupational rehabilitation centre, long stay care home, hostels, etc. subject to SWD’s advice in detailed design stage; as well as retail facilities and a public transport terminus would be provided for the proposed public housing development.

#### Amendment Item C

6.1.11 On 17.4.2015, the Committee agreed to a section 12A planning application (No. Y/YL-TYST/5) to rezone the site comprising private land with building entitlement from “G/IC” to “R(B)1” to allow the development of a residential house (**Plan H-2c**). The site is occupied by a vacant structure and is mainly surrounded by residential dwelling, community and religious uses and a few scattered open storage/storage yards.

#### Amendment Item D

6.1.12 On 8.1.2016, the Committee agreed to a section 12A planning application (No. Y/YL-TYST/6) for rezoning a site (wholly private land) comprising two portions from “G/IC” to “R(B)1” (**Plan H-2d**). The site will form part of a comprehensive residential development in the “R(B)1” zone to be developed by the same applicant. It is currently vacant. The surrounding areas is predominated by vacant land and a Taoist temple known as Kam Lan Koon.

### 6.2 **Planning Intentions**

6.2.1 The planning intentions of the zones in relation to Items A1, A2, B, C and D are as follows:

- (a) The “R(A)” zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- (b) The “R(B)” zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- (c) The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- (d) The “G/IC” zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- (e) The “GB” zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

### 6.3 **Responses to Grounds, Views and Proposals of Representations**

#### Supportive Representations but Oppose the Use of the Rezoning Sites for Public Housing Development Only

6.3.1 The supportive views of R1 to R4, R11 to R28 are noted.

#### Housing Mix

6.3.2 Regarding the views of allowing private residential development at the sites, it should be noted that whether the residential development is implemented by public or private initiatives is a matter of implementation and not related to the land use proposals on OZP.

6.3.3 Notwithstanding the above, as advised by HD, the public housing demand is acute. As at end-March 2018, there were about 153,300 general applications for public rental housing, and about 119,000 non-elderly one-person applications under the Quota and Points System. The average waiting time for general applicant is 5.1 years. Based on the latest projection under the Long Term Housing Strategy (LTHS) Annual Progress Report 2017, the Government’s public housing target is 280,000 units for the ten-year period from 2018-19 to 2027-28, and the

split between public rental housing and subsidized sale flat is 200,000 and 80,000 units respectively. As of December 2017, assuming that all sites identified (including the LB and TKT sites) can be smoothly delivered on time for housing development, they would produce about 237,000 public housing units for the ten-year period from 2018-19 to 2027-28, which still lags behind the ten-year supply target of 280,000 units. For this reason, HD is still in dire need of sufficient land for public housing development to meet the LTHS's public housing target and there is a genuine need to use both the LB and TKS sites for public housing purpose. The representers' proposals to use part or whole of these two sites for private housing development will affect the public housing production and exacerbate the shortfall.

- 6.3.4 With the public housing development on the LB and TKT sites, the ratio of public to private housing units in TYST OZP will be about 70% to 30%. In the TYST area, there will also be YLS development to be rezoned. If YLS is taken into account, the ratio will then become 65% to 35% (public to private). The overall proposed housing mix in the area is considered reasonable.
- 6.3.5 On **R3**'s concern on the specification of planning intention (paragraph 4.2.4 above), whilst the ES does not constitute part of the statutory plan, it is a document published by the Board to assist an understanding of the land use proposals on the OZP and reflects the planning intention and objectives of the Board for various land use zonings. It is considered appropriate to specify the intention for using the sites for public housing purpose in the ES.

#### Adverse Representations

##### Transport and Traffic

- 6.3.6 Preliminary Traffic and Transport Impact Assessments (TTIAs) have been conducted as part of the LB Study and TKT Study. The findings, as agreed by Transport Department, conclude that even taking into account other major planned development proposals including HSKNDA and YLS development, the major road network in the area, including Castle Peak Road, Yuen Long Highway, Shun Tat Street, Tin Shui Wai West Interchange and Tong Yan San Tsuen Interchange as mentioned by the representers, could still be able to accommodate the traffic flow generated by the new developments. With the implementation of the proposed mitigation measures, there is no insurmountable technical problem arising from the proposed public housing developments.
- 6.3.7 On the adequacy of the public transport service, starting from 2016, trains of the WRL have been progressively changing from 7-car to 8-car, representing an increase in at least 14% capacity comparing with the capacity in 2015. After mid-2019, subject to the actual patronage, the fleet size of the West Rail can be further increased until reaching its ultimate capacity by operating with 8-car trains with an hourly frequency of 28 at each direction. On this basis, the carrying capacity of

the West Rail will increase by 60% comparing with the capacity in 2015. Taking into account all the major planned developments in the North West New Territories (NWNT) including the two proposed public housing sites at LB and TKT, it is estimated that the patronage of WRL would be about 59,000 passengers per hour per direction during morning peak hour in 2031. Based on an assumption of 4 or 6 ppsm, and hourly frequency of 28 at each direction, the carry capacity of WRL will be about 53,000/hr or 75,000/hr respectively. With the latest change in plot ratio, there will be an additional loading to the WRL in the peak hour of around 450 pax/hr in 2031 from the LB and TKT sites, i.e. an increase of about 0.7% on top of the aforementioned total estimated patronage of 59,000/hr in 2031 which is considered negligible.

- 6.3.8 On the bus services, according to the TTIA's, a PTI will be provided under both public housing developments and that there will be bus and feeder bus services for the future residents to commute to and from main urban areas, Town Centre and Industrial Estate in Yuen Long New Town, HSKNDA and Tuen Mun, either direct or through interchange with other bus or rail services. The Government will monitor the demand arising from new developments and timely plan for enhancing the services to meet any such demand. Overall speaking, the impact of the two proposed housing sites on the existing public transport system is considered manageable with the proposed additional services.
- 6.3.9 In addition, the Government has plans to embark on the following traffic studies to meet the longer term development needs in NWNT:
- (a) in view of the long-term development in NWNT, the Government has started a feasibility study in May 2018, for completion in 2020, on a new strategic route (Route 11) to cope with the increase in traffic demand brought by the future population growth in the NWNT;
  - (b) the Government will take forward the "Strategic Studies on Railways and Major Roads beyond 2030" in light of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" Study to carry out studies on whether it is necessary to construct a new heavy rail to directly connect North West New Territories to urban areas to meet the rail service demand; and
  - (c) the Government will strive to seek resources to commence a feasibility study in 2018 on design improvements for busy junctions to alleviate the need for Light Rail to share road with other road users. After completing the feasibility study, the Government will look for measures to improve the mode of operation of Light Rail along Yuen Long Main Road in the long-run.
- 6.3.10 On the local level, the preliminary TTIA's have proposed road improvement works to cope with the traffic arising from the public housing developments (**Plan H-5a**). For LB site, road improvement works include modification of existing U-turn lane at Long Tin Road,

proposed slip roads connecting from Tong Yan San Tsuen Interchange to Ma Fung Ling Road and from Ma Fung Ling Road to Long Tin Road (**Plan H-5b**). The proposed ingress/egress point for LB Phase 1 development at the westbound of Castle Peak Road – Ping Shan (**Plan H-5b**) is similar to the existing arrangement of the Long Bin Interim Housing, while the access point to LB Phase 2 will be at northbound of Long Tin Road. Improvement works at the U-turn lane at Long Tin Road (**Plan H-5b**) are proposed to alleviate the potential traffic impact due to the proposed public housing development.

- 6.3.11 For TKT site, a new single 2-lane public road running alongside the eastern side of Yuen Long Highway is proposed to connect the proposed public housing development to the existing road networks. This proposed road will connect to the existing Shun Tat Street at its southern end near the existing North West New Territories Refuse Transfer Station (NWNT RTS) and extend northwards to connect with the existing slip roads at Tin Shui Wai West Interchange (**Plans H-5a and H-5c**).
- 6.3.12 The preliminary TTIA has confirmed the feasibility of the proposed access road running along the north-western boundary of the existing NWNT RTS. According to the result of the preliminary TTIA, which has been agreed by Transport Department, with the implementation of the proposed mitigation measures, no adverse traffic impact would be anticipated at Shun Tat Street, even taking into account the operation of NWNT RTS. For Shun Tat Street, it should be noted that only re-arrangement of traffic lanes and junction improvement works, rather than road widening, will be required according to the recommendations in the preliminary TTIA.
- 6.3.13 On the concern on the traffic impact on the existing Tan Kwai Tsuen Road and Tong Yan San Tsuen Road, the proposed vehicular access routes for TKT site will provide a more direct and convenient route for road users to reach Castle Peak Road (**Plans H-5a and H-5d**). In comparison, the existing Tan Kwai Tsuen Road and Tong Yan San Tsuen Road should be less preferable routes to vehicles going to Castle Peak Road from TKT site and vice versa. According to the preliminary TTIA, the anticipated additional traffic flow on Tan Kwai Tsuen Road due to the proposed public housing development at TKT site is negligible.
- 6.3.14 As to **R126**'s suggestion for a direct connection to Yuen Long Highway, it should be noted that the LB site already enjoys direct access to Castle Peak Road and Long Tin Road with slip roads connecting to Yuen Long Highway. The TKT study had explored the option for connecting the site to Yuen Long Highway but found that substantial modification to Yuen Long Highway and extensive land resumption would be required. Whereas, the currently proposed access arrangement for TKT site is technically feasible with less disruption to the surrounding. Both proposed developments in LB and TKT site would not create unacceptable traffic impact on the road network.

- 6.3.15 Regarding the representer's concern that only one PTI in TKT site is not enough, it should be noted that the preliminary TTIA's have assessed the public transport demand generated by the two public housing developments. It is recommended to provide a PTI with bus bays and public light bus/taxi bay each at LB site and TKT site to cater for the demand in public transport services of the future residents.

GIC Facilities and Open Space

- 6.3.16 In finalizing the public housing proposals, SWD's view will be sought on the provision of the social welfare facilities to meet the local needs. According to HD's preliminary proposal, GIC facilities including a kindergarten, a primary school and social welfare facilities such as RCHE, care centres for child or elderly, youth services centre, occupational rehabilitation centre, hostels, etc. could be provided in each of the LB and TKT sites and a community hall could be provided in the TKT site. In the detailed design stage, HD would further liaise with SWD and the Education Bureau on exact provisions and locations of such facilities.
- 6.3.17 The provision of GIC facilities within the planning scheme area of the OZP have been assessed. Based on the Hong Kong Planning Standards and Guidelines (HKPSG) requirements and a planned population of about 72,000 persons (including the estimated population from the proposed public housing developments at LB and TKT sites), the GIC facilities and open space provision are generally sufficient except secondary school (-29.59 classrooms), hospital beds (-396.27 beds), sports centre (-1.1), leisure centre (-1.43), as well as district open space (-7.13ha) (**Annex IX**).
- 6.3.18 According to HKPSG, site reservation for secondary schools should be made on district basis. In this regard, there is a surplus in secondary school provision in Yuen Long New Town (+167.84 classrooms), which falls within the same district as TYST and could help to meet the demand in TYST. Whilst EDB does not request for reservation of new secondary school site in TYST, it will keep reviewing the latest projections and monitoring closely the supply and demand of school places in the district.
- 6.3.19 On hospital bed provision, the Hospital Authority (HA) plans its services on a cluster basis. The New Territories West (NTW) cluster covers the service requirement from residents in Tuen Mun and Yuen Long Districts, including TYST area. In service planning, HA takes into account a number of factors in planning its services, including the increase of service demand as a result of population growth and demographic changes, advancement of medical technology, manpower availability as well as organisation of services of the clusters and hospitals. HA monitors the service utilisation and updates the service demand projection regularly according to the latest population projection parameters and development plan of the Government.

- 6.3.20 As stated in the Clinical Services Plan for NTW Cluster published in 2017, Tin Shui Wai Hospital (TSWH) has commenced operation in the first quarter of 2017 by phases. It will provide 300 hospital beds when it comes into full operation. In the long run, the HA would consider making use of the adjoining site of TSWH for future expansion of the hospital to further increase service capacity. The construction of an extension to the Operating Theatre Block of Tuen Mun Hospital, which is the major acute hospital in the cluster, is underway. At the same time, in the light of an increasing demand for healthcare services, the Government has invited HA to start planning the second 10-year hospital development plan. The Government has also reserved a site at HSKNDA for the construction of a new hospital to meet the growing healthcare demand of the population in NTW.
- 6.3.21 For sports centre and leisure centre, the shortfall could be served by the surplus provision in Yuen Long New Town in the proximity (+2.09 upon full development) (**Plan H-6**).
- 6.3.22 The surplus of District Open Space provision in Yuen Long New Town (+9.57 ha upon full development) could also help meet the shortfall in TYST. In this regard, it should be noted that unlike local open space to provide recreation for local residents close to home, district open space is to serve a wider catchment. In fact, the Yuen Long Park is accessible by various public transports (**Plan H-6**). Local open space will also be planned in the public housing developments in accordance with the requirements of the HKPSG to serve the local residents.

*Rezoning of “GB” for Residential Development*

- 6.3.23 As committed in the Policy Address announced in October 2017, to increase land supply is a must, be it about people’s home ownership problems or improving their living conditions. Over the years, the Government has proposed many strategies for increasing land supply including reclamation outside the Victoria Harbour, and is actively pursuing New Development Area projects which cover brownfield sites such as HSKNDA.
- 6.3.24 Whilst a total of 460,000 housing units are required in the coming ten years according to the Long Term Housing Strategy, land for only about 417,000 units has been identified so far. As explained in paragraph 6.3.3 above, taking into account the site identified and assuming a timely delivery, there will still be a shortfall of at least 43,000 public housing units up to 2027-28. As such, there is a need to continue the effort to increase land supply through a multi-pronged approach in the meanwhile. In this regard, the most immediate and effective way to augment housing land supply in the short to medium term is to make more optimal use of the developed areas in the existing urban areas and new towns, as well as nearby land in the vicinity of existing infrastructure.

- 6.3.25 Therefore, the Government has been carrying out various land use reviews, including review on “GB” sites, with a view to identifying suitable sites for residential use. The TKT site is located at the fringe of “GB” in close proximity to developed area of Tan Kwai Tsuen area and adjacent to the Yuen Long Highway; and will also be close to the future YLS development. The site is considered suitable and having potential for housing development. The TKT Study has ascertained that the TKT site is technically feasible for public housing development.
- 6.3.26 On the proposal to retain the “GB” along Yuen Long Highway and the concern on loss of “GB” zone, it should be noted that the TKT site with an area of about 10.6 ha only accounts for about 6.9% of the “GB” zones in TYST OZP. Rezoning of the TKT site will not affect the overall integrity of the “GB” zone or jeopardize its function to contain urban sprawl.
- 6.3.27 For the proposed alternative sites, developing brownfield sites is one of the approaches of land supply. In fact, the second phase of LB site is mainly occupied by brownfield operations. Amongst the 3 brownfield sites mentioned (**Plan H-7**), two of them in the vicinity of the TKT site are currently under a separate land use study for Lam Tei Quarry and the adjoining areas by the Government. The other site across the Yuen Long Highway is currently used by government department for works area; and its size (about 3,309 m<sup>2</sup>) is not comparable to the TKT site. Deep Bay, Lau Fau Shan and Sheung Pak Nai and Ha Pak Nai mainly comprise natural and unspoiled coastline (**Plan H-8**) and reclamation or intensive developments at these locations are not appropriate.
- 6.3.28 Regarding the allegation that it is unfair to concentrate the housing development in Yuen Long, it should be noted that the Government’s land use review, including the “GB” review, covers other districts in Hong Kong but not limited to the Yuen Long District. In fact, amongst the total 210 sites identified for rezoning in the short to medium term, about 24 sites are in Yuen Long District while the remaining distribute amongst the other 17 districts in Hong Kong.
- 6.3.29 In the current situation of tight land supply, the Government has been carrying out various land use reviews, including review on “GB” sites, with a view to identifying suitable sites for residential use. As the TKT site is located at the fringe of “GB” in close proximity to developed area of Tan Kwai Tsuen area and adjacent to the Yuen Long Highway; and will also be close to the future YLS development, it is considered suitable and having potential for housing development. The construction cost of the project is related to the scope of the project, which will depend on the constraints of individual projects, including the topography, geotechnical conditions and proposed formation level, and technical difficulties. Therefore, the construction cost varies from project to project. Also, a final and more accurate estimation of construction cost could only be established until completion of the detailed design of the project. Based on the above considerations, it is not appropriate to compare the construction cost of a project with the

number of public housing units that can be provided. In response to the pressing demand for public housing, and with planning, infrastructure and environmental factors permitting, the Government have put in place the principle of “make the best use of our land” and give full play to the development potential of the land to increase the supply of public housing, taking into account the needs of existing and future residents.

#### Ecological and Environmental Impact

- 6.3.30 The Preliminary Environmental Review (PER) of the TKT Study has also assessed the ecological impacts. The TKT site comprises substantial portion of mixed woodland, plantation woodland and shrubland of medium-low ecological value, while two small semi-natural streams, village area, agricultural land and wasteland of low ecological value are found within the site too.
- 6.3.31 Only four plant species of conservation interest are identified at/in the vicinity of the site, including *Nepenthes mirabilis* (豬籠草), *Rhododendron simsii* (紅杜鵑), *Aquilaria sinensis* (土沉香) and *Gnetum luofuenses* (羅浮買麻藤). No Registered Old and Valuable Trees were identified. While the impacts on *Nepenthes mirabilis* (豬籠草) and *Rhododendron simsii* (紅杜鵑) will be avoided by excluding them from the project site, three individuals of *Aquilaria sinensis* (土沉香) would be in direct conflict with the proposed development. Two of them are proposed to be preserved by transplanting. The remaining one which is found to be in poor health condition is proposed to be fell, and its removal is considered to be a minor impact. *Gnetum luofuenses* (羅浮買麻藤) has widespread distribution throughout the territory. No adverse impact on the species due to the unavoidable conflict is anticipated and no adverse comment has been received from Agriculture, Fisheries and Conservation Department (AFCD).
- 6.3.32 Two fauna species of conservation interest, namely *Crested Goshawk* (鳳頭鷹) and *Somanniathelphusa zanklon* (鐮刀束腰蟹) are found within the site. The impact on *Crested Goshawk* (鳳頭鷹) will be negligible due to the high mobility of this kind of birds. The freshwater crabs *Somanniathelphusa zanklon* (鐮刀束腰蟹) will be affected due to loss of a stream section. This crab species is recommended to be preserved by translocation to a nearby stream close to the south-western boundary of the site, which has been found to be an existing breeding ground of *Somanniathelphusa zanklon* (鐮刀束腰蟹) and will not be affected by the proposed public housing development. No adverse comment has been received from the AFCD and EPD regarding the proposal of preserving the freshwater crabs *Somanniathelphusa zanklon* (鐮刀束腰蟹) by translocation.
- 6.3.33 Whilst about 1,135 out of the 1,450 trees are proposed to be felled as estimated by the broad brush tree survey conducted in the TKT Study, the Government will do its utmost to ensure no unnecessary tree felling and that trees are properly protected during the works. According to

DEVB TC(W) No. 7/2015, a plant is considered as a “tree” if its trunk diameter measures 95mm or more at a height of 1.3 m above the ground level. In estimating the numbers of trees within the TKT site, the captioned technical circular has been fully complied with. Should tree felling be considered unavoidable, tree removal application and compensatory planting proposal will be submitted in accordance with DEVB TC(W) No. 7/2015. A compensatory planting proposal with implementation of compensatory tree planting in a ratio not less than 1:1 in terms of quantity and quality will be carried out as far as practicable.

- 6.3.34 With the implementation of the ecological mitigation measures, the ecological impact would be minor or insubstantial, except habitat loss of about 5.5 ha mixed woodland and plantation woodland with residual impact of moderate level. Offsite compensation for woodland loss would be further investigated in the subsequent Investigation, Design and Construction stage to mitigate the residual impact. Subject to planting native species in the compensation woodland, the loss of the exotic tree species as mentioned by the representers would be compensated by native tree species.
- 6.3.35 The Preliminary Landscape and Visual Impact Assessment (LVIA) in the TKT Study reveals that about 1.96 ha of the existing shrubland are in direct conflict with the proposed works and that the presence of graves indicated certain extent of human disturbance. According to the TKT Study, about 1.44 ha of the formed slope areas are initially proposed for planting of shrubs and climbers. For the three native species of shrubs mentioned by the representers, they are commonly found within Hong Kong. DAFC also advises that they are not protected species or species with conservation interest. Furthermore, native shrub species would be considered and proposed to be planted in the subsequent stages.
- 6.3.36 On the concern on traffic noise impact, the Highways Department has employed consultants to carry out an Investigation, Design and Construction (IDC) assignment for the provision of noise barrier along Long Tin Road. YLDC was consulted on the proposed work on 19.3.2018. Members supported the proposed works and urged for early implementation to relieve the residents of traffic noise impact. For the proposed slip roads connecting from Tong Yan San Tsuen Interchange to Ma Fung Ling Road and from Ma Fung Ling Road to Long Tin Road, noise barrier would be provided.
- 6.3.37 While the PER in the LB Study and TKT Study has ascertained that the proposed housing developments would not be subject to adverse environmental impacts, a further environmental review, including the assessment of traffic and rail noise, will be carried out at the subsequent IDC stage to determine detailed mitigation measures based on the latest development proposals for the EPD’s agreement.

Visual Impact and Air Ventilation

- 6.3.38 A preliminary LVIA has been conducted each at the LB and TKT studies. In gist, the overall visual impact of the two proposed public housing development is considered acceptable with mitigation measures in place. The proposed mitigation measures include aesthetic design of the proposed development, amenity/compensatory planting, screen and buffer planting, building separation/visual corridors, building set back and stepped height profile. In particular, for TKT site, the proposed building heights have minimized blocking of the mountain backdrop. Extract of the photomontages from the public viewpoints are extracted at **Plans H-9 and H-10**.
- 6.3.39 An Air Ventilation Assessment Expert Evaluation (AVA EE) has been conducted under the TKT Study. According to the findings, design features such as set back from Yuen Long Highway and building separations have been proposed for alleviating the potential air ventilation impact caused by the proposed public housing development. Regarding the village houses at Ping Shan and Hung Shui Kiu area mentioned by the representer (**R186**), they are more than 1km away from the TKT site (**Plan H-11**). Considering the distance as well as the relatively open nature around the site, prevailing wind could pass over the proposed development at TKT site and reattach at the pedestrian level before it even reaches Castle Peak Road. The village houses of Ping Shan are also very far away and do not fall within the wind wake region of the proposed development. It is not anticipated that the proposed development at TKT site would have any air ventilation impact on these villages.

Consultation and Availability of Information

- 6.3.40 Whilst the write-up of the study reports of the TKT Study was still being finalized at the time of consultations with the PSRC, YLDC and the villagers in May 2017, February/June 2017, and June 2017 respectively, all other respective technical assessments had been completed which confirmed the feasibility of developing public housing at the TKT site, and the relevant information were made available to answer members' and villagers' queries at these meetings. To facilitate the RNTPC's consideration of the proposed OZP amendments, the Executive Summaries of the LB and TKT studies were attached to the relevant RNTPC Paper (RNTPC Paper No. 7/2017) and the relevant technical assessment reports were deposited at the RNTPC's meeting on 8.9.2017 available for Members' inspection.
- 6.3.41 For the concern on the need of payment to obtain copy of the reports by the public, the administrative procedure and payment for copying documents are prevailing practice of the Government.
- 6.3.42 The views and objections by YLDC, together with the draft meeting minutes, were entirely conveyed to the RNTPC for consideration in submitting the proposed OZP amendments. Responses to the concerns raised by YLDC (as well as PSRC and the villagers) were included in the

RNTPC paper. The RNTPC fully noted the local views and objections and requested concerned departments to further respond to the concerns, particularly on traffic issue, at the meeting (**Annex IX**). After considering the concerns and responses, the RNTPC agreed to exhibit the proposed OZP amendments under the Ordinance for statutory public consultation.

- 6.3.43 The established public consultation procedures for OZP amendment had been followed for the present case. The local stakeholders, i.e. PSRC and YLDC, were consulted before RNTPC's consideration of the proposed OZP amendments. On the consultation with the villagers, PlanD, CEDD and HD had, upon invitation, attended two meetings with the 丹桂村坑尾寮屋關注組 and some villagers from the vicinity areas of Tan Kwai Tsuen, before RNTPC's consideration of the proposed OZP amendments and during the OZP exhibition period respectively. The views of the PSRC, YLDC and the villagers were also conveyed to the RNTPC in the submission of the proposed OZP amendments. As the proposed TKT public housing development site and the relevant OZP fall within YL District, the DC consultation was made with YLDC rather than TMDC.

#### Compensation and Rehousing

- 6.3.44 The TKT site is entirely on government land. It is estimated under the TKT Study that about 30 structures can be found in the south-western part of the site (exact number affected subject to detailed survey) (**Plan H-2b**). Given the location, avoiding such structures or acceding to the request of "No removal and no clearance" will substantially affect the public housing production. If clearance of existing structures is unavoidable, the Government will offer compensation, Ex-gratia Allowances and/or rehousing arrangements to the eligible affected parties in accordance with prevailing policies.
- 6.3.45 The arrangements for affected households are outside the scope of the subject OZP, which is to show the broad land use framework and planning intention for the area, and should be dealt with separately by the Government. That said, the Government announced on 10.5.2018 proposed enhancements to the general ex-gratia compensation and rehousing 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.
- 6.3.46 Some existing graves and urns within or near the TKT site would be affected. However, it is anticipated that the exact extent and boundary of the site formation and infrastructure works and thus the exact impact on the graves and urns due to the site formation and infrastructure works would only be identified in the detailed design stage of the project. The Government will also consult those affected stakeholders and offer

compensation, Ex-gratia Allowances and/or relocation arrangements to the eligible affected parties in accordance with prevailing policies in due course.

Others

- 6.3.47 Item A2 is to reflect the lot boundary of the existing residential development located in the adjoining “R(B)1” zone (i.e. the Villa Sunshine) and to rationalize the zoning boundary.
- 6.3.48 The proposed primary school is intended to serve the additional demand with the increase in population according to the advice of the Education Bureau. As explained in paragraph 6.3.3 above, there is a dire need for using the TKT site for public housing development. The intention of public housing development at this site is also clearly indicated in the relevant public documents including YLDC paper, RNTPC paper and the ES to the OZP. The type of public housing at the LB and TKT sites will be considered at the detailed design stage and subject to further study by HD. Also, there is currently no plan for the Government to resume other parts of TKT and Wo Ping San Tsuen for the reason of development of public facilities.
- 6.3.49 It is noted that there are existing high pressure gas pipelines running along Fui Sha Wai South Road and Yuen Long Highway. Preliminary quantitative risk assessments covering the proposed public housing developments were conducted and the results revealed that both the individual and societal risk levels posed by the high pressure gas pipelines meet the criteria set in the Hong Kong Risk Guidelines. The project proponent/works contractor will liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations within or in vicinity of the developments during the design and construction stages.

Representations Providing Views

Light Rail Noise (R5)

- 6.3.50 The PER of LB Study reveals that on a preliminary basis, the future residential development at LB site will not be subject to insurmountable environmental impacts including rail noise with suitable mitigation measures in place, such as noise barriers, acoustic windows/ balconies and acoustic fins. An Environmental Assessment Study, including the assessment of rail noise, will be carried out by HD at the subsequent detailed design stage to determine the appropriate mitigation measures based on the latest development proposals for EPD’s agreement. Noise mitigation measures such as noise barrier, acoustic windows/ balconies, acoustic fin and air conditioning system for non-domestic buildings will be incorporated in the proposed public housing development where necessary to ensure compliance with relevant criteria at all Noise Sensitive Receivers.

- 6.3.51 While the PER in the LB Study and TKT Study has ascertained that the proposed housing developments would not be subject to adverse environmental impacts, a further environmental review, including the assessment of traffic and rail noise, will be carried out at the subsequent IDC stage to determine detailed mitigation measures based on the latest development proposals for the EPD's agreement.

**Housing Mix (R6 to R10, R29 to R124)**

- 6.3.52 Responses in paragraphs 6.3.2 to 6.3.4 above are relevant.

**6.4 Responses to Grounds and Views of Comments**

- 6.4.1 Items A1 and B is proposed be developed as public housing instead of private housing. The concerns on adverse traffic impact, priority of developing brownfield sites and lack of public consultation are addressed in paragraphs 6.3.6 to 6.3.15, 6.3.23 to 6.3.29 and 6.3.40 to 6.3.43 above respectively.
- 6.4.2 The concerns on alternative sites are addressed in paragraphs 6.3.27 and 6.3.28 above.
- 6.4.3 The concern on building of luxurious private housing in TKT site are addressed in paragraph 6.3.48 above.
- 6.4.4 The concern on adverse landscape, ecological, environmental and traffic impacts, resumption of land and/or clearance of existing structures and graves, abandoning the clearance of TKT and retaining the site as "GB" zone are addressed in paragraphs 6.3.30 to 6.3.39, 6.3.44 to 6.3.46, and 6.3.23 to 6.3.29 above respectively.
- 6.4.5 The view against rezoning the TKT site as public housing is addressed in paragraphs 6.3.2 to 6.3.4 above.
- 6.4.6 The concern on insufficient social welfare services and recreational and community facilities are addressed in paragraphs 6.3.16 to 6.3.22 above.

**7. CONSULTATION**

- 7.1 The following government bureaux/departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:
- (a) Secretary for Transport and Housing;
  - (b) Secretary for Food and Health;
  - (c) District Lands Officer/Yuen Long, LandsD;
  - (d) Director of Housing;
  - (e) Commissioner for Transport;
  - (f) Director of Environmental Protection;
  - (g) Chief Highway Engineer/New Territories East, Highways Department;
  - (h) Project Manager/ Major Works, Highways Department;

- (i) Principal Government Engineer/ Railway Development, Highways Department;
- (j) Chief Engineer/Housing Project 2, CEDD;
- (k) Director of Agriculture, Fisheries and Conservation;
- (l) Director Electrical and Mechanical Services; and
- (m) Chief Town Planner/Urban Design and Landscape, PlanD.

7.2 The following government bureaux/departments have no comment on the representations/comments:

- (a) Secretary for Development;
- (b) Secretary for Education;
- (c) District Officer (Yuen Long), Home Affairs Department;
- (d) Director of Leisure and Cultural Services;
- (e) Director of Leisure and Cultural Services (Antiquities and Monuments Office);
- (f) Chief Architect/Central Management Division 2, Architectural Services Department;
- (g) Project Manager/West, CEDD;
- (h) Head of Geotechnical Office, CEDD;
- (i) Chief Engineer/Development(2), WSD;
- (j) Chief Engineer/Mainland North, DSD;
- (k) Chief Building Surveyor/New Territories West, Buildings Department;
- (l) Director of Fire Services;
- (m) Director of Social Welfare;
- (n) Commissioner of Police;
- (o) Director of Health; and
- (p) Director of Food and Environmental Hygiene.

## 8. Planning Department's Views

8.1 The supportive views of **R1 (part) to R4 (part)** and **R11 (part) to R28 (part)** are noted.

8.2 Based on the assessment in paragraph 6 above, PlanD does not support **R1 (part) to R4 (part)**, **R5 to R10**, **R11 (part) to R28 (part)** and **R29 to R203** and considers that the OZP should not be amended to meet the representations for the following reasons:

- (a) the sites of Items A1 and B are considered suitable for residential developments to meet the pressing housing needs in the short to medium term. The proposed developments are compatible with the surrounding environment. Relevant technical assessments reveal that with mitigation measures in place, the proposed developments would not cause unacceptable traffic, ecological, environmental, visual and air ventilation impacts on the surrounding areas or be subject to unacceptable environmental impacts (**R1 to R203**);
- (b) the sites of Items A1 and B are required for public housing development to meet the demand. Using whole or part of them for private housing

development will affect the public housing production (**R1 to R3 and R6 to R28**);

- (c) the preliminary traffic and transport impact assessments have confirmed that road and rail network in the area will be able to cope with the future traffic demand. Local road improvement works and PTIs are recommended at the sites of Items A1 and B to cope with the traffic flow and the public transport demand generated by the proposed public housing development. Unacceptable traffic impact arising from the developments is not anticipated (**R125 to R127, R129, R130, R132, R134, R135, R150, R169, R171, R174, R179, R181, R183, R186, R187, R189, R194, R195, R197 to R199 and R202**);
- (d) the open space and GIC facilities are generally sufficient to meet the demand of the planned population in accordance with the requirements of the HKPSG. The shortfalls in secondary school, sports/leisure centres and district open space can be met by the surplus provision in Yuen Long New Town. The provision of hospital beds will be monitored by the relevant Government bureau/department (**R125 to R127 and R129**);
- (e) the site of Item B is considered suitable for housing development and the technical feasibility has been ascertained and it is considered appropriate to rezone the site for residential use to meet the pressing housing demand. The alternative sites proposed by representers are considered not a suitable replacement (**R126, R128 to R130, R133 to R135, R138, R139, R141 to R149, R151 to R154, R157 to R169, R172, R173, R175, R179, R180, R185, R187 to R189, R191 to R197, R199 and R200**).
- (f) the PER has confirmed that the proposed public housing development in Item B would not create unacceptable ecological impact with appropriate mitigation measures. Preliminary tree survey has been conducted and there is no rare tree species recorded in the representation site (Item B) nor registered Old and Valuable Trees identified within or in the immediate vicinity of the representation site. Ecological field survey has also indicated that the representation site does not have high ecological value. The submission and implementation of tree preservation proposal would be required under the Planning Brief. There is no strong planning justification to exclude the vegetated area from the public housing site under Item B (**R126, R128, R129, R156, R159, R197, R199, R200 and R202**);
- (g) the PER has confirmed that the proposed public housing developments would not be subject to unacceptable environmental impacts. A further environmental review, including the assessment of traffic and rail noise, will be carried out at the subsequent Investigation, Design and Construction stage to determine suitable mitigation measures based on the latest development proposals for the EPD's agreement (**R5, R126, R128, R129, R156, R159, R197, R199, R200 and R202**);

- (h) the statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The views received are duly considered and responded by the concerned Government bureau/departments in the process. The exhibition of the OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Ordinance. Relevant information on the technical feasibility of the two sites has been made available in the public consultation (**R126, R128, R129, R130, R179, R187, R188, R193 and R201**);
- (i) the site under Item B is considered suitable for public housing development and there is no strong justification to exclude the area within the site occupied by existing structures.. The Government will follow the established procedures in consulting those affected stakeholders and offer compensation, Ex-gratia Allowances and/or rehousing arrangements to the eligible affected parties of the structures and graves need to be cleared for development (**R126, R131, R133, R135 to R137, R140, R146, R148, R149, R154 to R156, R159, R163, R167, R169, R173, R174, R176, R178, R180 to R182, R184, R190 and R201**); and
- (j) preliminary quantitative risk assessments reveals that the proposed developments will not pose unacceptable individual and societal risk levels with reference to the criteria set in the Hong Kong Risk Guidelines (**R203**).

## 9. DECISION SOUGHT

The Board is invited to give consideration to the representations and the related comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

## 10. ATTACHMENTS

Annex I	Draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/11 (Reduced Size)
Annex II	Schedule of Amendments to the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/10
Annex III	Lists of Representers and Commenters in respect of the Draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/11
Annex IV	CD-ROM containing Submissions of Representers and Commenters (for Members Only)
Annex V	Summary of Representations and Comments to Representations and Planning Department's Responses
Annex VI	Extract of the Minutes of Meeting of the Rural and New Town Planning Committee of the Town Planning Board held on 8.9.2017 (English Version Only)
Annex VII	Extract of the Minutes of Meeting of the Ping Shan Rural

Annex VIII	Committee held on 13.10.2017 (Chinese Version Only) Extract of the Minutes of Meeting of the Yuen Long District Council held on 24.10.2017 (Chinese Version Only)
Annex IX	Provision of Open Space and Major Government, institution and community facilities in the Tong Yan San Tsuen Outline Zoning Plan
Plans H-1	Location Plan of the Representation Sites
Plans H-2a to H-2d	Site Plans of the Representation Sites
Plans H-3a to H-3d	Aerial Photos of the Representation Sites
Plans H-4a to H-4i	Site Photos of the Representation Sites
Plan H-5a	Proposed Traffic Improvement Works and Vehicular Routing of Long Bin and Tan Kwai Tsuen Sites
Plan H-5b	Proposed Traffic Improvement Works of Long Bin Site
Plan H-5c	Proposed Traffic Improvement Works of Tan Kwai Tsuen Site near Tin Shiu Wai West Interchange
Plan H-5d	Proposed Traffic Improvement Works of Tan Kwai Tsuen Site at Junction of Castle Peak Road -Hung Shui Kiu/ Shun Tat Street
Plan H-6	Locations of Open Spaces and Government, Institution and Community Facilities in the Vicinity of Tong Yan San Tsuen
Plan H-7	Brownfield Sites as proposed in Representations No. R129, R148 and R193 and related Comment No. C10
Plan H-8	Aerial Photo of Deep Bay, Lau Fau Shan and Sheung Pak Nai and Ha Pak Nai Coastal Areas
Plan H-9	Photomontage of Long Bin Site
Plan H-10	Photomontage of Tan Kwai Tsuen Site
Plan H-11	Relevant “Village Type Development” Zones as Mentioned in Representation No. R186

**PLANNING DEPARTMENT**  
**JUNE 2018**