

**Minutes of the 2<sup>nd</sup> Meeting of  
Yuen Long District Council in 2014**

Date: 29 April 2014 (Tuesday)

Time: 9:30 am-6:30 pm

Venue: Conference Room, 13/F, Yuen Long Government Offices, 2 Kiu Lok Square, Yuen Long

<u>Present</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Chairman: Mr LEUNG Che-cheung BBS, MH, JP	(At the start of the meeting)	(At the end of the meeting)
Vice-chairman: Mr WONG Wai-shun	(At the start of the meeting)	(3:20 pm)
Members: Mr CHAM Ka-hung, Daniel, BBS, MH, JP	(At the start of the meeting)	(6:00 pm)
Ms CHAN Mei-lin	(At the start of the meeting)	(At the end of the meeting)
Mr CHAN Sze-ching	(10:00 am)	(At the end of the meeting)
Mr CHEUNG Muk-lam	(At the start of the meeting)	(At the end of the meeting)
Mr CHING Chan-ming	(At the start of the meeting)	(4:00 pm)
Ms CHIU Sau-han	(At the start of the meeting)	(At the end of the meeting)
Mr CHONG Kin-shing	(At the start of the meeting)	(5:10 pm)
Mr CHOW Wing-kan	(At the start of the meeting)	(6:00 pm)
Mr CHUI Kwan-siu	(At the start of the meeting)	(At the end of the meeting)
Mr KWOK Hing-ping	(At the start of the meeting)	(At the end of the meeting)
Mr KWOK Keung, MH	(At the start of the meeting)	(6:15 pm)
Mr KWONG Chun-yu	(At the start of the meeting)	(4:20 pm)
Mr LAI Wai-hung	(At the start of the meeting)	(At the end of the meeting)
Ms LAU Kwai-yung	(At the start of the meeting)	(At the end of the meeting)
Mr LEE Yuet-man, MH	(At the start of the meeting)	(At the end of the meeting)
Mr LEUNG Fuk-yuen	(At the start of the meeting)	(At the end of the meeting)
Mr LUI Kin	(At the start of the meeting)	(At the end of the meeting)
Mr LUK Chung-hung	(At the start of the meeting)	(6:00 pm)
Mr MAK Ip-sing	(At the start of the meeting)	(6:20 pm)
Mr MAN Chi-sheung	(At the start of the meeting)	(11:25 am)
Mr MAN Kwong-ming	(At the start of the meeting)	(At the end of the meeting)
Mr SHUM Ho-kit	(At the start of the meeting)	(At the end of the meeting)
Mr SIU Long-ming	(At the start of the meeting)	(At the end of the meeting)
Mr TAI Yiu-wah, Robert, MH, JP	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Cheuk-him	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Cheuk-yin	(At the start of the meeting)	(5:15 pm)
Mr TANG Hing-ip	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Ho-nin	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Ka-leung	(At the start of the meeting)	(At the end of the meeting)

Mr TANG Kwai-yau	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Kwong-shing, MH	(At the start of the meeting)	(At the end of the meeting)
Mr TANG Lai-tung	(At the start of the meeting)	(10:00 am)
Mr TSANG Hin-keung, MH	(At the start of the meeting)	(4:15 pm)
Mr TSANG Shu-wo	(At the start of the meeting)	(At the end of the meeting)
Mr WONG Cheuk-kin	(At the start of the meeting)	(At the end of the meeting)
Ms WONG Wai-ling	(At the start of the meeting)	(At the end of the meeting)
Mr WONG Wai-yin, Zachary	(At the start of the meeting)	(5:40 pm)
Ms YAU Tai-tai, BBS, MH	(At the start of the meeting)	(5:15 pm)
Mr YIU Kwok-wai	(At the start of the meeting)	(At the end of the meeting)
Ms YUEN Man-yee	(At the start of the meeting)	(At the end of the meeting)

Secretary: Miss LAM Ka-hing, Alexis Senior Executive Officer (District Council) (Atg),  
Yuen Long District Office

In attendance

Mr MAK Chun-yu, Edward, JP	District Officer (Yuen Long)
Mr WONG Chi-wah, Steve	Assistant District Officer (Yuen Long) 1
Mr CHOI Chung-lam, Timothy	Assistant District Officer (Yuen Long) 2
Miss CHENG Siu-mui, Cyndia	Senior Liaison Officer (Town), Yuen Long District Office
Ms SIU Mo-fei, Bridget	Senior Liaison Officer (Rural), Yuen Long District Office
Mr MAK Kin-ming	Chief Engineer/NT 1 (NTN&W) (Atg), Civil Engineering and Development Department
Mr CHAN Fu-man	Chief School Development Officer (Yuen Long), Education Bureau
Mr POON Siu-fai	District Environmental Hygiene Superintendent (Yuen Long) (Atg), Food and Environmental Hygiene Department
Mr Kerry Paul Lee CAREW	Deputy District Commander (Yuen Long), Hong Kong Police Force
Ms CHOY Yin-wai, Maria	Yuen Long District Police Community Relations Officer, Hong Kong Police Force
Mr LEE Yeung-to	Chief Manager/Management (Tuen Mun & Yuen Long), Housing Department
Ms CHIU Lee-lee, Lily	District Lands Officer (District Lands Office, Yuen Long), Lands Department
Ms MOK Vivianne	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Miss CHEUNG Wai-ying, Olivia	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Mr LAU Wing-seung	District Planning Officer/Tuen Mun & Yuen Long West, Planning Department
Mr HO Kin-chung, Timothy	District Social Welfare Officer (Yuen Long) 2 (Atg), Social Welfare Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/NT North West, Transport Department

## Item 2

Mrs TAN KAM Mi-wah, Pamela, JP	Director of Home Affairs
Mr CHU Chan-pui, Francis	Senior Consultant (SFE), Home Affairs Department
Miss LO Mei-wan, Sharon	Project Manager (SFE), Home Affairs Department
Mr FORK Ping-lam	Assistant Director of Food and Environmental Hygiene (Operations) 3 (Atg), Food and Environmental Hygiene Department
Mr TUNG Joseph	Senior Superintendent (Operations Wing), Hong Kong Police Force
Mr YEUNG Man-pun, Ken	Superintendent (Operations Wing), Hong Kong Police Force
Mr NG Chung-lai	Principal Land Executive (Village Improvement and Lease Enforcement/Land Control Section), Lands Department
Mr SO Yung-cho, Quentin	Senior Land Executive/Land Control (Special Duties) (District Lands Office, Yuen Long), Lands Department
Mr CHIONG Kam-yuen, Jacky	Chief Structural Engineer/F, Buildings Department

## Item 3

Mr MA Siu-cheung, Eric, JP	Under Secretary for Development
Mr CHAN Chung-ching, Thomas, JP	Deputy Secretary for Development (Planning & Lands) 1
Mr CHONG Wing-wun	Principal Assistant Secretary (Planning & Lands) 1
Mr CHEUNG Fei-kit	Engineer/Yuen Long East, Transport Department
Mr TONG Fung-ming	Senior Structural Engineer/Rail 1, Buildings Department
Ms CHENG Miu-miu, Janet	Senior Building Surveyor/Rail 2, Buildings Department
Mr CHAN Shui-yan, Simon	Chief Project Manager – Property, MTR Corporation Limited
Mr NG Ka-wah	Senior Town Planning Manager, MTR Corporation Limited
Mr Lam CHAN	Senior Manager, Projects and Property Management, MTR Corporation Limited

## Item 4

Mr MA Siu-cheung, Eric, JP	Under Secretary for Development
Mr CHAN Chung-ching, Thomas, JP	Deputy Secretary for Development (Planning & Lands) 1
Ms CHIN Man-yi, Maggie	District Planning Officer/Fanling, Sheung Shui & Yuen Long East, Planning Department
Mr LUK Wing-cheong	Chief Traffic Engineer/New Territories West, Transport Department
Mr WONG Him-yau	Senior Engineer/North West, Transport Department
Mr FONG Hok-shing, Michael	Chief Engineer/Project 1 (NTN&W), Civil Engineering and Development Department
Mr TANG Kam-fai, Keith	Chief Engineer/NT 2 (NTN&W), Civil Engineering and Development Department

Mrs LAI FAN Siu-wah, Connie Chief Planning Officer 1, Housing Department  
 Mr LAM Tak-keung, Barry Senior Planning Officer 4, Housing Department

Item 6

Mr CHOW Lap-man Convenor of the Community Relations Group, Public Relations Committee, Hong Kong Institution of Engineers

Ms CHEUNG Fung-yeet Communication Co-ordinator, The Secretariat of the Hong Kong Institution of Engineers

Ms CHAN Po-yeet Senior Communication Officer, The Secretariat of the Hong Kong Institution of Engineers

Item 7

Ms Mary LAU Regional Officer/NTW, Independent Commission Against Corruption

Ms TANG Yuen-yan Community Relations Officer, Independent Commission Against Corruption

Item 11

Mr NG Kwok-wah Chairman of the Road Cycling Group, Hong Kong Cycling Association

Mr CHAN Tat-keung Chairman of the Road Safety and Facilities Group, Hong Kong Cycling Association

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**Opening Remarks**

The Chairman welcomed Members and representatives from government departments to the 2<sup>nd</sup> meeting of the Yuen Long District Council (YLDC) in 2014. He especially welcomed Mr MAK Kin-ming, Chief Engineer/NT1 (NTN&W) (Atg) of the Civil Engineering and Development Department, who stood in for Mr IP Wing-cheung, Mr CHAN Fu-man, the new Chief School Development Officer (Yuen Long) of the Education Bureau who had replaced his retired predecessor Mrs YU LAW Siu-man, Mr POON Siu-fai, District Environmental Hygiene Superintendent (Yuen Long) (Atg) of the Food and Environmental Hygiene Department, who stood in for Mr SHEK Yu-tung, Mr Kerry Paul Lee CAREW, Deputy District Commander (Yuen Long) of the Hong Kong Police Force (HKPF), who stood in for Mr TSANG Cheung-tat, District Commander (Yuen Long), Ms Maria CHOY, the new Yuen Long District Police Community Relations Officer of the HKPF, in place of Mr CHOW Ngai-kong who had been posted out and Mr Timothy HO, District Social Welfare Officer (Yuen Long) (Atg) of the Social Welfare Department, who stood in for Ms LAM Wai-yip.

**Item 1: Confirmation of the minutes of the 1<sup>st</sup> meeting of Yuen Long District Council in 2014**

2. The minutes of the 1<sup>st</sup> meeting of the YLDC in 2014 were confirmed.

**Item 2: Public Consultation Paper on the Enhanced Measures against Shop Front Extensions**  
**(YLDC Paper No. 12/2014)**

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3. The Chairman asked Members to take note of the Paper No. 12/2014, which was the public consultation paper on the enhanced measures against shop front extensions.

4. In addition to Mr POON Siu-fai, the regular representative of the Food and Environmental Hygiene Department (FEHD), the Chairman welcomed the following representatives to the meeting:

Home Affairs Department (HAD)

Director of Home Affairs

Senior Consultant (SFE)

Project Manager (SFE)

Mrs Pamela TAN, JP

Mr Francis CHU

Miss Sharon LO

FEHD

Assistant Director of Food and

Environmental Hygiene (Operations) 3 (Atg)

Mr FORK Ping-lam

HKPF

Senior Superintendent (Operations Wing)

Superintendent (Operations Wing)

Mr Joseph TUNG

Mr Ken YEUNG

Lands Department

Principal Land Executive (Village Improvement and  
Lease Enforcement/Land Control Section)

Senior Land Executive/Land Control (Special Duties)  
(District Lands Office, Yuen Long)

Mr NG Chung-lai

Mr Quentin SO

Buildings Department

Chief Structural Engineer/F

Mr Jacky CHIONG

5. Mrs Pamela TAN, JP and Mr Francis CHU briefed Members on the public consultation paper on the enhanced measures against shop front extensions (SFEs) which was issued by the Government in March 2014, and hoped that Members could give their views on the proposals set out in the paper.

6. Mr Daniel CHAM, BBS, MH, JP supported taking enhanced measures against SFEs and introducing a fixed penalty system. He reflected that quite a number of shops occupied pavements for illegal business operation. The penalties under the existing legislation were far below the high rentals that shop operators would have to pay for any additional space. Many shop operators therefore took these penalties as part of their operating costs. As for the preliminary proposal of setting the level of penalty at \$1,500 by drawing reference to the current level of fixed penalty for public cleanliness offences, he opined that the level of penalty should be set to achieve a greater deterrent effect. He also enquired whether repeated enforcement actions could be taken under the new legislation so that the enforcement staff

could issue repeated fixed penalty tickets to shops persistently involved in SFEs in a short period of time. Moreover, he enquired how to ensure that a fixed penalty ticket would be served to a person-in-charge of the shop in the presence of employees only. In addition, he opined that some enforcement departments had failed to take proactive enforcement actions, thereby diminishing the deterrent effect. For example, the Lands Department (LandsD) had failed to make adequate efforts to take enforcement against illegal occupation of Government land by restaurants and the FEHD had seldom taken prosecution actions against shops that obstructed scavenging services by extending their business area illegally. He was also concerned that after the implementation of the fixed penalty system, the enforcement departments might be negligent in enforcing other relevant legislations. Furthermore, he opined that the DCs could give advice on SFE black spots so that the enforcement departments could prioritise enforcement. However, the provision of exemptions such as identifying “tolerating areas” should be the responsibilities of the enforcement departments.

7. Mr CHONG Kin-shing reflected that the problem of SFEs in the district was serious, which not only affected the living quality of residents, but also caused conflicts between pedestrians and vehicles. He therefore supported the department concerned to step up enforcement actions and enhance publicity and public education effort. He also hoped that with the introduction of a Pilot Scheme for the Enhancement of District Administration Scheme (Pilot Scheme), the inter-departmental effort could be enhanced so as to proactively handle matters on SFEs. In addition, he proposed that the level of fixed penalty be set at \$2,000 or above to enhance the deterrent effect.

8. Mr CHOW Wing-kan opined that the proposed fixed penalty system could tackle SFEs more efficiently and effectively, and help address the deficiency of the existing summons system, namely, the long lead time of prosecution. He also considered that issuing fixed penalty tickets repeatedly to shops without improvement could enhance the deterrent effect. In addition, he reflected that quite a number of ground floor shophouses had occupied pavements for operating business. They had even erected illegal structures, such as concrete platforms and metal gates. To combat the aforesaid practice and prevent the recurrence of such incidents, he proposed that the LandsD should, through outsourcing, holistically review the leases of ground floor shophouses in the district with a view to defining the common part under “verandah-type shophouses” and using it as evidence in future. Regarding the exercise of discretion on SFEs that constituted a district characteristic and did not impose any imminent danger to pedestrians and traffic, he opined that it was difficult for the DCs to adopt a uniform standard. Moreover, there were still possible controversies in future. He therefore proposed inviting the trade unions to assist consultation with shops so that a balance could be struck between enhancing enforcement and protecting the livelihood of businesses.

9. Mr KWOK Keung, MH was pleased to note the concern of HAD on SFEs and reflected that SFEs in the district was serious. For instance, while shops near the Tung Yick Market had occupied the pavement of several hundred square feet for placing articles during the morning peak hours, many shops on Yuen Long Hong Lok Road had erected concrete platforms at their shop front. He said that Yuen Long was the core zone of daily activities in the district and the population had grown continuously with the completion of large-scale housing developments. It was hoped that the department concerned could enhance inspections and prosecutions against shops engaged in illegal shop front trading activities with a view to improving the pedestrian environment. As for the introduction of a fixed penalty system, he

opined that the level of fixed penalty should be set with reference to the current level of fixed penalty for public cleanliness offences (i.e. \$1,500). He also pointed out that the effectiveness of the fixed penalty system would depend on the frequency of enforcement actions. Furthermore, he suggested that the department concerned should consider identifying “tolerating areas” to allow shop operators to place articles within the designated area outside their shops during the early implementation of the fixed penalty system. In this way, shop operators could gradually cope with the requirements of the new legislation.

10. Ms LAU Kwai-yung reflected that SFEs in Yuen Long was serious, particularly causing inconvenience to persons with baby carts and wheelchair users. Moreover, given that Yuen Long had heavy pedestrian flows and the pavements were crowded, she supported the Government to take enhanced measures against SFEs so as to improve the pedestrian environment. She said that Members had repeatedly reflected the locations and circumstances of SFEs at the meetings of the YLDC and its Committees. Considering that the FEHD had grasped the SFE black spots in the district, she proposed that the FEHD should give advice on the priority of enforcement. In addition, she was concerned that SFEs by restaurants near Grandeur Terrace in Tin Shui Wai had become increasingly rampant. In view of this, she urged the FEHD to take more proactive enforcement actions and requested a task force to be set up promptly in Yuen Long District.

11. Mr LEE Yuet-man, MH agreed that the Government should take enhanced measures against SFEs. He said that the problem of SFEs was listed as the top priority area of action in the Pilot Scheme, with a view to tackling the problem with a multi-pronged approach and improving the amenity of Yuen Long District. Moreover, he was concerned about SFEs by restaurants near Grandeur Terrace in Tin Shui Wai and worried that the frontline staff might have conflicts with shop operators during enforcement actions. He hoped that the departments concerned could enhance collaboration with each other and provide appropriate support to the enforcement staff, as well as maintain close contact with the YLDC. Furthermore, he said that the penalties under the existing legislation were insignificant when compared to the high rentals. He thus suggested setting different levels of fixed penalties according to the severity of SFEs. The amount could range from \$1,500 to \$3,000. If SFEs exceeded a certain scope of areas, shop operators should be prosecuted and convicted by the court. In addition, he pointed out that quite a number of shops were under tenancy agreements and opined that the enforcement staff should issue fixed penalty tickets to persons-in-charge of shops rather than shop owners.

12. Mr LEUNG Fuk-yuen said that Yuen Long Centre was the core zone of industrial and commercial activities in the district. Given that its geographical location was in the vicinity of boundary control points, many mainland tourists were attracted to the town centre for shopping, thereby causing congestion on pavements. He thus hoped that the departments concerned could tackle SFE black spots in the district as soon as possible to improve the walking environment. In addition, he reflected that quite a number of shops along On Ning Road in Yuen Long placed articles beyond the confines of their shops and this caused inconvenience to pedestrians. Shops which sold inflammable substances, such as joss sticks and paper, were more likely and easily to cause fire hazards. Although the FEHD had earlier taken enforcement actions in the area, shop operators soon slipped back into their old habit. In view of this, he supported introducing a fixed penalty system and enhancing publicity and public education so as to tackle SFEs more effectively.

13. Mr LUK Chung-hung was pleased to note that the Government could take enhanced measures against SFEs in response to public aspirations. He also reflected that there were a number of SFE black spots in Yuen Long and Tin Shui Wai, with SFEs by restaurants being more serious. Apart from causing nuisance to nearby residents, this was also unfair to law-abiding shop operators. It was thus hoped that the departments concerned could take stringent enforcement actions and raise penalties. Furthermore, he opined that the departments concerned could adopt a need-based management approach and proposed that a cooked food centre should be built in the district to facilitate the reprovisioning of traditional on-street cooked food stalls, such as “Dai Pai Tongs”, with a view to addressing SFEs by restaurants, improving the environmental hygiene and providing a diversity of affordable dining options to members of the public.

14. Mr MAK Ip-sing supported the Government to take enhanced measures against SFEs. He was concerned that SFEs by restaurants in Yuen Long had become increasingly serious. For example, restaurants along Fung Cheung Road and Kam Fai Path often occupied pavements to extend their business areas. The street obstruction was particularly rampant at night. He opined that the FEHD did not optimise its resources to take enforcement actions at night. In view of this, he urged the departments concerned to step up enforcement actions against serious cases of street obstruction by shops and restaurants. As regards the fixed penalty system, he suggested a number of ways to enhance the deterrent effect, including stipulating the enforcement departments clearly, increasing the number of enforcement actions, raising penalties and issuing repeated fixed penalty tickets to shops persistently involved in SFEs.

15. Mr SHUM Ho-kit supported the Government to introduce the fixed penalty system so that enhanced measures could be taken against SFEs. He also opined that the level of penalty should be adjusted upwards to achieve a deterrent effect. He enquired about the criteria for invoking different enforcement tools against SFEs after the implementation of the system and hoped the departments concerned could ensure that there were sufficient manpower and resources to handle the enforcement work. He therefore proposed tackling locations in which SFEs were more rampant so as to achieve a deterrent effect. Furthermore, he said that the maximum fine under section 4A of the Summary Offences Ordinance (Cap. 228) was \$5,000. However, the court often exercised discretion to impose a lesser sum, thereby diminishing the deterrent effect of the prosecution system. He thus suggested that the departments concerned should increase the maximum fine of the offence and consider stepping up confiscation of articles and paraphernalia with a view to enhancing the enforcement effect. He also suggested relaxing the eligibilities for restaurants to provide outside seating accommodation so that a balance could be struck between improving SFEs and protecting the livelihood of businesses.

16. Mr SIU Long-ming reflected that at present, SFEs in the district had become increasingly serious. For example, quite a number of fresh food retailers, such as those selling vegetables and fruit, occupied more than two-thirds of the pavement for hawking, causing serious nuisance and inconvenience to nearby residents and pedestrians. He thus supported the Government to take enhanced measures against SFEs. He opined that the proposed fixed penalty system could help address the deficiency of the existing legislation. In addition,



pointing out that some shop operators would place articles in public places which were far away from their shops, he was concerned about the effectiveness of the fixed penalty system in tackling those cases. Furthermore, he said that quite a number of shops were under tenancy agreements and the behavior of tenants was not under the regulation of owners. Therefore, he opined that the enforcement staff should issue fixed penalty tickets to persons-in-charge of shops rather than shop owners.

17. Mr TANG Hing-ip said that owing to high shop rentals, many shop operators extended their business areas illegally on pavements, thereby causing more serious SFEs. He thus supported the Government to step up efforts in combating the problem and hoped that the departments concerned could take stringent enforcement actions against SFEs. As regards the proposed fixed penalty system, he opined that the level of penalty should be able to achieve a deterrent effect. Furthermore, to reduce disputes during enforcement, he proposed that the departments concerned should widely publicise and explain the details of the system to the public and shop operators before the implementation of the new legislation.

18. Ms CHAN Mei-lin supported the introduction of a fixed penalty system and opined that the level of penalty should be able to achieve a deterrent effect. She reflected that in recent years, there were many pharmacies in the district. Not only did shop operators place large goods outside their shops, shoppers would also put their shopping carts on the pavements outside the shops, thereby causing serious inconvenience and danger to pedestrians. She was also concerned that SFEs by restaurants in the district had become increasingly rampant. She reflected that some restaurants had occupied pavements by placing tens of tables to extend their business area, which not only caused environmental hygiene and noise nuisance problems to nearby residents, but was also unfair to law-abiding shop operators. She thus urged the departments concerned to step up enforcement actions and impose heavy penalties on shops and restaurants which caused street obstruction. In addition, she opined that fixed penalty tickets should be issued to licensees of shops and restaurants. She also suggested introducing a demerit points system for licensed food premises to improve SFEs by restaurants. Furthermore, public education should be enhanced and the implementation schedule should be stated clearly.

19. Mr TANG Kwai-yau supported the Government to take enhanced measures against SFEs. To enhance the deterrent effect, he proposed that the level of fixed penalty be set at \$2,500 and shops with more than five summonses would get to the court.

20. Mr TSANG Hin-keung, MH supported the Government to take enhanced measures against SFEs. He opined that the departments concerned should treat everyone equally and fairly in enforcement actions and they should not only take enforcement actions at SFE black spots. Furthermore, he hoped that the departments concerned could enhance collaboration with each other and provide appropriate support to the enforcement staff. For instance, when the enforcement staff of the FEHD had disputes with shop operators during prosecution, the Police should provide prompt assistance to ensure smooth enforcement.

21. Mr TSANG Shu-wo supported the introduction of a fixed penalty system so that enhanced measures could be taken against SFEs. He opined that determining the level of

penalty and the enforcement priority were the responsibility of the enforcement departments. Furthermore, he hoped that while taking enhanced enforcement actions, the departments concerned should ensure that there was sufficient manpower to handle the enforcement work. He also suggested that the FEHD should consider recruiting more staff dedicated to handle issues relating to SFEs so as to enhance the effectiveness of enforcement actions. This could also help relieve the workload of the existing frontline enforcement staff.

22. Mr Zachary WONG opined that the Government should determine the level of fixed penalty based on the objective data collected and the principle of fairness. It should not shirk its responsibility by passing the ball to DCs. Moreover, he pointed out that the effectiveness of the fixed penalty system would depend on the frequency of enforcement actions taken and opined that the deterrent effect would be enhanced with increasing number of enforcement actions. However, he was concerned that after the implementation of the system, the enforcement departments might be negligent in enforcing other relevant legislations. As for the detailed information on the operation of the new legislation, he enquired about the department to be responsible for enforcing the legislation. Furthermore, he wanted to know if the enforcement departments could issue fixed penalty tickets and take prosecution actions under other legislations at the same time. He was also concerned that if the new legislation allowed the enforcement departments to exercise discretion in handling SFE cases, too much flexibility in enforcement might be provided and that might result in power abuse or favouritism, which in turn weakened the fairness of the law. Therefore, he proposed that consequential amendments should be made having regard to the deficiency of the existing legislation, including empowering the enforcement departments to seize articles and paraphernalia, shortening the prosecution time and cancelling the notification period. He considered that these measures were more effective than introducing the new legislation.

23. Mr YIU Kwok-wai supported the Government to take enhanced measures against SFEs and hoped that the departments concerned would first consult the views of Members of the constituency when implementing future policies. He reflected that SFEs by restaurants near Grandeur Terrace in Tin Shui Wai was serious and stressed that SFEs was illegal. If the Government had to strike a balance between enhancing enforcement and protecting the livelihood of businesses, public acceptance should be the basis for enforcement. To prevent shop operators from taking the penalties as part of their operating costs, he proposed setting different levels of penalties according to the severity of the SFE offence. Moreover, to enhance the deterrent effect, the enforcement departments should increase the number of enforcement actions and issue repeated fixed penalty tickets to shops persistently involved in SFEs in a short period of time.

24. Ms YUEN Man-ye hoped that the Government would expeditiously implement enhanced measures to tackle SFEs and opined that the level of fixed penalty should be able to achieve a deterrent effect. She reflected that quite a number of restaurants in the district had occupied pavements to extend their business area for a prolonged period. As the restaurants concerned were in the vicinity of residential buildings, SFEs by restaurants not only impeded residents' access, the noise nuisance so created also seriously affected the daily lives of nearby residents. It was hoped that the departments concerned could enhance enforcement against SFEs. In addition, she proposed re-provisioning the roadside cooked food stalls to address SFEs by restaurants and provide members of the public with a safer and more hygienic dining option through centralised management.

25. Mr LUI Kin reflected that it was common to see that large supermarket chains and small shop operators placed goods on pedestrian access. He opined that the Government had been ineffective in taking enforcement actions against SFEs in the past, which would in effect encourage shop operators to extend their business area illegally. He also pointed out that it was hard to tackle SFEs effectively given the manpower shortage for enforcement departments and limitations of existing legal tools. He therefore hoped that the Government could address the problem promptly and step up enforcement. He enquired whether the HAD, being the lead department for this consultation, would allocate additional resources for other enforcement departments such as the FEHD and LandsD to handle the enforcement work. Furthermore, he urged the FEHD to take enforcement actions more progressively, including setting up a task force promptly in Yuen Long District and enhancing confiscation of paraphernalia of SFEs by restaurants. In addition, he said that DCs could give advice on SFE black spots, but opined that working out the criteria for exercising discretion on enforcement and determining enforcement priority should be the responsibility of the enforcement departments.

26. The Vice-chairman supported the introduction of a fixed penalty system and opined that the effectiveness of such measures would depend on the frequency of enforcement actions. He suggested that the level of penalty be adjusted according to the severity of the SFE offence. He also enquired whether the enforcement staff were allowed to issue repeated fixed penalty tickets to shops persistently involved in SFEs in a short period of time. Furthermore, he reflected that illegal extension of business area by restaurants in the district was serious and requested the FEHD to set up a task force promptly in Yuen Long District. He also pointed out that SFEs were particularly serious on public holidays and outside office hours and hoped that the departments concerned could expeditiously take corresponding measures to tackle the aforesaid problem. In addition, he proposed that the Government should introduce a paid licensing system and set out the licensing criteria clearly and objectively so that shops which constituted a district characteristic and contributed to the vibrancy of the district could extend their business legally within designated area at their shop fronts.

27. Mrs Pamela TAN, JP gave a consolidated reply as follows:

- (1) She thanked Members for expressing their views on the enhanced measures against SFEs. The enforcement departments concerned would fully take into account Members' suggestions when formulating enforcement measures;
- (2) To further improve the living environment of the public, the Government considered that efforts should be stepped up to tackle problems associated with SFEs. Therefore, the Government was studying the feasibility of introducing a fixed penalty system for the offence and it was noted that Members generally supported the proposal;
- (3) As SFEs had become increasingly rampant, the enforcement departments concerned would step up enforcement, continue to improve the existing multi-disciplinary enforcement regime and take enforcement actions on their own against SFE cases under their purview;

- (4) Prior to the implementation of the proposed fixed penalty system, the enforcement departments concerned would re-examine and determine their allocation of manpower resources and work priorities. Moreover, they would draw up clear operational guidelines and provide sufficient training to the frontline enforcement staff so as to ensure a smooth and effective implementation of the system;
- (5) In order to achieve the desired deterrent effect, the level of fixed penalty would be carefully considered having regard to the following: the current level of fixed penalty under the Fixed Penalty (Public Cleanliness Offences) Ordinance (Cap. 570) was \$1,500; the severity of the offence; the fines of other offences of similar severity under other Ordinances;
- (6) She noted Members' proposal of setting different levels of penalties according to the severity of the SFE offence or heightening the level of penalties for shops that repeatedly involved in SFEs by having regard to the number of occasions for irregularities. While the features of the fixed penalty system were simple and direct, the priority system or the progressive system might cause difficulties in enforcement and easily lead to disputes (e.g. determining the severity of street obstruction, cross checking the previous records of issuing fixed penalty tickets). She stressed that the Government was open to the level of fixed penalty and its specific arrangements, and would continue to listen to the views of Members, different sectors of the community and members of the public before making a final proposal;
- (7) If the persons-in-charge of shops failed to correct their mistakes within a reasonable period of time and obstruction still existed upon receipt of fixed penalty tickets, the enforcement staff would continue to take enforcement actions depending on circumstances. The preliminary legal advice given was that repeated issuance of fixed penalty tickets was allowed within a reasonable period of time;
- (8) She stressed that the proposed fixed penalty system was an additional measure to tackle SFEs and would not replace the other existing enforcement tools such as issuance of summons. The enforcement staff would still take prosecution actions against the more serious cases by summons and refer them to the court for trial and sentencing;
- (9) As for the details of involvement and mode of collaboration for DCs, the Government would listen to more views for consideration. He reiterated that the enforcement work must be taken up by enforcement departments and the enforcement departments must also bear the responsibility of the enforcement results. DCs were advisory bodies, which mainly advised the enforcement departments on SFE black spots in the district and their enforcement priority. The advice would be regarded as a collective decision made by the DCs rather than personal views of Members. The enforcement departments could also make suggestions to DCs for consultation having regard to their enforcement experience and routine inspection. The Government was consulting the views of the industry and members of the public. Furthermore, public education and publicity efforts would be stepped up, hoping that members from different sectors of the community

would join hands to improve SFEs; and

- (10) As for Members' proposal of relocating the roadside cooked food stalls such as "Dai Pai Tongs" and their request for FEHD to set up a task force in Yuen Long District and seize paraphernalia of SFEs by restaurants, she stressed that the FEHD had been handling SFE cases in accordance with established procedures and systems. Although the subject was outside the scope of discussion of the consultation paper, she believed that the representatives of the departments concerned in attendance had noted the views and they would report such views to the management.

28. The Chairman thanked Mrs Pamela TAN, JP and representatives from different departments for attending the meeting to exchange views with Members. He said that Members and the public had all along been concerned about SFEs. He was pleased to note that the HAD played a leader role and led the enforcement departments concerned to review the existing legislation and consider introducing a fixed penalty system. He hoped that the Government would continue to consult different sectors of the community and the new legislation would be submitted to the Legislative Council (LegCo) for consideration as soon as possible to curb SFEs.

**Item 3: The West Rail Property Development Project at Yuen Long Station  
(YLDC Paper No. 13/2014)**

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29. The Chairman asked Members to take note of the Paper No. 13/2014, which was about the latest design proposals for the West Rail Line Yuen Long Station Property Development Project.

30. In addition to Mr LAU Wing-seung, the regular representative of the Planning Department (PlanD), the Chairman welcomed the following representatives to the meeting:

Development Bureau (DEVB)

Under Secretary for Development

Mr Eric MA, JP

Deputy Secretary for Development

Mr Thomas CHAN, JP

(Planning & Lands) 1

Principal Assistant Secretary

Mr CHONG Wing-wun

(Planning & Lands) 1

Transport Department (TD)

Engineer/Yuen Long East

Mr CHEUNG Fei-kit

Buildings Department

Senior Structural Engineer/Rail 1

Mr TONG Fung-ming

Senior Building Surveyor/Rail 2

Ms Janet CHENG

MTR Corporation Limited (MTRCL)

Chief Project Manager-Property

Mr Simon CHAN

Senior Town Planning Manager

Mr NG Ka-wah

Senior Manager,

Mr Lam CHAN

Projects and Property Management

31. Mr Eric MA, JP and Mr NG Ka-wah briefly introduced the above paper and invited Members to give their views on the revised scheme for 2013.

32. Mr YIU Kwok-wai was concerned that with the completion of new developments, the existing transport facilities might not be able to cope with the demand arising from growing population. He also pointed out that the Paper did not assess the carrying capacity of public transport network and railway network. He said that according to the standard capacity of the MTRCL, the current loading during morning peak was 70% based on a 6 persons (standing) per square metre (ppsm). If the passenger density ratio was lowered to 4 ppsm taking into account actual circumstances, the loading during morning peak reached 100.6%, reflecting that the West Rail Line had reached capacity. In view of this, he hoped that the DEVB and MTRCL could provide more details on the planning of transport facilities.

33. Mr Zachary WONG said that the paper mainly compared the scheme approved by the Town Planning Board (TPB) in 2005 and the revised scheme in 2013. It was hoped that the DEVB could provide details on the proposed revised scheme in 2008, such as the concept plan of the “pedestrianised walkway option” (i.e. “pedestrian street”) on the new Long Lok Road so that members of the public could consider and compare the pros and cons involved in various options. Furthermore, he reflected the demand of residents of Sun Yuen Long centre (SYLC) for resuming the “pedestrian street” proposal (i.e. to convert the road section between SYLC and the southern site into a “pedestrian street” whereat driving of vehicles was prohibited) and opined that this could enhance pedestrian safety and improve air quality. In addition, he requested the DEVB and MTRCL to amend the design proposal having regard to the views from all relevant parties. The new revised scheme should obtain the approval from residents of SYLC and nearby villages as well as their respective rural committees before submitting it to the YLDC for consultation.

34. Mr TSANG Shu-wo reflected that the owners' corporation of SYLC had explicitly requested to resume the “pedestrian street” proposal and opposed converting Long Lok Road, which was now located at the southern site, into a private road of the new development. He worried that if there was such conversion, disputes over road management and right of use might arise in the future. He supported the Government's development plan, and that the approval of nearby residents and other stakeholders were essential.

35. Mr TANG Ho-nin responded to the views of the representatives of SYLC. He hoped that members of the public could understand that DCs, as advisory bodies, mainly advised the Government on local issues and development plans. It was the responsibility of the Government to consult the public. Furthermore, he requested the DEVB and MTRCL to consult residents of SYLC again and amend the proposal having regard to their views. They would consult the YLDC again after obtaining the support of stakeholders.

36. Mr Robert TAI, MH, JP said that he supported the property development project in principle. However, he stressed that the DEVB should fully consult the public and gauge views before implementation. He pointed out that the locations of T4 and T5 remained

controversial and opined that it was inappropriate to consult the YLDC before reaching a consensus on the design proposal. He worried that the DEVB and MTRCL would still submit a planning application to the TPB despite opposition from the YLDC. Furthermore, he pointed out that traffic congestion often occurred in Yuen Long, reflecting that the existing transport network and infrastructure had already exceeded their capacity. With the completion of a number of housing developments in the district, he opined that the proposed traffic arrangement might not be able to cope with the population growth and meet the need of most residents working across districts. In addition, he hoped that the DEVB could expeditiously submit the consultation paper and provide more detailed information and layout plan so as to allow sufficient time for Members to consider the proposal in depth and conduct site inspections.

37. Mr SIU Long-ming was pleased to note the amendment that a residential building would be deleted at the southern site. However, he pointed out that although residents of SYLC and nearby villages had repeatedly advised the DEVB and MTRCL, they were disappointed that the revised scheme had failed to address most of their requests. He pointed out that the pavement opposite to the main entrance of SYLC was less than one metre wide and there was no provision of appropriate crossing facilities. Upon the completion of the new Long Lok Road, which was located between SYLC and the southern site, the traffic flow would increase significantly. In view of this, he requested to resume the “pedestrian street” proposal for the purpose of enhancing pedestrian safety.

38. Mr MAK Ip-sing opined that the property development project was solely a housing project by private developers and pointed out that for years the DEVB and MTRCL had not amended the design proposal having regard to views collected. He was concerned about the issue of providing a new Long Lok Road between SYLC and the southern site for traffic and opined that such arrangement would affect pedestrian safety. He thus requested to resume the “pedestrian street” proposal which only pedestrians were allowed. He also opposed converting Long Lok Road, which was currently located at the southern site, into a private road of the new development and worried that if this happened, disputes over road management and right of use might arise in the future. Moreover, public transport and other vehicles were not allowed to travel on the road and this would cause great inconvenience to nearby residents. In addition, he proposed providing lifts for a footbridge (FB4) connecting the southern site and Fung Cheung Road Garden and widening the existing footbridges (FB2 and FB3) connecting SYLC and the south of Castle Peak Road (Yuen Long).

39. Mr LEUNG Fuk-yuen said that the DEVB and MTRCL had repeatedly consulted the Shap Pat Heung Rural Committee and residents of nine villages near the West Rail Yuen Long Station, such as Ng Wo, Nam Pin Wai and Sai Pin Wai, etc on the property development project. He pointed out that although the number of residential towers had been reduced in the revised scheme having regard to views collected, residents were still concerned about the impact of the three towers T1, T2 and T3 on air circulation and landscape. He stressed that indigenous villagers had always been supportive of government’s planning and extensive area of land had been released for development. However, the Government had not paid reasonable compensation to the affected villages. He quoted as an example that the Kowloon-Canton Railway Corporation (KCRC) had occupied the basketball court at Nam Pin Wai for the construction of West Rail Yuen Long Station. At that time, the KCRC had undertaken to reconstruct the basketball court, but it was not followed up properly in the end.

To gain support from residents, he thus urged the DEVB and MTRCL to undertake measures to enhance the protection of residents' interest, enhance the adjacent village environment and make proper arrangements with regard to "tun fu".

40. Mr LEE Yuet-man, MH supported the property development project and praised the DEVB and MTRCL for amending the design proposal having regard to views from various parties. Furthermore, he was pleased to note that the total plot ratio of the new design proposal had been reduced to about 4 and proposed that a common approach should be applied to other development projects, including the property development projects above the Tin Wing Light Rail Transit station in Tin Shui Wai. The principle of being impartial to all should be followed when implementing the development plans in various districts. As regards the paper tabled at the meeting by the owners' corporation of SYLC, he said that he understood the demands of resident, but stressed that the YLDC had been actively following up on the pavement congestion in Yuen Long.

41. Mr KWOK Hing-ping opined that the air ventilation assessment (AVA) provided by the MTRCL was incomprehensive as it only conducted the AVA at Nam Pin Wai. Furthermore, he was concerned that the residential development of YOHO Town Phase 3 and towers at the northern site would create a wall effect. He also opined that although the breezeway between the two towers T3 and T5 were widened to 130 metres, this could still obstruct the southerly wind flow to nearby villages.

42. Mr KWONG Chun-yu said that he understood the demands of residents of SYLC and urged the DEVB and MTRCL to explain the reasons for denying the "pedestrian street" proposal and converting the existing Long Lok Road into a private road. Furthermore, he reflected that the carrying capacity of transport infrastructure in the district was close to saturation and there would be a number of newly completed developments in the district. In view of this, he urged the Government to expeditiously formulate a comprehensive plan of service facilities for transportation so as to cope with population growth. He said that as the property development project would have a significant impact on the overall future development of Yuen Long District, it was hoped that Members could consider the design proposal carefully to protect the public interest.

43. Mr KWOK Keung, MH said that he understood the demands of residents of SYLC. He requested the Administration to consider resuming the "pedestrian street" proposal and opined that this could improve the environment and air quality. Furthermore, he responded to the views of the representatives of SYLC. He stressed that the YLDC had all along been concerned about the pavement congestion in Yuen Long. It had been actively following up on the matter and exploring improvement measures, including requesting the government departments concerned to expeditiously implement the construction of a footbridge along Yuen Long Nullah between West Rail Long Ping Station and Kau Yuk Road and taking enhanced measures against SFEs to facilitate pedestrian flow.

44. Mr CHOW Wing-kan said that the property development project had been discussed since 2005 and residents of SYLC and nearby villages had repeatedly advised the Administration on the matter. However, the revised scheme was still unable to address the



worries of the affected residents. He said that although the breezeway had been widened, the three towers T6, T5 and T9 were still very close to Towers 1, 2 and 5 of the SYLC. Moreover, residents of nearby villages expressed concern over the problems of air circulation and television reception. In addition, he pointed out that due to poor ventilation, significant emission might be accumulated on the road section between the southern site and SYLC, thereby affecting the environment and air quality. As regards the arrangement for earmarking a net operating floor area of 1 200 square metres on the southern site to accommodate an integrated children and youth services centre and an integrated family service centre, he enquired whether the DEVB would grant the tenancy at nominal rent and whether the developer would be compensated with bonus plot ratio because of the welfare premises.

45. Mr CHONG Kin-shing opined that the revised scheme in 2013 was regressive. He understood residents' opposition to converting the road section originally planned as a "pedestrian street" into a private road. He was concerned that with the completion of nearby developments, the quality of living environment in the vicinity of Yuen Long East was deteriorating. Although the DEVB and MTRCL had conducted several rounds of consultation on the development project, they were still unable to fully address the demand of the affected residents. Residents of SYLC had clearly indicated that drastic actions might be taken to express their dissatisfaction. In view of this, he proposed that the proposal be deferred until it received support from nearby residents. Furthermore, he urged the DEVB and MTRCL to amend the proposal in response to the views collected before submitting the planning application to the TPB.

46. Mr CHING Chan-ming said that he supported the development project in principle and opined that it was necessary to solve the housing shortage problem as soon as possible. However, the DEVB and MTRCL should respect the views of nearby residents so that a balance could be struck between district development and residents' rights. He said that the departments concerned had held numerous meetings with residents of the nine villages near the West Rail Yuen Long Station, but residents still had grave concern over the problems of landscape and air circulation. It was thus hoped that the DEVB and MTRCL could absorb the views proactively. Furthermore, he opined that the traffic arrangements as proposed in the paper had failed to meet the transport demand of the new population. He also pointed out that the existing transport infrastructure in Yuen Long District had already exceeded its capacity. For instance, traffic congestion often occurred on Ng Wo and Nam Pin Wai heading for Long Yat Road direction. Therefore, it was proposed that the DEVB should work hand-in-hand with other private developers to study and formulate the overall transport planning in Yuen Long District. In addition, he hoped that the departments concerned and the MTRCL could undertake to expeditiously reconstruct the basketball court at Nam Pin Wai so as to compensate villagers who released land for the construction of the West Rail Yuen Long Station.

47. Mr Daniel CHAM, BBS, MH, JP opined that the DEVB and MTRCL should submit the paper to the YLDC as early as possible before the meeting so that Members could have sufficient time to carefully study and consider the proposal. In addition, he was pleased to note that the number of towers had been reduced and the development intensity had been adjusted downward in the revised scheme having regard to the views collected. He also opined that as the works site was located in Yuen Long Town Centre, the total plot ratio could

be reduced from 5 to 4 so as to set a precedent. Therefore, he urged the DEVB to apply a uniform restriction on total plot ratio of or below 4 to all developments in Yuen Long District based on the precedent, such as the Hung Shui Kiu New Development Area and the property development projects above the Tin Wing Light Rail Transit station in Tin Shui Wai. This not only avoided the construction of “wall buildings”, but also reduced the burden on transport infrastructure and public facilities. As regards the traffic arrangement, he proposed that a right-turning junction be provided on Castle Peak Road (Yuen Long) in Yuen Long so that vehicles could travel directly to Pok Oi Interchange via Castle Peak Road (Yuen Long) in Yuen Long East without routing through Long Yat Road. This could reduce the noise nuisance and air pollution caused to SYLC and the nearby proposed buildings. In addition, he enquired whether the DEVB would consider developing public housing in the area provided that the property development project was yet to be implemented.

48. The Vice-chairman hoped that the DEVB and MTRCL could attach more importance to the consultation procedure and seriously consider the views of residents of SYLC and various stakeholders. Moreover, he requested to resume the “pedestrian street” proposal. He opined that there was a genuine need for the Government to increase housing supply with a view to meeting the public’s strong demand for housing. Therefore, it was hoped that the DEVB could formulate a long-term and comprehensive planning on district development to ensure that the infrastructure capacity could cope with the population growth and promote the economic development of the district.

49. Mr MAN Kwong-ming enquired whether vehicles had to make a detour via Long Yat Road before travelling to SYLC through Pok Oi Interchange and hoped that the DEVB and MTRCL could further explain the traffic arrangement. Furthermore, he reflected that there was a serious traffic congestion along Castle Peak Road (Yuen Long) and Long Yat Road. In view of this, he opined that the capacity of the existing transport infrastructure would not be able to meet the transport demand of the new population.

50. Mr Eric MA, JP gave a consolidated reply as follows:

- (1) The DEVB respected the views of residents, the rural committees and the YLDC. Moreover, in order to formulate a design proposal that genuinely met the needs of residents, he said that the DEVB and MTRCL had maintained communication with various stakeholders since 2005 and they had continuously absorbed the views; and
- (2) As the total plot ratio of the property development project was only 3.99, its development intensity was far below that of the public housing. To optimise land uses, if the project could not be implemented, the DEVB would explore the feasibility of developing other housing projects, such as public housing, so as to meet the public’s strong demand for housing.

51. Mr Thomas CHAN, JP gave a consolidated reply as follows:

- (1) Property development projects along the West Rail were led by the Government, including the West Rail property development project at Yuen

Long Station. The MTRCL only acted as the agent of West Rail property development projects. The DEVB would work with the MTRCL to participate in the consultation and planning work;

- (2) At present, all roads passing through the southern site fell within the scope of development. The public transport interchange (PTI) originally planned in the southern site would be relocated under the revised scheme in 2013. Although the DEVB and MTRCL proposed the “pedestrian street” option under the proposed revised scheme in 2008, they opined that it was necessary to retain an access between the SYLC and southern site after thorough examination and consultation. In view of this, the land to the north of the southern site would be developed into a realigned and new Long Lok Road to serve as a carriageway and a pick-up and drop-off points for buses, minibuses and residents’ coaches. In addition, the revised scheme had adopted a number of measures to optimise the ground floor space of the southern site, including reducing the podium height of the southern site and widening the distance between the podium and SYLC to 22 metres;
- (3) As the nearby residents were concerned that the traffic flow would increase in the future upon completion of the new Long Lok Road and the pavement opposite to the main entrance of SYLC was narrow, the DEVB and MTRCL would explore the feasibility of widening the pavement between the new Long Lok Road and SYLC, and providing more barriers and crossing facilities to enhance pedestrian safety;
- (4) At present, roads on the southern site fell within the scope of development. Therefore, the existing Long Lok road would be converted into a private road. Vehicles along SYLC heading for the southern site would pass through the private road in the future. When granting a land lease, the DEVB would require the private road to be opened for residents of SYLC 24 hours daily;
- (5) Compared with the major development parameters under the scheme approved by the TPB in 2005, the residential floor area and the number of residential blocks of the revised scheme for 2013 had been reduced, whereas the commercial/retail floor area had remained unchanged. Furthermore, net operating floor area would be earmarked at the southern site to provide social welfare facilities. Upon completion, the facilities would be handed to the Social Welfare Department for management and use. However, no compensatory plot ratio would be provided to the developer; and
- (6) In addition to consulting the residents of SYLC, the DEVB and MTRCL had been maintaining close communication with nearby villagers and their respective rural committees. Moreover, their demands had been addressed positively.

52. Mr NG Ka-wah gave a consolidated reply as follows:

- (1) The AVA covered a number of locations in the vicinity of the project, including Nam Pin Wai and Yuen Long Kau Hui. Compared with the

scheme approved by the TPB in 2005, the ventilation of various testing locations was improved effectively;

- (2) The revised scheme in 2013 had improved design to enhance ventilation, including the setback of the podium at the southern site along the new Long Lok Road and Castle Peak Road (Yuen Long) and the provision of a landscaped open plaza at the southern site to facilitate wind breeze;
- (3) As regards the space between the towers, he said that a breezeway of 15 metres wide would be able to achieve a certain ventilation effect. Under the revised scheme, the distance from Towers 1, 2 and 5 of the SYLC would be increased to about 28 metres, 32 metres and 56 metres respectively, which could effectively enhance air circulation; and
- (4) An environmental assessment had been conducted to assess the noise level and air quality of the project. The results showed that the project met the standards.

53. Mr Simon CHAN responded that according to the traffic study report, only the PTI 3 as shown in Annex 4 of the paper (i.e. the PTI between Castle Peak Road (Yuen Long) and Long Yat Road) did not have adequate capacity to cope with the future development and population growth between now and 2024. Therefore, it was proposed that road improvement works should be conducted in the traffic impact assessment report.

54. Mr CHEUNG Fei-kit gave a consolidated reply as follows:

- (1) The TD would ensure that the traffic impact assessment report submitted by the MTRCL had fully considered the existing and planned development projects so that the estimated traffic flow would not exceed the capacity of the existing road networks. Otherwise, it would require the MTRCL to adopt improvement measures;
- (2) It was noted that vehicles had difficulty in going from Nam Pin Wai to Long Yat Road. In view of this, the TD had conducted a site visit with residents in the area and put forward improvement measures;
- (3) Regarding the junction of Castle Peak Road/Long Yat Road/Yuen Long On Lok Road/Long Yip Street, the preliminary view was that it was difficult to permit vehicles right-turning from Castle Peak Road (Yuen Long) northbound to Pok Oi Interchange without passing through Long Yat Road as the Light Rail would travel to Yuen Long Terminus via Castle Peak Road (Yuen Long) in Yuen Long and Long Yat Road. However, the TD would study the feasibility of the proposal later; and

(Post-meeting note: Permitting vehicles right-turning from Castle Peak Road northbound in Yuen Long to Pok Oi Interchange without passing through Long Yat Road would increase the waiting time of traffic signals at the junction by one cycle. This might greatly increase the waiting time for

the Light Rail and other vehicles to clear the junction.  
Therefore, the TD did not support the proposal.)

- (4) The TD had been concerned about the congestion of pavements and carriageways in Yuen Long and had collaborated with the Highways Department to actively implement the construction of a footbridge along the Yuen Long Nullah with a view to easing the pedestrian flow. Moreover, it was hoped that the improvement works at Pok Oi Interchange could be completed at the end of 2015 so as to relieve the existing traffic pressure and meet the future traffic demand.

55. The Chairman said that the Vice-chairman and Mr TSANG Shu-wo proposed a motion at the meeting with Mr WONG Cheuk-kin, Ms CHAN Sze-ching, Mr SIU Long-ming and Mr TANG Cheuk-him as seconders, which read as follows:

“In respect of the West Rail property development project at Yuen Long Station, this Council requests the DEVB to re-design the development proposal on basis of the proposed pedestrian street of 2008 and proposed building design of 2013, as well as to take into account views of residents in the vicinity. This Council also requests the DEVB to consult the residents on the new design proposal before submitting it to YLDC for consultation.”

56. The Vice-chairman said he understood that Hong Kong was facing the problem of housing shortage, but opined that the Government should take into account the interests of the affected residents before finalising a development plan. He sincerely hoped that the DEVB and MTRCL could formulate a design proposal which could fully address the demand of residents.

57. Mr LEUNG Fuk-yuen hoped that the DEVB and MTRCL would continue to maintain close contact with nearby villagers and their respective rural committees and respect the views of stakeholders.

58. Mr TSANG Shu-wo requested the DEVB and MTRCL to revise the design proposal on basis of the proposed “pedestrian street” having regard to the content of the motion.

59. Mr Eric MA, JP gave a consolidated reply to the above motion as follows:

- (1) The DEVB, together with the MTRCL, had been maintaining close communication and exchanging views on the development project with nearby residents and their respective rural committees. Furthermore, the 2013 revised scheme was formulated in response to the views collected. The improvement measures included lowering the podium height of the southern site and reducing the total number of residential blocks;
- (2) Regarding the concern of residents and Members over the realignment of the

new Long Lok Road, the DEVB and MTRCL would actively study the feasibility of designating the new Long Lok Road as a driveway for public service vehicles to reduce traffic flow. Furthermore, in order to enhance pedestrian safety, the DEVB and MTRCL would actively consider widening the pavement opposite to the main entrance of SYLC and providing more crossing facilities;

- (3) The DEVB and MTRCL had revised the design proposal having regard to the views of residents. A 10 metre-wide building gap had been provided on the ground level between the southern site and the new Long Lok Road under the 2013 revised scheme. This could not only increase the pedestrian space, but also could connect the landscaped open plaza. The environment was thus much better when compared with the previous design proposal; and
- (4) The DEVB and MTRCL would continue to absorb views of the 2013 revised scheme from various stakeholders. As the next step, they would submit a planning application to the TPB and reflect the views collected during consultation.

60. Indicating that the DEVB did not accede to the requests as stated in the motion, Mr TSANG Shu-wo proposed withdrawing the motion and requested the DEVB and MTRCL to re-design the proposal and consult stakeholders.

61. Mr MAK Ip-sing opined that it was inappropriate for the DEVB and MTRCL to submit a planning application to the TPB without the prior approval of stakeholders. He hoped that the regular representative of the PlanD could reflect to the TPB that the YLDC and nearby residents objected to converting Long Lok Road into a private road and they strongly demanded to resume the “pedestrian street” proposal.

62. Mr Robert TAI, MH, JP said that he had reservation about the traffic flow assessment submitted by the MTRCL. Moreover, pointing out that several large-scale residential developments (e.g. YOHO Town Phase 3) would be completed in the vicinity of Yuen Long East, he opined that the existing transport infrastructure could not meet the transport demand of the new population. In view of this, he urged the DEVB and MTRCL to improve the overall transport infrastructure and ancillary facilities in Yuen Long District as soon as possible.

63. Mr CHONG Kin-shing reflected that residents of SYLC had clearly indicated that drastic actions might be taken to express their strong demand for resuming the “pedestrian street” proposal. He expressed disappointment that the Under Secretary for Development only undertook to reduce traffic flow on the new Long Lok Road.

64. Mr Zachary WONG said that he had reservation about the cancellation of the “pedestrian street” proposal and hoped that the DEVB and MTRCL could duly listen to and consider the views of the affected residents. In addition, he urged the DEVB and MTRCL to resolve the overloading of the existing transport infrastructure and facilities as soon as

possible.

65. The Vice-chairman opined that the Government could not implement the development plan in a hasty manner due to the serious housing shortage. He sincerely hoped that the DEVB and MTRCL could revise the design proposal and consult the affected residents and YLDC again.

66. The Chairman asked Members to vote on the motion.

67. Members voted on the motion by a show of hands and open ballot. Mr WONG Wai-shun, Ms CHAN Mei-lin, Ms CHAN Sze-ching, Mr CHEUNG Muk-lam, Ms CHIU Sau-han, Mr CHONG Kin-shing, Mr CHOW Wing-kan, Mr CHUI Kwan-siu, Mr KWOK Keung, MH, Mr KWONG Chun-yu, Mr LUI Kin, Mr SIU Long-ming, Mr Robert TAI, MH, JP, Mr TANG Cheuk-him, Mr TANG Cheuk-yin, Mr TANG Hing-ip, Mr TANG Ho-nin, Mr TANG Kwai-yau, Mr TSANG Shu-wo, Mr WONG Cheuk-kin, Ms WONG Wai-ling and Mr Zachary WONG voted for the motion. Mr Daniel CHAM, BBS, MH, JP, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEUNG Fuk-yuen, Mr LUK Chung-hung, Mr SHUM Ho-kit, Mr TANG Ka-leung, Mr YAU Tai-tai, BBS, MH and Mr YIU Kwok-wai abstained from voting.

68. The Chairman declared that the motion was passed with an absolute majority of votes (22 affirmative votes, 0 negative votes and 9 abstention votes).

69. The Chairman concluded that the above motion clearly reflected the demand of the YLDC for resuming the “pedestrian street” proposal and improving the road traffic design. He hoped that the DEVB and MTRCL could revise the design proposal having regard to the views of Members, consult the Traffic and Transport Committee (T&TC) under the YLDC again and explain the design for improving the transport interchange of the Castle Peak Road (Yuen Long) and Long Yat Road.

(Post-meeting note: The Yuen Long District Council Secretariat had written to the Secretary for Development on 9 May 2014 to relay the motion moved by Members.)

**Item 4: Holistic Planning of Yuen Long District  
(YLDC Paper No. 14/2014)**

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**Item 5: Questions from DC Members**

**“Request for setting up a working group to follow up on the inadequate transport facilities in Yuen Long” by Mr LUI Kin, Mr KWOK Keung, MH, Mr SIU Long-ming, Ms WONG Wai-ling, Mr CHUI Kwan-siu, Ms CHIU Sau-han, Mr LEE Yuet-man, MH, Miss YAU Tai-tai, BBS, MH, Ms YUEN Man-ye and Mr CHEUNG Muk-lam  
(YLDC Paper No. 15/2014)**

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70. The Chairman asked Members to take note of the Paper Nos. 14/2014 and

15/2014, which were about the holistic planning of Yuen Long District and Members' proposal for setting up a working group to follow up on the inadequate transport facilities in Yuen Long respectively. He suggested that items 4 and 5 be discussed together as they were related to the planning and development of Yuen Long District as well as traffic planning brought by such projects.

71. In addition to Mr LAU Wing-seung, the regular representative of the Planning Department (PlanD), the Chairman welcomed the following representatives to the meeting:

DEVB

Under Secretary for Development  
Deputy Secretary for Development  
(Planning & Lands) 1

Mr Eric MA, JP  
Mr Thomas CHAN, JP

PlanD

District Planning Officer/Fanling,  
Sheung Shui & Yuen Long East

Ms Maggie CHIN

TD

Chief Traffic Engineer/New Territories West  
Senior Engineer/North West

Mr LUK Wing-cheong  
Mr WONG Him-yau

Civil Engineering and Development Department (CEDD)

Chief Engineer/Project 1 (NTN&W)  
Chief Engineer/Project 2 (NTN&W)

Mr Michael FONG  
Mr Keith TANG

Housing Department (HD)

Chief Planning Officer 1  
Senior Planning Officer 4

Mrs Connie LAI  
Mr Barry LAM

72. Mr Zachary WONG said that it was inappropriate to discuss the items together as item 4 mainly discussed the housing and land use planning and item 5 focused discussion on transport infrastructure.

73. Mr MAK Ip-sing said that while item 4 covered a wide range of subjects, including the transport, cultural, recreational and healthcare infrastructure, item 5 simply discussed whether a working group would be set up to follow up on the inadequate transport facilities in Yuen Long. He thus opined that the above two items be handled separately.

74. Mr CHOW Wing-kan opined that the terms of reference for the proposed working group and those of the T&TC might overlap.

75. The Chairman said that as mentioned in item 5, the supporting transport infrastructure was developed mainly due to local development and planning, and this was directly related to the holistic planning of Yuen Long District. In view of this, he opined that the above two items should be handled together so as to facilitate a more comprehensive



discussion. Moreover, Members could take it as an opportunity to give their views directly to the representatives of the DEVB and other departments concerned. Members had no objection to the above arrangement.

76. Mr Zachary WONG pointed out that as mentioned in the consultation paper, sites for planning and engineering studies as well as the proposed rezoning of sites for residential development were mainly located in Tin Shui Wai and rural areas. Therefore, he suggested that when discussing the issue of inadequate transport facilities, the scope of discussion should not be confined to the traffic and transport information in Yuen Long.

77. Mr Eric MA, JP and Mr LAU Wing-seung briefly introduced the Paper No. 14/2014 and hoped that Members could give their views on the holistic planning of Yuen Long District.

*[The meeting was temporarily adjourned during lunchtime and would be resumed at 2:25pm.]*

78. Mr Daniel CHAM, BBS, MH, JP opined that the paper focused on increasing housing land supply. He hoped that the DEVB could make reference to the recommendations of the report of the study on “Hong Kong 2030: Planning Vision and Strategy” and adopt a “do more with less” development model with a view to providing a quality living environment through district planning and promoting a balanced and diversified community development. He suggested that the DEVB should consider adding special features to the district. For example, the Hung Shui Kiu New Development Area (HSK NDA) would be developed as a “gateway city” for the western part of Hong Kong to capitalise on its geographical advantage of being located at the boundary. In addition, he said that more than 120 000 residential units would be provided for the proposed housing developments in Yuen Long District, which accounted for more than a quarter of the public and private housing supply target in the coming 10 years. The district population would increase from about 580 000 in 2014 to 710 000 and 900 000 in the coming 10 years and 20 years respectively. In view of this, he opined that the existing and planned transport infrastructure and community facilities were inadequate to cope with the expected population growth and their demands. He also pointed out that there was an unbalanced development in Yuen Long District, with too much emphasis on increasing housing supply. Moreover, there was no forward-looking and long-term planning in the aspects of employment, diversified education and community development featuring special local characteristics. He said that while there was a continuous population growth, job opportunities were still centralised in urban areas. It was thus suggested that sites be earmarked in the district for special industries, such as high value-added and high-tech production and logistics activities. This could not only meet the strong demand of the industries concerned for land, but also help create local job opportunities, thereby reducing the burden on external transportation network. Furthermore, he strongly objected that the development intensities of some planning and housing developments were too high. For instance, the total plot ratio as proposed in the stage 2 consultation on the Hung Shui Kiu New Development Area Planning and Engineering Study (HSK Study) had reached 5.5 to 8. It was hoped that the DEVB could adjust the plot ratio accordingly to avoid high-density development.

79. Mr CHEUNG Muk-lam agreed that the Government had to speed up and increase housing land supply with a view to meeting the housing needs of the community. However, he pointed out that the 14 sites being rezoned for residential use were located in the surrounding areas of Yuen Long, where there were inadequate transport infrastructure and community facilities. It was thus suggested that new development areas such as Hung Shui Kiu should be planned to decentralise the new population from Yuen Long and reduce the additional burden imposed on the infrastructure of Yuen Long. He also hoped that a comprehensive network of driveways, footpaths and cycle tracks could be provided in the new development areas and rural areas so as to strengthen the tie between Yuen Long and its surrounding as well as promote the integration between urban and rural areas. In addition, he was concerned that the paper had not mentioned the planning of various community facilities in detail and whether adequate land had been earmarked for education purposes. Regarding the HSK Study, he enquired about the projection methodology for calculating the estimated 100 000 job opportunities and the proportion of junior staff and professional staff to be employed.

80. Ms CHIU Sau-han agreed that the Government had to address the housing shortage problem as soon as possible. She was concerned that the issue of ancillary facilities for various planning had not been fully addressed and the details of around 100 000 job opportunities to be provided by the HSK NDA had not been explained in the paper. She opined that the DEVB had to make reference to the experience of developing Tin Shui Wai and provide sufficient local job opportunities when formulating planning and developments. Furthermore, she suggested that the DEVB should explore the feasibility of relocating some of the government offices currently located in urban areas to Yuen Long District, in order to reduce the need of residents to commute to work across districts.

81. Mr CHOW Wing-kan was concerned about the large population concentrated in Yuen Long District and would like to know the demographic composition of the new population. Moreover, he suggested that the DEVB should make reference to the experience of developing Tin Shui Wai when planning new development areas and housing developments. It had to ensure that a self-contained community should be developed with adequate infrastructure, ancillary facilities and local job opportunities while increasing the supply of housing flats. In addition, he was pleased to note that the HSK NDA could provide about 100 000 new job opportunities. He hoped that the DEVB could fully capitalise on the geographical advantage and economic opportunity of other NDAs for the purpose of creating more local job opportunities and alleviating the burden on external transportation network. Regarding rural industrial activities, he reflected that 320 hectares of land in the district were used as port and logistics back-up sites for “open storage facilities” and “Industrial (Group D)” and this created ample employment opportunities for residents in the district and those in the adjoining areas. It was thus suggested that the DEVB should improve the overall transport network and sewage system of the sites concerned to reduce operating costs. This allowed the industry to have greater competitive edge, thereby facilitating local economic development and regional strategic development. As regards the provision of a hospital in the HSK NDA, he enquired whether the arrangement would affect the expansion project of Tin Shui Wai Hospital.

82. Mr KWOK Keung, MH supported the paper. He was pleased to note that the

DEVB had accepted the views of the YLDC and the public to provide a large number of local job opportunities in Yuen Long District when formulating planning and developments. For instance, the HSK NDA provided about 100 000 job opportunities to alleviate the burden of travelling expenses on residents who commuted to work across districts. In addition, he agreed that in response to the housing shortage, the Government had to proactively implement various planning for housing in Yuen Long District with a view to providing adequate land and achieving the housing target. He also hoped that the DEVB could make a better overall planning on population growth of Yuen Long District so as to ensure that the transport infrastructure and ancillary facilities were adequate to meet the actual needs of the new population.

83. Mr LAI Wai-hung was concerned about the consultative procedure for the land use review of Kam Tin South and Pat Heung and opined that it was inappropriate for the PlanD to submit a planning application to the TPB without prior consultation with the YLDC and rural committees of the respective districts. He said that as anticipated by the above land use review, the new population would exceed 90 000. However, there would be inadequate community facilities and job opportunities. He also opined that the transport planning relied too heavily on railway transport. He pointed out that Kam Sheung Road and Kam Tin Road, serving as the existing major roads in the district, had already reached their maximum capacities and the West Rail Line was very congested, reflecting that the existing transport infrastructure and ancillary facilities were inadequate to cope with the transport demand arising from the continuous population growth. In view of this, he urged the DEVB to expeditiously improve the road facilities and transport network, including widening of Kam Sheung Road and Kam Tin Road, enhancing cycle tracks connecting to Sheung Tsuen, West Rail Kam Sheung Road Station and Kam Tin, as well as providing comprehensive transport ancillary facilities for tourist spots in Pat Heung and Kam Tin. In addition, he was concerned about the land resumption and relocation arrangements and relayed the aspiration of affected residents for in-situ rehousing. It was hoped that the DEVB could listen to and accept the views of residents in the district more proactively when formulating planning and developments.

84. Mr LEE Yuet-man, MH reflected that the existing ancillary facilities and infrastructures were inadequate to meet the actual needs of residents, particularly for public bus service. It was therefore suggested that the DEVB should take a leading role in coordinating inter-departmental efforts so that other bureaux/departments concerned would undertake to improve the transport service and increase cultural and recreational facilities with a view to coping with various planning for housing.

85. Mr LEUNG Fuk-yuen said that according to the Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation (YLS Study), a lot of rural industrial activities were conducted at brownfield sites, such as workshops, warehouses and port back-up land, etc. He hoped that the DEVB could fully consider the relocation arrangement and proposed examining the development potential of deserted agricultural lands in the area of Shap Pat Heung so as to minimise the impact on local rural industrial activities and employment. In addition, he was concerned about the impact of YLS Study on the existing road networks in Shap Pat Heung and suggested increasing and enhancing the infrastructure as well as ancillary leisure and cultural facilities to cope with population growth. He also hoped that the DEVB could consult the relevant rural committees, YLDC, the affected residents and representatives of

the logistic industry on various planning issues mentioned in the paper.

86. Mr LUI Kin reflected that as Yuen Long had experienced rapid population growth in recent years and its population was expected to further increase with various housing development plans, the existing transport infrastructure, medical and educational ancillary facilities were inadequate to meet the actual needs of residents. It was therefore suggested that the DEVB should provide a comprehensive package of ancillary facilities to cope with the demand arising from growing population before implementing various housing development plans. In addition, he pointed out that as Yuen Long was the only industrial and commercial core zone in the district, traffic congestion often occurred and the pedestrian environment was undesirable. Moreover, given that the Light Rail track covered a large area of road surface, the road section concerned could not be widened to relieve congestion in Yuen Long. In view of this, he proposed that a working group should be set up to follow up on the inadequate transport facilities in Yuen Long. He also urged the Government to study in depth and develop a comprehensive transportation network for pedestrians such as improving the layout design of the Light Rail, with a view to ensuring that the traffic and infrastructure capacities could cope with the future development.

87. Mr LUK Chung-hung supported the Government to, having regard to housing shortage, proactively increase land supply so as to meet the strong housing demands from members of the public. He reflected that the industrial and commercial activities as well as public facilities were concentrated along Castle Peak Road (Yuen Long) in Yuen Long, and proposed that a new town centre should be planned in the district for decentralisation. In addition, pointing out that job opportunities were lacking in Tin Shui Wai and those provided by the nearby HSK NDA were mainly from the logistic industry, he opined that such jobs might not be suitable for all residents. In view of this, he suggested that the DEVB should develop a business-oriented “bridgehead economy” in Yuen Long by capitalising on its geographical advantage of being located at the boundary. He also suggested that the DEVB should adopt a more stringent assessment criteria and a more forward-looking planning guideline so that the ancillary transport and community facilities could be planned as soon as possible. In addition, he hoped that the DEVB could review the design of the Light Rail and develop a more comprehensive road network and supporting infrastructure.

88. Mr MAK Ip-sing had reservation on the paper. He was concerned that whether the DEVB could implement various large-scale housing developments within the expected timeframe and hoped that it could provide a more specific and detailed plan for community facilities in terms of health care, education as well as leisure and cultural services. Reflecting that the external transportation and railway network in Yuen Long District were very congested at present, he was concerned that the capacity of the existing transport infrastructure might not be able to meet the need of the new population. Furthermore, he was concerned about the new population brought by various planning and enquired whether, in addition to the 100 000 job opportunities provided by the HSK NDA, other development projects would create job opportunities.

89. Mr SHUM Ho-kit agreed that the DEVB had to increase housing supply, but was concerned that a number of large-scale planning would be implemented in Yuen Long District as mentioned in the paper. He said that the development projects were located in the

surrounding areas of Yuen Long, where there were inadequate roads and community facilities. He was concerned whether the DEVB could provide comprehensive ancillary facilities in a short period of time and hoped that it could explain the related construction arrangements in details. In addition, he was concerned that 10 out of 14 proposed sites rezoned for residential use would be used for public housing production. He therefore suggested that a right balance should be struck between public and private housing and hoped that the affected residents could be fully consulted.

90. Mr Robert TAI, MH, JP noted that the Government had actively implemented various housing and land development projects in Yuen Long District. Moreover, he supported its overall planning. He would like to know the details of the transport system for feeder services in the form of rail-based type and road-based type in the HSK Study and YLS Study. Furthermore, reflecting that the existing West Rail Line was close to its maximum capacity, he considered that the proposal to connect the aforementioned system to the adjacent West Rail Station was infeasible and suggested that the DEVB should actively consider other measures to divert passenger flow. In addition, he enquired whether the DEVB would develop other roads and transport infrastructure to connect the south and north of Yuen Long.

91. Mr TANG Cheuk-him supported the Government to increase the supply of both private and public housing. Moreover, he suggested that the DEVB should commence consultation on every planning issue in the paper with a view to formulating a better plan that addressed the characteristics and needs of the district. He was concerned that the population of Yuen Long District would greatly increase to 710 000 in the next decade and suggested that the DEVB should give due consideration to providing more ancillary medical and educational facilities so as to meet the demand arising from population growth. He also hoped that the DEVB could learn from the experience of Tin Shui Wai in which there were relatively few local economic activities. While planning housing developments, it had to ensure that local economic activities were boosted. In addition, he enquired about the details of the 100 000 job opportunities provided by the HSK NDA and hoped that the DEVB could provide further data for Members' reference.

92. The Chairman reiterated that the paper mainly introduced the holistic planning of Yuen Long District over the next decade. The DEVB would later consult the YLDC on each project mentioned in the paper.

93. Mr TANG Cheuk-yin had reservation on the paper. He hoped that the DEVB could provide more details on planning and ensure that the leisure and cultural facilities as well as the ancillary transport facilities would be adequate to cope with the demand arising from the future population growth. In addition, he was concerned that as mentioned in the paper, a number of sites available for planning and developments were located in Kam Tin and Pat Heung. In view of this, he suggested that the DEVB should consult the rural committees and residents of the respective districts on individual project as soon as possible.

94. Mr TANG Hing-ip noted that the DEVB had earlier conducted consultations on the HSK Study and YLS Study, and hoped that it would make reference to the experience of developing Tin Shui Wai during the detailed project planning process. In addition, he

reflected that the existing capacity of the West Rail Line was close to saturation, but none of the construction programme for large-scale external road networks had been developed in recent years. He was concerned that the existing transport infrastructure and ancillary facilities were inadequate to cope with the high-density developments in the next few years. Therefore, he suggested that the TD should submit a planning proposal for future traffic development of Yuen Long District.

95. Mr TANG Ho-nin was concerned about the consultative procedures for various housing development plans and opined that it was inappropriate for the PlanD to submit a planning application for the land use review of Kam Tin South and Pat Heung to the TPB without prior consultations. In addition, he had expressed reservation about the paper's appeal to the DCs to put the overall housing needs of the community above the interests of their districts and fully support the proposed housing developments. He pointed out the existing ancillary facilities in Yuen Long District, such as transport and leisure and cultural facilities were inadequate to cope with the population at present. If the development plans were implemented progressively, the DEVB should provide more transport as well as leisure and cultural facilities accordingly to cope with the new population. In addition, he suggested that the DEVB should expand the "Village Type Development" zone in various housing development plans so as to meet the needs of indigenous villagers.

96. Mr TANG Ka-leung said that the YLDC and members of the community had provided a lot of views on the two public engagement exercises under HSK Study. They were disappointed that the paper did not explain the planning details of the relevant projects. He hoped that the DEVB could fully consider the views of various stakeholders and understand the ways in which existing lands and surrounding facilities were used before implementing district housing strategies.

97. Ms CHAN Mei-lin said she understood that the DEVB had to increase housing supply to address the public's strong demand for housing. She was concerned about the sites and ancillary facilities for various housing planning and developments, particularly for traffic planning. Moreover, she had reservation on the paper's remarks that the existing and planned ancillary facilities were inadequate to cope with the expected population growth and their demands. She reflected that the Light Rail and West Rail Line had already reached their maximum capacities at present and the bus services were seriously inadequate, causing difficulties for residents to get on buses. Furthermore, pedestrians and vehicles often competed for road space at Yuen Long Town Centre. In view of this, she urged the DEVB to meet the actual transport needs of residents before implementing the development. Otherwise, this would aggravate the impact on existing residents.

98. Mr TANG Kwai-yau said that as anticipated by the land use review of Kam Tin South and Pat Heung, the new population would be greater than the existing one. Kam Having served as major roads in the district, Sheung Road, Kam Tin Road and Fan Kam Road were narrow. As a result, coupled with the heavy vehicular flow and the lack of passing places along these roads, traffic congestion often occurred. Therefore, she was concerned that the existing transport infrastructure might not be able to cope with the future transport demand arising from the rapid population growth.

99. Mr TSANG Hin-keung, MH said that the paper did not explain the details of the ancillary facilities and local job opportunities for various housing planning and developments. Moreover, he hoped that the DEVB could make reference to the experience of developing Tin Shui Wai. In addition, he reflected that there were insufficient parking spaces in Yuen Long at present and public transportation and community facilities were inadequate to meet the needs of residents. He therefore hoped that the DEVB could formulate an overall planning from a macro point of view having regard to the characteristics of the district.

100. Mr TSANG Shu-wo enquired about the details of the Wang Chau Planning and Engineering Study (WC Study) and indicated that the developments mentioned in the paper were mainly found in the surrounding areas of Yuen Long. He was concerned that the existing transport infrastructure might not be able to meet the transport demand of the new population, and thus suggested that the DEVB should consider developing San Tin Heung for decentralisation. Moreover, he reflected that numerous “brownfield sites”, which were currently used for warehouses and logistic activities, were involved in various housing development plans. Although the DEVB was studying the relocation arrangement, it was difficult to relocate them to the multi-storey premises given the numerous operational constraints of the logistic industry such as the use of heavy machines. In view of this, he hoped that the DEVB could fully consider the needs and developments of rural industrial activities during planning. In addition, he suggested that the DEVB should expand the “Village Type Development” zone in various housing development plans so as to meet the needs of indigenous villagers.

101. Ms WONG Wai-ling agreed that the DEVB had to reserve adequate sites in Yuen Long District for building public housing as soon as possible to meet the public’s strong demand for housing. However, she was concerned the transport infrastructure and ancillary facilities in the district might not be able to meet the demand arising from the new population. In addition, taking Tin Shui Wai Hospital as an example, she reflected that the departments concerned had neither fully taken Members’ views on matters such as the site selection, traffic planning and expansion nor carried out long-term planning as soon as possible. In view of this, she suggested that the DEVB and other departments concerned should enhance cross-departmental collaboration when dealing with planning and development issues. Furthermore, she expressed support for the general orientation of the paper, but stressed that adequate ancillary facilities should be provided while increasing the housing supply.

102. Mr Zachary WONG disagreed with the conclusion drawn in the paper that “the Government hoped that all DCs would put the overall housing needs of the community above the interests of their districts and fully support the proposed housing developments”. He doubted that the Government always placed the territorial needs above the interests of residents in the district and requested them to make sacrifices. It was understood that the Government planned to build housing units on 34 sites in the territory. Among these sites, 14 of them were in Yuen Long District and the rest were evenly distributed in the remaining 17 districts (almost one site per district). Was this fair to Yuen Long District? He hoped that the DEVB could provide more detailed information to the YLDC for reference, including the exact location, scale, area, housing type and number of affected residents of various developments in Yuen Long District. Furthermore, he requested the DEVB to fully take into account the interests of residents in the district when implementing various projects.

103. Mr CHAN Sze-ching supported the general orientation of the paper, but considered that it did not explain the planning details of ancillary facilities and job opportunities. Moreover, he suggested that the DEVB should give priority to the construction of transport infrastructures, shopping facilities and leisure and cultural facilities before increasing the housing supply. In addition, he reflected that there were many problems with the at-grade track of the existing Light Rail network, and would like to know the details of the transport system for feeder services in the form of rail-based type and road-based type in the HSK Study and YLS Study. As regards the HKS Study, he enquired whether the 100 000 additional jobs were created on a net basis or taken into account the existing employment opportunities provided by the logistic industry.

104. Mr KWONG Chun-yu supported the general orientation of the paper. While he agreed that the government had to increase land supply for addressing housing shortage, he opined that the administration had not conducted public consultation on the planning and development of land for housing as mentioned in the paper, such as WC Study. As such, Members and the public could not understand the project thoroughly. Besides, he reflected that the rapid population growth in Yuen Long in recent years had resulted in an imbalance demand and supply of transportation, education and medical facilities. He was concerned about further increase in population would aggravate the problem. He hoped the government would make reference to the experience of developing Tin Shui Wai and consider various aspects as well as enhance inter-departmental cooperation when planning for housing development. By so doing, social problems arising from lack of local employment opportunities, inadequate recreational and leisure facilities which affected residents' living would be avoided. Besides, he proposed the government to provide more detailed information for reference, including the data which further explained for about a hundred thousand job opportunities expected to be created in the HSK NDA.

105. Mr MAN Kwong-ming had reservation about the various planning which were mainly found in the surrounding areas of Yuen Long. He opined that the existing infrastructure in Yuen Long Town could hardly cope with the population growth. He further enquired why the government had not developed San Tin Heung and said that San Tin Heung was next to Route 3 which connected with the urban areas, and it was in close proximity to the Lok Ma Chau Loop and border crossing. He therefore suggested the administration consider developing the land in San Tin Heung.

106. Ms YUEN Man-yee said that the scope of various housing land development plans was extensive and would possibly affect the logistics sector. She hoped that the Government would pay heed to the aspirations and proposals of the logistics sector. Regarding YLS Study, she hoped the Government would conduct comprehensive consultation with residents of Yuen Long South, improve transport facilities and ancillary facilities such as extensions to roads, channels and nullahs, as well as retain the open storage in Yuen Long South as far as possible for the purpose of boosting local economy and creating local job opportunities. She also suggested deleting the private land surrounding Tai Lam Country Park from the Study. She proposed the Government to consult YLDC and rural committees concerned on every single item and to implement the development projects only after a consensus had been reached.



107. Mr Eric MA, JP gave a consolidated reply as follows:

- (1) The paper generally listed various housing land planning for Yuen Long District at the moment from a macro perspective, which aimed to introduce to Members and the public the target of new housing supply and the respective holistic planning development in Yuen Long in the coming decade (i.e. from 2013-14 to 2022-23);
- (2) He emphasized that DEVB would conduct consultation in accordance with established procedures. He clarified that following normal practice, DEVB had earlier reported to TPB the initial results and views on the land use review of Kam Tin South and Pat Heung before commencing public consultation. DEVB did not propose TPB to revise Outline Zoning Plan (OZP);
- (3) He noted that Members were concerned about the job opportunities and distribution provided by the holistic land planning development and the PlanD would give supplementary information in this respect;
- (4) He noted that Members were concerned about the transport infrastructure and community facilities to be provided. He understood the needs of residents and agreed that DEVB would give full support. Though the departments under DEVB might not be able to plan for all transport, cultural and recreational facilities, it would closely cooperate with the relevant departments such as the Transport and Housing Bureau (THB) to relay Members' views and requests;
- (5) The Government had conducted consultations on major development studies in the district. Taking HSK Study as an example, two public consultations had been completed and Stage 3 Public Consultation Exercise would commence later. He hoped Members could understand that planning and consultations took time and emphasized that local consultations would be held on various housing land development planning to gauge the views of stakeholders concerned. DEVB would consult YLDC again before implementing each project mentioned in the paper; and
- (6) He hoped Members would support the general orientation of the paper.

108. Mr LAU Wing-seung gave a consolidated reply as follows:

- (1) The paper summarised the Government's housing land planning for Yuen Long District at the moment. Before implementing individual project studies or changing the use of any piece of land, consultation would be held with YLDC during which detailed information on land boundary, area, estimated number of flats and development parameters would be provided for reference;
- (2) He understood that Yuen Long Centre was the core of daily lives of Yuen

Long residents. In the land use review of Kam Tin South and Pat Heung and HSK Study, the Government had planned for the development of new commercial core zone. Examples were the proposed shopping centre above Kam Sheung Road Station of the West Rail Line and the land earmarked for commercial, office and hotel purposes near West Rail Line Tin Shui Wai Station and the proposed Hung Shui Kiu Station;

- (3) The HSK NDA would provide around 100 000 job opportunities brought about by logistics industry as well as created by the land earmarked for commercial, offices and hotel purposes in the NDA;
- (4) He noted Members were concerned about traffic facilities, and the representative of TD would give supplementary information in this respect later;
- (5) The PlanD would provide the necessary community facilities on basis of the Hong Kong Planning Standards and Guidelines in district planning, and had made different assumptions and assessments in light of housing planning and construction progress. Viewing from the development parameters in various OZPs of Yuen Long District, most community facilities in the district were adequate to meet future population growth. The Government had reserved sufficient community facilities and open space in various major housing land development plans in light of the holistic development of Yuen Long District. Regarding Members' concern about educational facilities, the projected secondary and primary school places in the district should be able to meet the estimated population growth;
- (6) In the long run, population growth in Yuen Long District would bring about increased demand for medical services and shortage of medical facilities was expected. The Government had earmarked land for constructing hospitals and clinics in HSK Study with a view to coping with the needs of population growth in Yuen Long District in the long term. Though the Hospital Authority had planned to extend the Tin Shui Wai Hospital which was under construction to meet the demands in short to medium term, the plan had no potential conflict with the land for medical facilities in HSK NDA; and
- (7) Certain areas in Yuen Long District required additional Government, Institution and Community (GIC) facilities owing to population growth, for example, police stations and sports venues which had to be built on designated zone. PlanD would reserve appropriate land to construct these facilities during implementation of the development plan on basis of the planning standards. As regards other community facilities which required floor area only, such as integrated youth and family services centres, the Government would provide sufficient services and facilities in various developments on need basis;
- (8) According to projection, if all development studies/reviews, all sites proposed to construct residential buildings and other sites which had been approved for residential development would be implemented as planned and on schedule, the population of Yuen Long District would increase from 579 000 at present to about 710 000 (i.e. an increase by 131 000 or 23%) in the coming decade

(i.e. as at 2023). The population would further increase by about 300 000 in ten to twenty years after that;

- (9) The Government would make reference to the 60:40 ratio recommended by the Long Term Housing Strategy Steering Committee to increase public and private housing supply in the coming ten years. At present, public housing comprised about 40% of the overall housing in the district. For the purpose of adjusting the proportion, the 14 sites proposed to be rezoned as residential sites in the paper would mainly be used for constructing public housing. In considering the type of housing development, the Government had made reference to the experience of developing Tin Shui Wai, for example, the ratio of public and private housing in HSK NDA would be 50:50 for avoidance of over-concentration of public housing in a district;
- (10) Regarding the proposal of developing San Tin Heung, PlanD and CEDD were commencing the “Preliminary Feasibility Study on Developing the New Territories North” which scope included San Tin Heung South such as Ngau Tam Mei and the areas in the vicinity. However, in view of the conservation value of San Tin Heung North, large scale development would not be implemented thereat; and
- (11) Government departments concerned would enhance coordination and cooperation among themselves; it was hoped that Members would support the general orientation of the paper.

109. In response, Mr WONG Him-yau said that the Government would carry out transport assessment in relation to various housing land planning, and TD would provide professional advice to the departments concerned. He noted the traffic issues in Yuen Long District and was pleased to join the proposed working group with a view to examining and improving the transport infrastructure and facilities in Yuen Long Town with Members and other departments.

110. Ms Maggie CHIN supplemented that PlanD would commence consultative procedures for the land use review of Kam Tin South and Pat Heung once approval from TPB had been obtained. PlanD would thoroughly discussed the detailed planning of the proposed transport, educational, cultural and recreational facilities with the Chairmen of rural committees and DC Members of the respective districts first, and would then proceed to consult with the rural committees concerned and YLDC.

111. Mr Michael FONG gave a consolidated reply as follows:

- (1) Regarding the 100 000 job opportunities provided by HSK NDA, the Government had made reference to “Hong Kong Planning Standards and Guidelines” and made the projection on basis of the actual situation of other large shopping malls and sites of logistics industry. It was estimated that the retail and catering trades would provide about 30 000 jobs; hotel, office and residential sites would create about 10 000 posts such as security guards; logistics industry would provide about 48 000 jobs whereas educational,

government and other welfare facilities would create about 12 000 job opportunities;

- (2) HSK Study had completed the Stage 2 Public Consultation Exercise in July and October last year. The Government was collating the views and would prepare the outline development plan. Stage 3 Public Consultation Exercise would commence after technical assessments on transport and environmental protection had been completed. The Government would consult with all stakeholders, DCs and the LegCo before implementing the development projects; and
- (3) HSK NDA occupied an area of some 826 hectares and would provide about 100 000 job opportunities. The Government proposed that the transport system for feeder services in the form of rail-based type and road-based type should be used as mass transit in the district to meet the demand of the increased population. At present, the consultancy was engaging in relevant studies and the Government would pay heed to the views of different professionals for the purpose of devising an independent transport system which would not affect the road traffic. It was hoped that a more concrete proposal would be put forward for public comments during the next phase of consultation.

112. The Chairman said that owing to time constraint, Members should put forward more specific questions and views during the second time they spoke so that the Government could respond more proactively.

113. Mr TANG Ka-leung said that as HSK Study involved a large quantity of private land, he proposed the Government to consider rehousing the existing land users and provide reasonable compensation to them.

114. Mr Zachary WONG hoped the Bureau would provide further information on the housing land development in the district, including new residential flats provided by the private development projects and the estimated new population. Besides, he proposed the Government to construct the Northern Link in order to cope with the transport demand arising from population growth.

115. Mr TANG Ho-nin hoped that the Government would provide more detailed information and plans in relation to various housing land development projects and conduct consultations in the districts concerned for individual projects.

116. Mr LEUNG Fuk-yuen proposed to formulate plans for transport facilities in light of the population growth in the areas concerned before implementing YLS Study. For example, decking works might be carried out to part of the nullah in order to widen Kung Um Road. Besides, he hoped the Government would make reference to the consultative procedures of YLS Study and conduct consultations in the districts concerned for individual housing land development projects.

117. Mr LAI Wai-hung proposed to improve the traffic conditions before commencing the land use review of Kam Tin South, including widening the main roads of the district, i.e. Kam Ho Road, Kam Sheung Road and Kam Tin Road.

118. Mr KWOK Keung, MH supported the orientation of the paper in respect of holistic planning. He emphasized that the Government should thoroughly consult with the local community and YLDC and he also proposed to set up a committee to follow up and discuss the holistic planning for housing land in Yuen Long District.

119. Mr CHEUNG Muk-lam supported the general orientation of the paper. He reflected that since a lot of brownfield sites, which were now being used for rural industrial activities, were involved in various housing land development, he was concerned about the impact of such development on local industrial activities and employment opportunities. He hoped that the Government would pay heed to the needs of various stakeholders when implementing housing development. He also proposed to adopt a bottom-up consultative process for the purpose avoiding possible conflicts and ensuring that the projects could be implemented smoothly.

120. Mr Daniel CHAM, BBS, MH, JP strongly objected to the high development density of HSK NDA. He proposed that the plot ratio of areas adjoining HSK NDA, i.e. areas around Tin Shui Wai New Town and Ha Tsuen Heung adjacent to Tin Shui Wai Nullah, should be reduced to 3 with a view to preventing wall effect which would affect the living environment of residents in Tin Shui Wai and Ha Tsuen Heung.

121. Mr LUK Chung-hung said that Members present at the meeting generally supported the general orientation of the paper. However, he opined that the content of the paper was too sweeping. He hoped the Bureau would promise that consultation would be held for every single project mentioned in the paper.

122. Mr Eric MA, JP emphasized that the paper generally listed various housing land planning for Yuen Long District from a macro perspective. The Government would provide detailed information on every single project for stakeholders in the districts concerned and YLDC with a view to gauging their views.

123. Mr LAU Wing-seung supplemented that when projecting the population growth of Yuen Long District in the coming decade, the Government had taken into account housing land development projects for which construction plans had been approved by the Buildings Department, those projects which had been approved by TPB whilst construction works had not yet commenced, projects for which applications had been submitted to TPB for approval, as well as those projects to be developed by the Government or private sector in OZP in the coming decade.

124. The Chairman asked Members to express their views on setting up a working group to follow up on the inadequate transport infrastructure in Yuen Long Town.

125. Mr Zachary WONG said that T&TC under YLDC had been paying close attention to the transport issues in the district and he opined that setting up a working group might not be useful in solving the problem of inadequate transport infrastructure. He was also concerned that the terms of reference of the working group and T&TC might overlap. Therefore, he had reservation about the effectiveness of the working group.

126. Mr KWOK Keung, MH proposed that a working group on the holistic planning of Yuen Long District should be set up with a view to following up on the transport facilities in relation to the housing development with the departments concerned.

127. Mr CHAN Sze-ching enquired whether the proposed working group would be under the purview of YLDC or T&TC. He opined that T&TC and various Area Committees would achieve the expected results of the proposed working group whereas the District Management Committee would help strengthen inter-departmental efforts. As such, he thought that it was not necessary to split the terms of reference of T&TC and he had reservation about setting up the proposed working group.

128. Mr CHONG Kin-shing supported setting up a working group to follow up on the inadequate transport infrastructure in Yuen Long. He relayed that population of Yuen Long grew rapidly in recent years and since Light Rail had the right of way, road traffic and the pavement were seriously congested in Yuen Long Town. Though the Yuen Long Town Area Committee had been watching the situation closely, no representative of TD would attend the meetings. He thought that setting up the proposed working group would help solve the problem.

129. Mr LEE Yuet-man, MH agreed that setting up the working group would help focus the discussion on the overall transport infrastructure and planning. He hoped that DEVB and relevant departments would progressively consider assigning representatives with actual power to join the working group with a view to studying and implementing proposals to address the problem of inadequate transport infrastructure in Yuen Long Town. If the working group could achieve its objectives, consideration would be given to extend the scope of discussion to cover Tin Shui Wai and the rural areas.

130. Mr LUI Kin said that Yuen Long Town was the only industrial and commercial core zone in the district, the capacities of road transport facilities could not cope with pedestrian and vehicle flow. In view of this, he hoped that a dedicated working group would be set up to follow up on and improve the transport infrastructure and ancillary facilities in Yuen Long Town. He quoted the example of the Pedestrian Environment Improvement Scheme in Yuen Long Town and stated that though the plan of constructing an elevated footbridge along the Yuen Long Nullah had been discussed for a long time, it was still not implemented. Besides, the progress of improving various pedestrian crossings by relevant departments was slow. This reflected that depending solely on T&TC to call on

inter-departmental cooperation would not be that effective. He opined that it was necessary to set up a separate working group to follow up on the matter. He also agreed that the terms of reference of the working group should not overlap with that of the existing committee and proposed that the working group should be dedicated to study whether the transportation network for pedestrians in Yuen Long Town was adequate to cope with the future development of the district, for the purpose of recommending improvement measures from a macro point of view in relation to the transport infrastructure in Yuen Long Town more effectively.

131. Mr LUK Chung-hung agreed that transport issues should be handled by inter-department cooperation, but he was concerned that it would be difficult to define whether issues relating to transport facilities and traffic diversion should be referred to T&TC or the proposed working group for follow-up. In view of the potential operational difficulties, he hoped the proponent would suggest clearer terms of reference for Members' consideration.

132. Mr TANG Ho-nin said that it was necessary to define clearly the terms of reference of the proposed working group and T&TC respectively for avoidance of overlapping. He opined that the working group should be put under T&TC and the latter would refer relevant issues for discussion by the former.

133. Mr CHOW Wing-kan opined that the terms of reference of the working group and T&TC had overlapped. He proposed that the working group should be put under T&TC and focus on discussing transport infrastructure matters including inadequate transport facilities in Yuen Long Town.

134. Mr CHEUNG Muk-lam reflected that with the rapid population growth in the district, pavements and roads became more and more congested. He supported setting up a dedicated working group to follow up on matters relating to the inadequate transport infrastructure in Yuen Long Town.

135. Mr MAK Ip-sing reflected that as Yuen Long Town was crowded whilst roads were narrow, he agreed that it was necessary to address the problem of inadequate transport infrastructure. However, he said that Members could discuss transport issues at Yuen Long Town Area Committee meetings. Moreover, representatives of departments concerned would attend T&TC meetings to listen to Members' views on roads and related facilities. If Members thought that discussion time was insufficient, they would consider holding more meetings and enhancing the functions of T&TC. In view of this, he considered setting up of a working group unnecessary. He also pointed out that the proposed working group might not be useful in addressing the problem and duplication of roles might be resulted.

136. Mr LEUNG Fuk-yuen said that since T&TC had to handle many issues currently, Members did not have much time to discuss the issues in depth. He supported setting up a working group under T&TC to be responsible for discussing transport infrastructure in the district and collating Members' views. After a consensus had been reached by Members, the

issues would be referred to T&TC for discussion with a view to enhancing the effectiveness of meetings. He also suggested the working group should follow up on infrastructure projects which had been discussed for a long time without a decision made by departments concerned, for example, the Northern Link and the elevated footbridge along the Yuen Long Nullah.

137. Ms CHIU Sau-han said that the proposed working group could enable a focused discussion of issues and alleviate the workload of T&TC. She proposed the working group to be put under YLDC so that government departments would pay more attention to it.

138. Miss YAU Tai-tai, BBS, MH reflected that roads in Yuen Long Town were narrow and congestion became more serious because residents of Tin Shui Wai and the rural areas, as well as Mainland tourists flocked to Yuen Long Town for daily activities. She said that at present, T&TC had to discuss traffic and transport matters of Yuen Long Town, Tin Shui Wai and the rural areas, so that some issues could not be thoroughly discussed and resolved satisfactorily. For example, various improvement measures under the Pedestrian Environment Improvement Scheme in Yuen Long Town had been discussed for a long time but not all of them had commenced. She proposed to set up the said working group to follow up on the adequate transport infrastructure in Yuen Long Town, but emphasized that it should not be aimed at replacing the functions of T&TC.

139. Mr TANG Hing-ip supported setting up the working group but pointed out that if TD had not made development plans for the overall transport arrangement in Yuen Long District, the working group would exist in name only. He also emphasized that transport planning should dovetail with housing development plans.

140. Mr YIU Kwok-wai proposed the working group to follow up on the transport infrastructure in Yuen Long District including Yuen Long Town, Tin Shui Wai and the rural areas, and he hoped that relevant departments would pay more attention to the working group. Besides, he proposed the working group should be put under T&TC so that their terms of reference would not be overlapped. If Members opined that it was not necessary to set up a working group, he proposed the Chairman of T&TC to consider convening special meetings regularly to discuss the issue of inadequate transport infrastructure.

141. Mr SIU Long-ming said that with the rapid development of Yuen Long District, population would continue to surge. He opined it was necessary to set up a working group for the purpose of urging the relevant departments to formulate comprehensive policies and planning. As such, the problem of inadequate transport infrastructure would be addressed and the transport demands arising from local development and population growth could be met.

142. Mr KWOK Hing-ping proposed to split T&TC into three working groups which would be tasked to follow up on the transport infrastructure of Yuen Long Town, Tin Shui Wai and the rural areas respectively.



143. Mr TSANG Shu-wo said that as traffic and transport issues came under the terms of reference of T&TC, the proposed working group should be put under T&TC.

144. Mr Zachary WONG proposed YLDC to hold a monthly meeting to discuss transport infrastructure planning study of Yuen Long District. He also proposed to set up three dedicated working groups under YLDC to study the transport plans of Yuen Long District, Tin Shui Wai and the rural areas, and to submit reports to YLDC regularly.

145. Mr LUI Kin proposed to set up the “Working Group on Improving the Transport Infrastructure in Yuen Long” under YLDC and to be tasked with studying whether the transportation network for pedestrians in Yuen Long District was adequate to cope with the development of the district. For example, the Working Group would assess the capacities of various transport interchanges in Yuen Long District and examine the retention or otherwise of the Light Rail with a view to understanding the impact of population growth. He said that the proposed working group aimed at providing forward-looking improvement proposals from a macro viewpoint, and urging relevant departments to study in depth and promptly formulate improvement measures so that the problem of inadequate transport infrastructure in Yuen Long District would be addressed. He also pointed out that the working group would not discuss matters which were normally handled by T&TC for avoidance of overlapping of terms of reference.

146. Mr LUK Chung-hung proposed YLDC to study and review the overall traffic and transport situation with a view to recommending improvement measures.

147. The Chairman said that Members generally reflected that the present level of pedestrian flow in Yuen Long Town had caused intolerable effects which warranted in-depth study for solutions. Since YLDC had already established three standing committees currently, he asked Members to agree on the suspension of YLDC Standing Order 40(1) for the purpose of setting up the proposed working group by YLDC. Owing to time constraint, detailed terms of reference of the working group could not be fixed at the moment. If Members agreed to set up the working group, its terms of reference would be further discussed and endorsed at the next meeting.

148. Members voted on the suspension of YLDC Standing Order 40(1) by a show of hands and open ballot. Mr CHEUNG Muk-lam, Ms CHIU Sau-han, Mr CHONG Kin-shing, Mr CHUI Kwan-siu, Mr KWOK Keung, MH, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEE Yuet-man, MH, Mr LEUNG Fuk-yuen, Mr LUI Kin, Mr LUK Chung-hung and Mr MAN Kwong-ming voted for it. Ms CHAN Mei-lin, Mr CHAN Sze-ching, Mr CHOW Wing-kan, Mr MAK Ip-sing, Mr SHUM Ho-kit, Mr TANG Cheuk-yin, Mr TANG Ho-nin, Mr TANG Ka-leung, Mr TANG Kwai-yau, Mr TANG Kwong-shing, MH, and Mr WONG Cheuk-kin abstained from voting.

149. The Chairman declared that the suspension of YLDC Standing Order 40(1) was passed with an absolute majority of votes (12 affirmative votes, 0 negative votes and 11 abstention votes).

150. The Chairman asked Members to vote on setting up of the “Working Group on Improving the Transport Infrastructure in Yuen Long” .

151. Mr Zachary WONG said he did not agree to set up the said Working Group since its terms of reference would overlap with those of T&TC.

152. Members voted on the setting up of the Working Group by a show of hands and open ballot. Mr CHEUNG Muk-lam, Ms CHIU Sau-han, Mr CHONG Kin-shing, Mr CHUI Kwan-siu, Mr KWOK Keung, MH, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEUNG Fuk-yuen, Mr LUI Kin, Mr LUK Chung-hung and Mr MAN Kwong-ming, Mr SIU Long-ming, Mr Robert Tai, MH, JP, Mr TANG Cheuk-him, Mr TANG Hing-ip, Mr TSANG Shu-wo, Mr WONG Cheuk-kin, Ms WONG Wai-ling, Miss YAU Tai-tai, BBS, MH, Mr YIU Kwok-wai and Ms YUEN Man-yea voted for it. Mr CHAN Sze-ching and Mr Zachary WONG voted against it. Ms CHAN Mei-lin, Mr CHOW Wing-kan, Mr MAK Ip-sing, Mr SHUM Ho-kit, Mr TANG Cheuk-yin, Mr TANG Ho-nin, Mr TANG Ka-leung, Mr TANG Kwai-yau and Mr TANG Kwong-shing, MH, abstained from voting.

153. The Chairman declared that YLDC endorsed setting up the “Working Group on Improving the Transport Infrastructure in Yuen Long” with an absolute majority of votes (21 affirmative votes, 2 negative votes and 9 abstention votes). YLDC Secretariat would write to invite Members to join the Working Group in due course.

154. The Chairman concluded that Members generally supported the general orientation of the paper, i.e. to increase housing land supply. He hoped DEVB would continue to liaise with respective rural committees and local personalities, as well as to consult the stakeholders and YLDC thoroughly. He noted that the Government would consult with YLDC and its Committees in respect of various new development studies, land use review and housing land development plans mentioned in the paper. He requested the Government to respect the views of YLDC and not to implement plans which had not been approved by YLDC. He also hoped DEVB to provide more detailed information, including those relating to plans not led by DEVB, for Members’ reference. Based on the response of the Under Secretary for Development, he believed that DEVB would accede to his request. Besides, he asked the Under Secretary for Development whether DEVB would assign officials to join the above Working Group and participate in studying the transport infrastructure in Yuen Long District.

155. Mr Eric MA, JP said that he understood Members’ demands for transport infrastructure and DEVB would try to meet such demands. It would also maintain close communication with THB and relay Members’ views and aspirations to THB. DEVB would then relay THB’s response to YLDC.

156. The Chairman thanked representatives of the departments for visiting YLDC.

He noted that DEVB would assign representatives to join the said Working Group and invite representatives of THB and relevant departments to attend the meetings.

(Post-meeting note: On 2 May 2014, YLDC Secretariat had written to all YLDC Members with a view to inviting them to join the “Working Group on Improving the Transport Infrastructure in Yuen Long”)

**Item 6: Visit of Hong Kong Institution of Engineers to YLDC**

157. The Chairman welcomed the following representatives of the Hong Kong Institution of Engineers (HKIE) to the meeting:

Public Relations Committee

Convenor of the Community Relations Group      Mr CHOW Lap-man

The Secretariat, HKIE

Communication Co-ordinator      Ms CHEUNG Fung-yee  
Senior Communication Officer      Ms CHAN Po-yee

158. Mr CHOW Lap-man briefed Members on the mission and work of HKIE.

159. Mr Zachary WONG said that the Government would consult DCs on major projects and planning from time to time. However, Members might not possess the relevant expertise and DCs did not have additional resources to engage independent experts to provide professional analysis. Therefore, he hoped HKIE would provide inputs in respect of the Government’s major development project so that Members and the public could have a better understanding of the projects concerned.

160. Mr TSANG Shu-wo enquired whether HKIE would charge Members for the professional advice they sought.

161. Ms CHAN Mei-lin reflected that many residents were not familiar with building maintenance, and she enquired whether HKIE would provide assistance in this regard.

162. Mr TANG Hing-ip enquired whether HKIE would offer their views on the transport planning of Yuen Long District.

163. Mr YIU Kwok-wai hoped HKIE would provide professional advice and support for members of the public.

164. Mr CHOW Lap-man gave a consolidated reply as follows:

- (1) HKIE could provide professional advice for DCs and members of the public on how they would approach relevant project contractors relating to major planning and project as well as building maintenance matters. However, he emphasized that since members of HKIE were practitioners in the field, they could not provide service as a consultancy for avoidance of conflict of interest; and
- (2) HKIE would be pleased to serve the public. However, they hoped Members to understand that they might not be able to give detailed replies to all questions raised by members of the public. Therefore, HKIE proposed Members to collate residents' enquiries before consulting them.

165. The Chairman thanked representatives of HKIE for visiting YLDC and was pleased to note that HKIE would provide voluntary assistance for members of the public.

**Item 7: The ICAC Regional Office (New Territories North West) Action Plan for 2014-2015  
(YLDC Paper No. 27/2014)**

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166. The Chairman asked Members to take note of the Paper No. 27/2014, which was about the ICAC Regional Office (New Territories North West) Action Plan for 2014-2015. ICAC invited YLDC and Yuen Long District Office (YLDO) to co-organise anti-corruption projects with the theme of "A clean future for our next generation" in Yuen Long, implement family moral educational activities with a view to encouraging parents and members of the public to pass on positive values such as honesty, fairness and anti-corruption to the young generation.

167. The Chairman welcomed the following representatives to the meeting:

ICAC

Regional Officer/NTW

Ms Mary LAU

Community Relations Officer

Ms TANG Yuen-yan

168. Ms Mary LAU briefed Members on the above paper.

169. Members noted the above plan and they unanimously agreed YLDC to co-organise the anti-corruption project with the theme of "A clean future for our next generation" in Yuen Long with ICAC Regional Office (New Territories North West) in 2014-2015. Matters relating to relevant activities would be referred to the Culture, Recreation, Community Service and Housing Committee (CRCS&HC) for follow-up.

**Item 8: Latest progress of the Signature Project Scheme in Yuen Long District  
(YLDC Paper No. 28/2014)**

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170. The Chairman asked Members to take note of the Paper No. 28/2014(revised),

which was about the latest progress of the Signature Project Scheme in Yuen Long District.

171. Mr Timothy CHOI briefed Members on the above paper.

172. Mr YIU Kwok-wai enquired about the name of the unsuccessful partner organisation and the schedule of the above scheme.

173. Mr Timothy CHOI said that the unsuccessful organisation was “Yuen Long Farmers’ Market”. He also said that the progress of the scheme would depend on preparatory work of the project and the efforts of Yuen Long Town Hall in fund-raising. It was hoped that funding application would be submitted to LegCo in July 2015 and construction works would be commenced within this DC term.

174. Members noted the latest progress of the above scheme, including the establishment of two dedicated sub-groups under YLDC’s Working Group on “Signature Project Scheme”. One of them would be responsible for planning and project and the other for service agreement and financial plans.

**Item 9: Progress Report of Committees**

- (i) Yuen Long District Management Committee (YLDC Paper No. 16/2014)**
- (ii) District Facilities Management Committee (YLDC Paper No. 17/2014)**
- (iii) Culture, Recreation, Community Service and Housing Committee (YLDC Paper No. 18/2014)**
- (iv) Environmental Improvement Committee (YLDC Paper No. 19/2014)**
- (v) Finance Committee (YLDC Paper No. 20/2014)**
- (vi) Town Planning and Development Committee (YLDC Paper No. 21/2014)**
- (vii) Traffic and Transport Committee (YLDC Paper No.22/2014)**

175. The Chairman asked Members to take note of the Paper Nos. 16 to 22/2014, which were Progress Reports of Committees.

176. Mr Edward MAK briefed Members on the latest development of the Pilot Scheme as follows:

- (1) The Government would provide a one-off allocation of \$5 million, including provision for employment of non-civil service contract staff, for YLDC in 2014-15 and 2015-16 to carry out publicity work and assist in enforcement actions during the pilot period of 18 months. The Civil Service Bureau had approved the applications of other relevant departments for additional manpower to implement the Pilot Scheme;
- (2) He was pleased to note that YLDC had agreed at the last meeting to adopt an approach to enhance enforcement and publicity under the pilot scheme with a view to tackling district issues which required inter-departmental cooperation, including curbing shop front extensions (e.g. removal of platforms and illegal structures), clearing illegally parked bicycles and enhancing anti-mosquito

efforts/grass-cutting. Subsequently, YLDC had gauged the views of Members on the black spots in respect of the three issues. He thanked Members for their positive response; and

- (3) The factors of prioritising actions, action locations and action programmes had been proposed by YLDO and relevant departments at the DMC meeting held in March. After discussion, YLDO had modified the action priorities in light of DMC's decisions, details of which had been annexed in Paper No. 16/2014.

177. Mr Steve WONG briefed Members on the details of actions with regards to the above three district issues implemented by YLDO from January to April 2014.

178. Members noted the Progress Reports of DMC and the six Committees under YLDC. They also noted the latest development of the Pilot Scheme.

**Item 10: Invitation for YLDC Member to serve as members of the Steering Committee on Restored Landfill Revitalization Funding Scheme (YLDC Paper No. 29/2014)**

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179. The Chairman asked Members to take note of the Paper No. 29/2014, which was about a letter sent by the Secretary for the Environment, inviting YLDC to appoint a representative to serve as a member of the Steering Committee on Restored Landfill Revitalization Funding Scheme. The appointed Member would be responsible for advising the Government on details of the above Funding Scheme and the term of office would be from 1 May 2014 to 30 April 2016.

180. Members unanimously endorsed the nomination of Mr TSANG Hin-keung, MH, Chairman of the Environmental Improvement Committee, as the member of the above Steering Committee. The term of office would be from 1 May 2014 to 30 April 2016.

**Item 11: Invitation for YLDC to co-organise the Hong Kong National Road Championships 2014 – Individual Time Trial (YLDC Paper No. 23/2014)**

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181. The Chairman asked Members to take note of the Paper No. 23/2014, which was about a letter sent by Hong Kong Cycling Association, inviting YLDC to co-organise the Hong Kong National Road Championships 2014 – Individual Time Trial.

182. The Chairman welcomed the following representatives to the meeting:

Hong Kong Cycling Association (CAHK)

Chairman of the Road Cycling Group

Mr NG Kwok-wah

Chairman of the Road Safety and Facilities Group

Mr CHAN Tat-keung

183. The Chairman said that at the First Special Meeting of YLDC of 2013, the issue of “road closure arrangements with regards to Tin Ying Road” had been referred to CRCS&HC for discussion. Members had endorsed the following proposals of CRCS&HC at the YLDC meeting in September 2013:

- (1) The number of activities to be held which involved road closure in a year should be limited to four. They suggested the Police consult DCs and rural committees concerned if the number of activities exceeded four in a year;
- (2) The length of road section to be closed should be limited to 6km with a view to minimising the impact brought to the residents and commercial tenants. However, if the organising body had adopted an 8km route in previous competitions, then the application should be considered favourably; and
- (3) In examining the applications, priorities should be given to large-scale sports competitions, activities with charitable nature and long history as well as major activities co-organised with DCs.

184. Mr NG Kwok-wah briefed Members on details of the race, and he hoped that Members would support the activity.

185. Mr TSANG Shu-wo supported cycling activities. However, he reflected that CAHK had only consulted Ping Shan Rural Committee and Ha Tsuen Rural Committee on the matter whilst commercial tenants in Lau Fau Shan which would be directly affected by the activity were not informed. He hoped CAHK would consult Lau Fau Shan Chamber of Commerce as soon as possible.

186. Mr TANG Ka-leung said that the road closure arrangements would affect commercial tenants and residents in Lau Fau Shan. He pointed out that the organiser had not informed DC Members of the respective constituency before submitting the road closure arrangements to YLDC for discussion. He also enquired about the government departments to be responsible for road closure.

187. Mr TANG Hing-ip hoped CAHK would consult DC and relevant district personalities soonest possible in future.

188. Mr LEE Yuet-man, MH supported large-scale international race to be organised in Tin Shui Wai. He stated that as the event date was close to the HKSAR Establishment Day, he proposed the organiser to incorporate celebration elements in the race.

189. Mr NG Kwok-wah gave a consolidated reply as follows:

- (1) CAHK had planned to inform Lau Fau Shan Chamber of Commerce in writing. However, they failed to inform all relevant district personalities

timely owing to internal personnel transfer and he apologised for that;

- (2) He noted YLDC's proposal of limiting the number of activities to be held which involved road closure in a year to four. If the quota had been full, the organiser would consider changing the venue of activity to avoid causing any impact on residents; and
- (3) He noted Member's proposal of incorporating celebration elements in the activity and would consider it.

190. After discussion, Members unanimously endorsed YLDC to be the co-host organisation of the above activity, but they hoped that CAHK would notify the rural committees and DC Members concerned before organising the activity with a view to balancing the impacts of road closure on local residents and commercial tenants.

**Item 12: Invitation for YLDC to co-organise celebration activities of the 65<sup>th</sup> anniversary of the founding of the People's Republic of China (YLDC Paper No. 24/2014)**

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191. The Chairman asked Members to take note of the Paper No. 24/2014, which was about a letter sent by the six rural committees in Yuen Long and the Federation of Yuen Long Associations inviting YLDC to co-organise celebration activities of the 65<sup>th</sup> anniversary of the founding of the People's Republic of China. It was also hoped that YLDC would endorse an allocation of \$67,350 for employing a Project Officer for a term of six months with effect from 1 June 2014 with a view to commencing preparatory work. Subject to Members' approval in principle of the proposed form of co-organisation, the budgets for the events and breakdowns of expenditure by items would be submitted to the Finance Committee for approval in due course.

192. The Chairman asked Members to consider whether the invitation should be accepted and if affirmative, Members were requested to appoint YLDC Chairman as the ad hoc convenor of the organising committee for the above activity as well as two to eight Members as representatives to join the committee.

193. Members unanimously endorsed YLDC's co-organising the celebration events for the 65<sup>th</sup> anniversary of the founding of the People's Republic of China with the six rural committees in Yuen Long and the Federation of Yuen Long Associations, and endorsed an allocation of \$67,350 for employing a Project Officer for a term of six months with effect from 1 June 2014 with a view to commencing preparatory work. The budgets for the events and breakdowns of expenditure by items would be submitted to the Finance Committee for approval in due course.

194. Besides, Members unanimously endorsed setting up of "Yuen Long District Organising Committee for the Celebration of the National Day of PRC" and the appointment of YLDC Chairman as ad hoc convenor. Members also endorsed the appointment of Mr CHEUNG Muk-lam, Ms CHIU Sau-han, Mr CHUI Kwan-siu, Mr SIU Long-ming, Mr TANG Kwong-shing, MH, Ms WONG Wai-ling and Ms YUEN Man-yee (7 Members) as YLDC's



representatives to join the said Organising Committee.

**Item 13: Invitation for YLDC to support the 5<sup>th</sup> “Quit to Win” Smoke-free Community Campaign  
(YLDC Paper No. 25/2014)**

195. The Chairman asked Members to take note of the Paper No. 25/2014, which was about a letter sent by the Hong Kong Council on Smoking and Health inviting YLDC to support the 5<sup>th</sup> “Quit to Win” Smoke-free Community Campaign.

196. Members unanimously endorsed YLDC’s serving as the supporting organisation for the said campaign and agreed that the Hong Kong Council on Smoking and Health would use the logo of YLDC to promote the related activities.

**Item 14: Invitation to YLDC Members to serve as members of the Yuen Long Welfare Service Steering and Co-ordinating Committee  
(YLDC Paper No. 26/2014)**

197. The Chairman asked Members to take note of the Paper No. 26/2014, which was about a letter sent by the Yuen Long District Social Welfare Office inviting YLDC Members to serve as members of the Yuen Long Welfare Service Steering and Co-ordinating Committee.

198. The Chairman said that YLDC Secretariat had issued letters to invite interested Members to join the above Committee on 7 April 2014. Members were asked to take note and consider endorsing the list tabled at the meeting.

199. Members unanimously endorsed the appointment of the following YLDC representatives to serve as members of the Yuen Long Welfare Service Steering and Co-ordinating Committee:

Committee	Representative
Yuen Long District Welfare Services Planning and Coordinating Committee	Mr CHAM Ka-hung, Daniel, BBS, MH, JP (CRCS&HC Chairman)
Yuen Long District Co-ordinating Committee on Family and Child Welfare Services	Mr KWONG Chun-yu, Mr TANG Cheuk-him and Ms LAU Kwai-yung
Yuen Long District Co-ordinating Committee on Elderly Services	Ms YUEN Man-yee and Mr KWOK Keung, MH
Yuen Long District Co-ordinating Committee on Rehabilitation Services	Mr CHUI Kwan-siu and Ms WONG Wai-ling
Yuen Long Local Committee on Service for Young People	Mr CHAN Sze-ching and Mr LUK Chung-hung
Yuen Long District Co-ordinating Committee on Promotion of Volunteer Service	Mr WONG Wai-shun and Mr CHOW Wing-kan

**Item 15: Funding provision for YLDC in 2014-15  
(YLDC Paper No. 30/2014)**

200. The Chairman asked Members to take note of the Paper No. 30/2014, which was

about the funding provision for YLDC in 2014-15, and he asked Members to consider endorsing the arrangement to reserve central funding under block vote for district minor works projects.

201. Members noted the funding provision for YLDC in 2014-15, and endorsed the proposal to reserve central funding of \$4.2 million under HAD's block vote for district minor works projects in 2014-15 for the purpose of implementing emergency works, and meeting unexpected cash flow requirements or carrying out cross-district programme coordinated by HAD during the year.

**Item 16: Matters relating to Members joining and withdrawing from the Committees and Working Groups under YLDC**

202. The Chairman said that Mr CHAN Sze-ching and Mr Wong Wai-shun applied for withdrawing from the Working Group on "Signature Project Scheme" under YLDC, and Mr TANG Lai-tung applied for joining the District Facilities Management Committee.

203. Members unanimously endorsed the applications of Mr CHAN Sze-ching and Mr WONG Wai-shun for withdrawing from the Working Group on "Signature Project Scheme" under YLDC, and the application of Mr TANG Lai-tung for joining the District Facilities Management Committee.

**Item 17: Any other business**

204. There being no other business, the meeting was adjourned at 6:30p.m.

Yuen Long District Council Secretariat  
June 2014