

Minutes of the Second Meeting of the Seventh Term Yuen Long District Council
Hong Kong Special Administrative Region

Date: 26 March 2024 (Tuesday)
Time: 2:30 p.m. to 7:20 p.m.
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,
2 Kiu Lok Square, Yuen Long

Present

Chairman : Mr WU Tin-yau, Gordon, JP
Members : Mr MAN Yick-yeung
Mr MAN Luk-sing, MH
Mr MAN Ka-ho, Donald, JP
Mr WONG Wai-leung
Mr WONG Hiu-shan
Mr SZE TO Chun-hin
Ms HO Hiu-man
Mr YU Chung-leung
Mr LUI Kin, MH
Mr LI Kai-lap, Riben
Ms LI Ching-yee
Mr SHUM Ho-kit, BBS, JP
Mr LAM Chung-yin
Mr LAM Wai-ming
Mr LAM Tim-fook
Ms LAM Wai-ming
Mr YIU Kwok-wai, MH
Mr SEI Chun-hing
Mr CHUI Kwan-siu
Mr TSUI Wai-ngoi
Ms YUEN Man-yee, MH
Ms MA Shuk-yin
Mr CHEUNG Wai-sum
Mr LEUNG Ming-kin
Mr LEUNG Yip-pang
Mr CHONG Kin-shing, MH, JP
Mr KWOK Wing-cheong
Mr CHAN Ka-fai
Ms CHAN Yin-kwan, Yankie
Mr CHAM Ka-hung, Daniel, BBS, MH, JP
Mr TONG Tak-chun
Mr CHING Chan-ming
Mr FUNG Chun-wing
Mr WONG Yuen-tai, MH
Mr WONG Siu-chung
Ms WONG Wai-ling
Mr WONG Wing-ho, Allan
Ms CHIU Sau-han, MH
Ms LAU Kwai-yung
Mr TANG Che-keung, MH
Mr TANG Sin-hang
Mr TANG Ho-nin, MH
Mr TANG Yung-yiu, Ronnie

Ms LAI Yuet-kwan, Fennie
Mr TAM Tak-hoi
Mr SO Yuen

Secretary : Ms TAM Yu-yan, Maggie Senior Executive Officer (District Council),
Yuen Long District Office
Assistant Secretary : Miss WONG Cheuk-ying, Executive Officer I (District Council),
Cherry Yuen Long District Office

In Attendance

Mr Hubert CRUZ Assistant District Officer (Yuen Long)1
Miss ONG Kei-hang, Chelsea Assistant District Officer (Yuen Long)2
Miss LAU Sze-nga, Vivicia Senior Liaison Officer (1),
Yuen Long District Office
Ms CHUI Po-ling, Polly Senior Liaison Officer (2),
Yuen Long District Office
Ms OR Lai-kum, Christina Senior Liaison Officer (3),
Yuen Long District Office
Mr LAU Hiu-lap, Frederick Senior Liaison Officer (4),
Yuen Long District Office
Mr NG Kam-leung, Julian Chief Engineer/West 1,
Civil Engineering and Development Department
Mr CHAN Chak-sum, Jason District Lands Officer/Yuen Long (District Lands
Office, Yuen Long), Lands Department
Mr CHU Lap-hung Administrative Assistant/Lands (District Lands Office,
Yuen Long), Lands Department
Mr WONG Chun-hung, Chief Manager/Management (Tuen Mun & Yuen
Samuel Long), Housing Department
Mrs SHEK CHAN Lai-wah, District Social Welfare Officer (Yuen Long),
Judy Social Welfare Department
Mr KWOK Ming-gon District Environmental Hygiene
Superintendent (Yuen Long),
Food and Environmental Hygiene Department
Miss CHAN Kam-kuk, District Commander (Yuen Long),
Tammy Hong Kong Police Force
Ms SIN Ka-yiu Police Community Relations Officer
(Yuen Long), Hong Kong Police Force
Ms TAM On-kei, Susan Chief Leisure Manager (New Territories North),
Leisure and Cultural Services Department
Mr YAU Sai-yuen District Leisure Manager (Yuen Long),
Leisure and Cultural Services Department
Ms YOUENG Wai-sze, Sally Chief School Development Officer (Yuen Long),
Education Bureau
Mr AU Hei-fan, Raymond District Planning Officer/Tuen Mun & Yuen Long
West, Planning Department
Mr CHEUNG Chi-yeung, Chief Transport Officer/New Territories North West,
Fabian Transport Department

Item II

Mr CHAN Kin-fung, Simon	Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department
Mr LIU Ka-yip, Eric	Senior Conservation Officer (Technical Services), Agriculture, Fisheries and Conservation Department
Dr KUO Sui-ling, Evelyne	Conservation Officer (Wetland) 1, Agriculture, Fisheries and Conservation Department
Ms CHENG Yee-yan, Scarlet	Conservation Officer (Wetland) 2, Agriculture, Fisheries and Conservation Department
Dr SIU Ho-lim, William	Fisheries Officer (Technical Services) 5, Agriculture, Fisheries and Conservation Department

Item III & IV

Mr HUI Chi-ming, Lawrence	Assistant Secretary (Planning & Lands) Special Duty 2, Development Bureau
Mr LEONG Yee-bong, Raymond	Senior Engineer (Planning & Lands) 1, Development Bureau
Mr NG Kim-wai	District Planning Officer/Fanling, Sheung Shui & Yuen Long East, Planning Department
Mr CHIU Pak-him, Kimson	Senior Town Planner/Yuen Long East 1, Planning Department

Item V

Mr YUEN Shing-yip, Kepler	Head, Planning & Development Team (2), Northern Metropolis Co-ordination Office, Development Bureau
Miss WONG Man-yu, Vanessa	Assistant Secretary (Northern Metropolis) 8, Development Bureau
Mr CHUNG Lok-chin	Acting Deputy Project Manager (West), Civil Engineering and Development Department
Mr LIU Chiu-wing	Senior Engineer/6 (West), Civil Engineering and Development Department
Ms CHENG Wan-ying, Johanna	Assistant Director of Planning/Technical Services, Planning Department
Mr NG Chu-pan, Kevin	Chief Town Planner/Technical Services, Planning Department
Mr AU YEUNG Wan-man, Billy	Senior Town Planner/Technical Services 4, Planning Department
Mr CHAN Lai-yan (transliteration)	Project Manager, Ove Arup & Partners Hong Kong Limited
Dr LEUNG Kam-shing (transliteration)	Planning Manager, Ove Arup & Partners Hong Kong Limited

Item VI

Mr LIU Hung-wai, Philip	Senior Field Officer (Avian Influenza), Agriculture, Fisheries and Conservation Department
Mr CHAN Cheuk-chung	Senior Engineer/Yuen Long, Drainage Services Department

Item VII

Dr TO Chi-hung

Ms CHU Mo-ha
(transliteration)

Mr LAM Ka-ho

Deputy Hospital Chief Executive,
Tin Shui Wai Hospital, Hospital Authority
Cluster Manager (Public Affairs and Donation
Management Unit),
New Territories West Cluster, Hospital Authority
Government Transport Manager,
Food and Environmental Hygiene Department

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Opening Remarks

The Chairman welcomed Members and government department representatives to the second meeting of the seventh term Yuen Long District Council (“YLDC”).

2. On behalf of the YLDC, the Chairman welcomed the following government department representatives, who were attending the meeting for the first time.

- (1) Mr KWOK Ming-gon, District Environmental Hygiene Superintendent (Yuen Long) of the Food and Environmental Hygiene Department (“FEHD”), who succeeded Mr LEE Kam-ho, Edwin;
- (2) Ms Susan TAM, Chief Leisure Manager (New Territories North) of the Leisure and Cultural Services Department, who succeeded Ms LO Lai-fong, Jackie; and
- (3) Mr Hubert CRUZ, Assistant District Officer (Yuen Long)¹, who succeeded Mr CHAN Park-sun, Sunny.

3. The Chairman thanked Mr Edwin LEE, Ms Jackie LO, and Mr Sunny CHAN for their assistance rendered to the YLDC in the past.

Item I: Confirmation of minutes of the first YLDC meeting held on 5 January 2024

4. Members confirmed the minutes of the first YLDC meeting held on 5 January 2024.

Discussion Items

Item II: Strategic Feasibility Study on the Development of Wetland Conservation Parks System under the Northern Metropolis Development Strategy (YLDC Paper No. 10/2024)

5. The Chairman referred Members to Paper No. 10 and welcomed the following representatives of the Agriculture, Fisheries and Conservation Department (“AFCD”) to the meeting:

Assistant Director (Conservation)

Senior Conservation Officer (Technical Services)

Conservation Officer (Wetland) 1

Conservation Officer (Wetland) 2

Fisheries Officer (Technical Services) 5

Mr Simon CHAN

Mr Eric LIU

Dr Evelyne KUO

Ms Scarlet CHENG

Dr William SIU

6. Mr Simon CHAN and Mr Eric LIU of the AFCD briefed Members on the latest progress and preliminary recommendations of the Strategic Feasibility Study on the development of Wetland Conservation Parks (“WCPs”) System.

7. Mr Daniel CHAM, BBS, MH, JP requested for details on the management of the fishponds within the WCPs and enquired whether there were any plans to retain the Wetland Buffer Area (“WBA”) within the Northern Metropolis. Given the crucial role of the WBA in the conservation of the environment and the protection of the habitats of migratory birds, he considered the quality and quantity of wetland conservation to be of equal importance. As numerous developers sought approval from the Town Planning Board (“TPB”) to construct high-density and high-rise developments on their land within the WBA, he opined that such developments would have a profound impact on the conservation of the environment. Besides, he enquired whether the Hong Kong Wetland Park Extension Area would encompass the nearby Fung Lok Wai fishponds and considered that it might be more advantageous for the fishponds to be managed by the Government. Regarding the management models of the proposed parks as recommended by the AFCD in the paper, he considered a direct management approach by government departments to be a better option in comparison to collaboration with non-governmental organisations, local communities and agriculture and fisheries associations. As for the planned housing projects in the southern portion of the proposed Nam Sang Wai WCP, he enquired about the measures to be taken to minimise the impact on migratory birds. Furthermore, he suggested the AFCD to consider integrating the existing compensatory wetland and reed grass area for enhanced management, in view of their proximity to the Sam Po Shue WCP. He also enquired whether the AFCD would incorporate a substantial area of fishponds in the southern portion of the proposed Sam Po Shue WCP as part of the conservation area and what compensation zone would be adopted for land resumption.

8. Mr LEUNG Ming-kin proposed that recreational fishing be incorporated into the WCP planning process, as recommended in the Blueprint for the Sustainable Development of Agriculture and Fisheries. In view of the proposed WCP’s proximity to the San Tin Technopole (“STT”), he proposed that the AFCD consider collaboration with scientific research institutes at the STT on future ecological studies. Additionally, he proposed the adoption of the public-private partnership (“PPP”) management model, wherein organisations with relevant experience would steer the management of the WCPs.

9. Mr WONG Yuen-tai, MH declared his ownership of land in San Tin and his involvement in agriculture and fisheries. He expressed his support for the WCP plan and welcomed AFCD’s interest in working with agriculture and fisheries associations in the management of the Sam Po Shue WCP. He believed that the agriculture and fisheries associations would apply their knowledge in fisheries in the management of WCPs while creating employment opportunities for fishermen. He also urged the AFCD to expedite the release of the land resumption schedule so that the affected agriculture and fisheries associations could make early preparations.

10. Mr Allan WONG favoured the establishment of a WCPs system and the management of high-ecological value sites under the steer of the Government. To demonstrate the advantages of the proposed WCPs System to the general public, he proposed that the AFCD quantify the effectiveness of the system, such as the increase in the total area and biodiversity of the WCPs following the implementation of the system. In light of the fact that the development of the Northern Metropolis would entail the filling of fishponds and that the proposed WCPs System would be implemented at a later stage of development, he recommended that the AFCD provide an explanation of the compensation measures for fishponds as early as possible in order to prevent any potential

misunderstanding on the part of the public. Finally, he concurred with the proposal of transforming the WCPs into eco-tourism destinations to attract tourists and stimulate the local economy.

11. Mr CHING Chan-ming proposed that the Government, while pursuing conservation efforts, should attend to the land development needs of landowners within the conservation areas and relocate these landowners to nearby residential areas through land exchange, thereby achieving a balance between the interests of all parties. Additionally, he suggested that the coastline of Deep Bay be straightened to enhance visual permeability.

12. Mr MAN Luk-sing, MH said that the Sam Po Shue WCP project encompassed private lands in San Tin Heung. He noted that the San Tin Rural Committee favoured the project in general but was concerned about the potential resumption of private lands in Tai Sang Wai and Wo Sang Wai for the protection of the flight path for migratory birds. He also sought clarification on whether private landowners were permitted to submit conservation proposals directly to the Government under the PPP management model for the establishment of conservation zones within their private land areas on a self-financing basis.

13. Mr TANG Che-keung, MH hoped that the development of the WCPs would not have an adverse effect on the small house construction applications from the villagers in Mong Tseng Wai, Mong Tseng Tsuen, Shing Uk Tsuen, Tai Tseng Wai and Ng Uk Tsuen of Ping Shan Heung.

14. Mr LUI Kin, MH supported the establishment of the WCPs System. He requested further information regarding the land resumption boundary and the compensation packages associated with the proposed Sam Po Shue WCP. He also enquired as to whether the Government would implement the Land Sharing Pilot Scheme (“LSPS”) in the designated zones to facilitate the establishment of the WCPs System. Furthermore, he sought to ascertain whether private sector would be permitted to enter into co-operation agreements under the PPP management model.

15. A consolidated reply provided by Mr Simon CHAN of the AFCD was as follows:

- (1) The WCPs system exhibited a comprehensive scope, encompassing an area of approximately 2 000 hectares. Consequently, a phased development approach was adopted for the WCPs System, with the Sam Po Shue WCP to be established first. Further consideration would be given to the remaining WCPs, with further studies scheduled to commence;
- (2) The Sam Po Shue WCP would adopt an active management approach with the objective of establishing the park with the theme “Biodiversity and Aquaculture in Harmony”. Such an approach would not only contribute to the fulfilment of the park’s conservation objectives, but would also promote the growth of eco-friendly culture and the modernisation for the aquaculture industry. Furthermore, the Sam Po Shue WCP would provide the general public with high-quality outdoor eco-education and recreational facilities and experiences, while also stimulating economic growth in the district;
- (3) The Sam Po Shue WCP, estimated to be approximately 338 hectares in area, was conceived as a multifunctional entity. Accordingly, a spectrum of management models was put forth for different segments of the park, including the PPP model. The Government was amenable to a range of management models with the objective of

propelling the Sam Po Shue WCP project forward;

- (4) According to projections by the Government, construction of the Sam Po Shue WCP project could commence as early as 2026/27, with the initial phase scheduled to be completed as early as 2031. The project was planned for completion by 2039 or earlier;
- (5) The Ecological Enhancement Area of the Lok Ma Chau Spur Line, which was situated in close proximity to the proposed Sam Po Shue WCP, would be managed by MTR Corporation Limited (“MTRCL”) in accordance with the stipulations of the Environmental Permit and would therefore not be included in the Sam Po Shue WCP. Upon the completion of the Sam Po Shue WCP, the AFCD and MTRCL would coordinate the wetland management work at both sites;
- (6) The Government was currently investigating various methods of land acquisition, including land resumption, and was open to considering alternative methods of land acquisition. Details of the land acquisition process would be announced as soon as possible following the completion of the next phase of the detailed investigation study for the Sam Po Shue WCP project; and
- (7) The Government was still evaluating whether to include Tai Sang Wai and Wo Sang Wai in the WCPs. Meanwhile, the AFCD would maintain communication with the relevant rural committees and stakeholders.

16. The Chairman concluded that Members had noted that the AFCD would implement the WCPs System in phases and that they hoped the AFCD would maintain liaison with stakeholders on the relevant work.

Item III: Proposed amendments to “Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8”

(YLDC Paper No. 11/2024)

Item IV: Site formation and infrastructure works for the proposed housing development at Ho Chau Road, Yuen Long under the Land Sharing Pilot Scheme (Application No. LSPS/002)

(YLDC Paper No. 12/2024)

17. The Chairman said that since Items III and IV were related to a proposed housing development at Ho Chau Road, Yuen Long under the LSPS, a combined discussion was suggested. He then referred Members to Paper Nos. 11 and 12, and welcomed the following representatives to the meeting:

Assistant Secretary (Planning & Lands) Special Duty 2, Mr Lawrence HUI
Development Bureau

Senior Engineer (Planning & Lands)1, Mr Raymond LEONG
Development Bureau

District Planning Officer/Fanling, Sheung Shui & Yuen Mr NG Kim-wai
Long East, Planning Department

Senior Town Planner/Yuen Long East 1, Mr Kimson CHIU
Planning Department

18. Mr NG Kim-wai and Mr Kimson CHIU of the Planning Department (“PlanD”) gave an overview of the proposed amendments to “Approved Nam Sang Wai Outline Zoning Plan No. S/YL-

NSW/8” (“the OZP”). Mr Raymond LEONG of the Development Bureau (“DEVB”) briefed Members on the proposed site formation and infrastructure works for the housing development at Ho Chau Road, Yuen Long (“the proposed development project”) under the LSPS.

19. Mr Daniel CHAM, BBS, MH, JP remarked that a considerable number of planning applications in Yuen Long submitted in the past were claimed by their applicants to have no unacceptable impacts on nearby traffic following technical assessments. However, significant traffic impacts on the surrounding areas were found after the implementation of these projects, such as in the San Tam Road and Castle Peak Road area, at the Au Tau Interchange and at the Pok Oi Interchange. He proposed that the Government conduct a comprehensive assessment on the planning for other development areas within the Yuen Long District when formulating a development project. The objective of the assessment was to evaluate the actual demand for additional roads and transport infrastructure with the aim of resolving traffic congestion in the district in the long run. Furthermore, he enquired as to the reason why the plot of land designated as “Village Expansion Areas” situated to the west of the proposed development project had remained undeveloped for years. He also said that LSPS applicants were required to reserve at least 70% of the additional gross floor area (“GFA”) for public housing or the “Starter Homes Project for Hong Kong Residents”, but the total GFA for public and private housing as indicated in the paper appeared to fall short of the requisite threshold. Finally, he considered that allowing LSPS applicants to deduct the construction cost of the infrastructure they constructed from the land premium was a form of subsidising private developers with public funds.

20. Mr CHING Chan-ming said that the Shap Pat Heung Rural Committee and he would agree to the proposed amendments to the OZP provided that the Government took into account the opinions of stakeholders in the peripheral areas and improved the road and drainage facilities. He hoped that the Government would maintain sound communication with local residents during the construction period.

21. Mr YU Chung-leung opined that the proposed road improvement works on the Tam Mei section of Castle Peak Road - Nam Sang Wai Road would not be able to divert the additional traffic generated by the proposed development project. He was also concerned that traffic congestion in the district would worsen in the future if the Government did not widen the Au Tau Interchange as part of the road improvement works. He suggested that the Highways Department (“HyD”) convert the temporary vehicular bridge at the Au Tau Interchange into a permanent vehicular bridge or implement other feasible improvement works to cope with the additional traffic flow in the future.

22. Mr TANG Che-keung, MH expressed support for the LSPS initiative as a means of releasing privately owned land for development. Nevertheless, he enquired about the reason for the discrepancy in the GFA ratio of less than seven to three between public and private housing, as illustrated in the paper.

23. Mr SHUM Ho-kit, BBS, JP perceived that the proposed development project might exacerbate the existing traffic congestion at both the Fairview Park Interchange and the Au Tau Interchange. He predicted that the proposed road improvement works would be inadequate to resolve the problem. While the commissioning of the Northern Link (“NOL”) might alleviate traffic congestion in the Yuen Long District, the construction period of the NOL might not align with the completion schedule for the proposed housing development.

24. Mr Ronnie TANG said that the influx of people and vehicles resulting from the construction of new housing developments in the Yuen Long District would ultimately flow to the town centre of Yuen Long. However, the town centre itself was deficient in ancillary transport infrastructure and lacked space to provide additional bus and minibus stops. He hoped that the Government would consider viable solutions or have visions to address this issue, for example, through the redevelopment of Fung Kam Street or the provision of a multi-storey transport interchange, among others.

25. Mr WONG Siu-chung said that the HyD had gazetted modifications to the dimensions of the roundabout situated opposite Park Yoho, which diverged from the layout plan as outlined in Paper No. 12.

26. Mr LEUNG Ming-kin said that the residents of Wong Uk Tsuen, situated near Ho Chau Road in Yuen Long, had proposed the construction of a new road at Wong Uk Tsuen to connect with the Yuen Long Highway and Route 3. He enquired as to whether the Government would consider this proposal together with the proposed development project so that vehicles from Wong Uk Tsuen and neighbouring villages could bypass the Pok Oi Interchange and head straight to the Yuen Long Highway.

27. Mr TANG Ho-nin, MH said he had advised the Government to devise a comprehensive transport blueprint for the Yuen Long District before embarking on any housing development projects to refrain from further burdening the traffic in the district. While the Government had implemented a strategy of gradually increasing the number of homes in Yuen Long, boosting the local population, traffic improvement measures such as the construction of the NOL took time to complete and could not keep up with the pace of housing construction. Furthermore, he was worried that the traffic burden on the Au Tau Interchange would increase further following the completion of the new development areas (“NDAs”), and pointed out that the Government had proposed years ago the construction of a slip road from the Au Tau Interchange towards Tuen Mun. However, it was only the road widening works that were subsequently carried out.

28. Ms YUEN Man-ye, MH said that the existing road network near Ho Chau Road in Yuen Long was predominantly comprised of narrow village roads, which would present challenges for vehicular traffic once the proposed development project was completed. She put forward a proposal for the construction of a new slip road linking the town centre of Yuen Long, and said that the traffic problem should be resolved before commencement of any housing development projects.

29. Mr LUI Kin, MH expressed concern about ancillary transport facilities and enquired as to whether the “Proposed Yuen Long Bypass Floodway” as depicted in Figure 1 of Paper No. 11 was a new facility. He explained that the Yuen Long Bypass Floodway was already in existence at the location of the alignment as depicted in the figure.

30. A consolidated reply provided by Mr NG Kim-wai of the PlanD was as follows:

- (1) Regarding the proposed development project, the applicant had conducted a series of technical assessments to evaluate the potential cumulative traffic impacts of nearby development projects and the proposed development project on neighbouring areas;

- (2) The applicant of the proposed development project proposed a series of works for the construction of new public roads and the improvement of existing roads and public transport facilities. Other road improvement measures would also be implemented for the neighbouring developments. According to the traffic impact assessment conducted by the applicant, the proposed development project would impose no adverse impacts on the local traffic when all proposed measures were implemented;
- (3) Upon completion, the NOL Main Line would provide residents of the proposed development project with convenient access to the future railway station at Au Tau. Furthermore, the planning work for the Northern Metropolis Highway had commenced, it was envisaged that existing traffic congestion in the Yuen Long area would be alleviated upon the completion of the highway; and
- (4) The Yuen Long Bypass Floodway, as depicted in Figure 1 of Paper No. 11, was still being named as “Proposed Yuen Long Bypass Floodway” because the name was extracted from OZP No. S/YL-NSW/8, which was approved on 17 October 2006. The name would be amended when the OZP was revised by the PlanD in the future.

31. A consolidated reply provided by Mr Lawrence HUI and Mr Raymond LEONG of the DEVB was as follows:

- (1) The Government launched a number of works projects to address the traffic issues holistically. In terms of strategic highways, these included the construction of Route 11 and the widening of the Yuen Long Highway. When completed in 2033, these projects were expected to ease traffic congestion on a number of major roads in Yuen Long;
- (2) In terms of railways, the NOL was a proposed extension from Kwu Tung Station on the Lok Ma Chau Spur Line to Kam Sheung Road Station on the Tuen Ma Line. The project was scheduled for completion in 2034 and was expected to form a circular rail network, traversing the New Territories and Kowloon. It was anticipated that the NOL would significantly improve the overall connectivity of the rail network in the region;
- (3) The traffic impact assessment conducted for this development project not only considered all planned and approved developments, but also proposed road improvement works, including those at the junction of the Tam Mei section of Castle Peak Road and the area along Castle Peak Road. Road improvement works at the Au Tau Interchange were also proposed to be included in the scope of other development projects. The traffic impact was assessed to be manageable and acceptable;
- (4) The extension of Ho Chau Road to Wong Uk Tsuen presented a significant challenge due to the limited width of the existing road connecting Ho Chau Road and Wong Uk Tsuen;
- (5) Each application submitted under the LSPS should be capable of delivering a minimum of 50 000 square metres of increased domestic GFA and a minimum of 1 000 additional housing units. Furthermore, at least 70% of the increased domestic GFA generated by the project should be allocated for public housing or Starter Homes (“SH”) development, as intended by the Government, with the remainder earmarked for private housing development. As the applicant of this development project had already obtained the approval of the TPB for a domestic GFA of approximately 10 150 square metres for private housing prior to its participation in the LSPS, this area would not be regarded as the increased domestic GFA resulting from the LSPS. Accordingly, the aforementioned

project was required to reserve at least 70% of the increased GFA for the construction of public housing and SH developments, as stipulated by the Government. The DEVB would provide supplementary information on the increased domestic GFA of the project and the methodology for calculating the land premium.

(Post-meeting note: A follow-up reply from the DEVB on the methodology for calculating the increased domestic GFA and the land premium of the proposed housing development site under the LSPS at Ho Chau Road, Yuen Long was forwarded by the Secretariat to Members on 11 April 2024.)

- (6) According to the “Legislative Council Brief on the LSPS”, the applicant was required to construct the necessary infrastructure to facilitate housing development and to carry out site formation for public housing and/or SH development, as well as to provide certain Government, Institution or Community facilities. The relevant costs might be deducted from the land premium for the proposed land exchange/lease modification after vetting and acceptance by the Government that they were cost-effective as well as essential and proportionate to the whole public and private housing development. The premium payable would be the premium assessed at full market value of the land based on the lease modification.

32. The Chairman concluded that Members raised no objections to the proposed development project. Nevertheless, it was deemed necessary for the DEVB to address properly any potential traffic issues arising from the project.

**Item V: Development proposal of Lau Fau Shan/Tsim Bei Tsui/Pak Nai area
(YLDC Paper No. 13/2024)**

33. The Chairman referred Members to Paper No. 13 and welcomed the following representatives to the meeting:

Head, Planning & Development Team (2), Northern Metropolis Co-ordination Office, Development Bureau	Mr YUEN Shing-yip, Kepler
Assistant Secretary (Northern Metropolis) 8, Development Bureau	Miss WONG Man-yu, Vanessa
Acting Deputy Project Manager (West), Civil Engineering and Development Department	Mr CHUNG Lok-chin
Senior Engineer/6 (West), Civil Engineering and Development Department	Mr LIU Chiu-wing
Assistant Director of Planning/Technical Services, Planning Department	Ms CHENG Wan-ying, Johanna
Chief Town Planner/Technical Services, Planning Department	Mr NG Chu-pan, Kevin
Senior Town Planner/Technical Services 4, Planning Department	Mr AU YEUNG Wan-man, Billy
Project Manager, Ove Arup & Partners Hong Kong Limited	Mr CHAN Lai-yan
Planning Manager, Ove Arup & Partners Hong Kong Limited	Dr LEUNG Kam-shing

34. Mr Kepler YUEN of the DEVB and Mr Kevin NG of the PlanD briefed Members on the development proposal of Lau Fau Shan (“LFS”)/Tsim Bei Tsui/Pak Nai area.

35. Mr Daniel CHAM, BBS, MH, JP pointed out that less than 30% of the proposed land use had been reserved for economic use. In order to create more job opportunities, he suggested allocating part of the residential land for economic use and increasing the number of talent accommodation units as necessary. Besides, he suggested revitalising the LFS seafood market by making reference to the San Francisco’s Fisherman’s Wharf development model which emphasised both conservation and tourism to attract tourists. In addition, he was concerned about the impact on the habitat of migratory birds in the area when tourists enjoyed the scenery along the waterfront promenade between Pak Nai and Tsim Bei Tsui in future. Moreover, he suggested the construction of a viewing platform at Pak Nai for sunset viewing. Furthermore, he enquired about the types of waterfront performance venues to be built and suggested that a theatre should be built there. Lastly, he supported the revitalisation of Tin Shui Wai River for landscape beautification.

36. While in favour of the development of LFS, Ms WONG Wai-ling noticed that no relevant ancillary transport facilities had been mentioned in the paper. She was also worried that the removal of Tin Ying Road as a result of the proposed development would not be able to effectively divert the traffic flow from Tin Shui Wai to the urban areas. Moreover, pointing out that vehicles travelling to Tin Shui Wai Hospital could only enter via Tin Tan Street at present, she suggested that the relevant departments should consider creating a slip road at the rear of the hospital to connect with Tin Ying Road.

37. Mr TANG Sin-hang enquired whether the development of LFS would affect the progress of upgrading of Deep Bay Road, and said that the road concerned had long been affecting the accessibility of the residents of Pak Nai and the development of the district, hence he hoped that the upgrading could be completed as early as possible. As the development area of LFS might involve the burial grounds of the indigenous residents, he urged the Government to respect the rights and interests of the indigenous residents and avoid affecting the burial grounds therein when planning the development. Besides, he suggested that careful consideration should be given to the siting of the sewage treatment work (“STW”), and said that the stakeholders concerned also objected to the construction of the STW in the vicinity of the proposed location where there was Ling To Monastery with a history of more than 1 500 years and a number of ancestral graves with a long history. Since the development area of LFS would involve fung shui lane, he said that the view from the entrance of the Tang Ancestral Hall in Ha Tsuen of Yuen Long, extending northeastward to Deep Bay should be free from obstruction by any building so as not to jeopardise the fung shui of the area.

38. Mr TANG Che-keung, MH said that Sha Kiu Tsuen in Tsim Bei Tsui was included in the development area of LFS, but the Government had yet to give a clear account on whether it planned to resume the land of Sha Kiu Tsuen. He opined that while developing eco-tourism might not be able to bring benefits to Hong Kong in the short term, the nearly 300 residents of Sha Kiu Tsuen would need to move out to tie in with the development. Besides, the development of LFS would bring more than 100 000 people to the area and he urged for proper planning of ancillary transport facilities.

39. Mr WONG Yuen-tai, MH expressed support for the development of LFS. He enquired whether land would be reserved for the relocation of livestock farms in the development site of LFS

and said that relocation of livestock farms was not an easy task. He suggested that the Government should assist the operators concerned to find an alternative site for their operation if relocation within the same district was not possible. He was also worried that the increase in population might not be conducive to developing a suitable environment for oyster farming, and hoped that the stakeholders in the agriculture and fisheries sector would be consulted on the development project as soon as possible.

40. Mr WONG Siu-chung enquired whether the existing fisheries market and logistics resources in LFS would be better utilised and developed, and whether there would be co-operation with Qianhai of Shenzhen in the development of innovation and technology. In addition, he suggested that public facilities such as dental hospital should be added to the development area of LFS to increase service capacity. Lastly, he suggested that the future design of the LFS STW should take into account the connection arrangements with the existing village drains.

41. In support of the development of LFS, Mr LAM Wai-ming opined that the unique ecological advantages of LFS should be fully utilised to create an iconic tourist destination, and suggested pioneering the use of artificial intelligence to enhance the application of service robots, making use of advanced technology to enhance the competitiveness of Hong Kong's tourism industry, and constructing a pilot point for innovative digital tourism. Besides, he suggested that the Government should make full use of the scenic beauty of the LFS coastline when designing the alignment of the green mass transit system, and develop green tourism by linking up cycling routes throughout the northern part of the New Territories through the green transport corridor. In addition, he suggested that some residential sites should be converted for the development of talent accommodation and youth oasis projects to attract talents.

42. Mr LEUNG Ming-kin suggested enhancing the development of LFS together with the Hung Shui Kiu/Ha Tsuen New Development Area ("HSK/HT NDA") as a hub for high-end professional services and logistics. In addition, he looked forward to the early completion of the Hong Kong-Shenzhen Western Rail Link ("HSWRL") to enhance the connectivity between LFS and Qianhai. Besides, he suggested that the development of LFS as an eco-tourism destination could incorporate elements of leisure fisheries, leisure farms and urban farms. Lastly, he hoped that the Government would adopt the opinions of the Ping Shan Heung Rural Committee and Ha Tsuen Rural Committee when taking forward the development project of LFS.

43. Mr SO Yuen spoke in support of the development of LFS but was concerned about the pressure on local traffic with the increase in population and the presence of logistics industry, and looked forward to receiving details of the traffic planning for LFS. He also suggested that more consultation with relevant stakeholders and rural committees should be conducted when taking forward development projects involving land resumption, so as to facilitate the smooth implementation of land resumption.

44. Ms Fennie LAI said that the general public had high expectations on the development of LFS. She was worried that the development of LFS would bring about additional traffic load on Tin Ying Road, and enquired how the proposed smart and green mass transit system would effectively address the current traffic congestion on Tin Ying Road.

45. Mr YIU Kwok-wai, MH was worried that the HSWRL could not be completed in 2034 as scheduled due to the delay in the project of the Kau Yi Chau Artificial Islands. Besides, he pointed out that Tin Ying Road was a major trunk road connecting Tin Shui Wai North and Tin Shui Wai Station, and enquired whether residents in Tin Shui Wai North could benefit from the proposed smart and green mass transit system.

46. Mr LUI Kin, MH expressed support for the Government's full commitment to the development of innovation and technology. As it would take time to take forward the development project of LFS, he suggested that the Government should consider setting up a business innovation and technology park, such as Cyberport, in the HSK/HT NDA which had already been planned and resumed, with a view to speeding up the advancement of the innovation and technology industry in Hong Kong. Pointing out that the Shenzhen Park of Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone had been launched last year and several universities in Hong Kong had already set up research and development ("R&D") centres there, he considered that it was necessary for Hong Kong to catch up expeditiously in order to stay competitive in the development of innovation and technology.

47. Ms MA Shuk-yin hoped that the Government could be amenable to advice and avoid resumption of land in the burial grounds for the development of LFS as far as possible. In addition, she said that apart from railway transport arrangements, it would be desirable to explain to the public the road traffic arrangements and study needs for LFS, such as whether Tin Ying Road would be removed.

48. Mr SZE TO Chun-hin expressed support for the development of LFS and suggested that there should be more communication with the relevant rural committees to avoid over-development which would adversely affect the unique village culture of Yuen Long. Besides, he suggested that sites for obnoxious facilities such as STWs should be selected in a way to minimise the impact on nearby residents. In addition, he suggested that the alignment of the HSWRL should be extended to Tin Shui Wai North so as to enhance the accessibility of the area. Lastly, he enquired about the progress and timetable of the beautification works for Tin Shui Wai River.

49. Mr SHUM Ho-kit, BBS, JP suggested that the Hong Kong Government should actively co-operate with the Shenzhen Government to expedite the construction of the HSWRL, so as to speed up Hong Kong's integration into the overall development of the country. Moreover, as Hong Kong was currently making full efforts to promote technological development in tandem with the country, he opined that there was a need for the various technopoles in Hong Kong to have a clear positioning and a division of labour to tie in with the overall technological development, so as to avoid competition with each other. Lastly, he said that while the development of LFS would take many years to complete, technological development was advancing by leaps and bounds. He suggested that the Government should adopt a forward-looking perspective in selecting projects for technological development so as to optimise the use of resources.

50. Ms CHIU Sau-han, MH believed that the majority of Members supported the development of LFS. She enquired about the revitalisation of the LFS seafood market and rehousing of existing tenants, as well as the future road planning to enhance the future transport network of LFS and Tin Shui Wai North.

51. Mr SEI Chun-hing suggested that the proposed LFS waterfront performance venue should be handed over to the private sector for operation to enhance operational efficiency. In addition, he said that Nanshan in the Mainland, which was just across the harbour from LFS, was piloting low-altitude economy, and suggested that the Government should explore the possibility of joint development of low-altitude economy in the two districts.

52. Mr TONG Tak-chun suggested that the Government should properly position the various technology centres in Hong Kong, in order to avoid different technology centres conducting R&D on similar projects, causing overlapping of resources.

53. Mr CHUI Kwan-siu hoped that the Government would carefully plan the ancillary transport facilities in the NDAs to improve the transport network in LFS, Tin Shui Wai and HSK/HT NDAs, and suggested that new trunk routes should be constructed to share the future traffic flow so as to avoid over-reliance on railways. In addition, he hoped that the overall planning arrangements and road improvement measures for Yuen Long District could be explained to the Members during future consultation on new development projects, so that consideration could be given to the compatibility of transport measures under various development projects.

54. Ms Yankie CHAN suggested that consideration should be given to providing more job vacancies under the development of LFS so that residents in Tin Shui Wai could take up employment in the same district. In addition, she suggested increasing the number of talent accommodation units to attract young talents. To address the constraints of insufficient road capacity, the Government could consider developing different types of green transport, such as suspended monorail. Lastly, she suggested that there should be more communication with different stakeholders on the development of LFS.

55. Ms LAM Wai-ming pointed out that LFS was prone to frequent flooding during typhoons, and suggested that the drainage system in LFS should be improved in conjunction with the development of the area.

56. Mr Allan WONG said that the logistics industry in Hong Kong should adopt a smart logistics system as early as possible, and suggested that logistics enterprises should be allowed to move into the modern logistics hub extension area in the development area of LFS so that they could make early preparations.

57. Ms LAU Kwai-yung said that many years ago, Members had provided a lot of views on the HSK/HT NDA project, including the suggestion of provision of public facilities such as libraries, performance venues and swimming pools, which had not yet been implemented, and hoped that Members' views on the provision of public facilities could be taken on board in the development planning of LFS.

58. A consolidated reply provided by Mr Kepler YUEN of the DEVB was as follows:

- (1) At present, the development of LFS was still at an early planning stage. Relevant studies would be carried out in succession, including a study by the Hong Kong Cyberport Management Company Limited ("Cyberport") on the setting up of a digital technology

hub in LFS, a study by the Tourism Commission on the seafood market in LFS, and a study by the AFCD on the scope and use of the coastal protection park, baseline review, management strategy, conceptual planning and studies;

- (2) In view of the development of LFS, an overall planning for the area, including the upgrading of Deep Bay Road, was being re-examined with a view to formulating a more long-term and cost-effective proposal. However, the Government also recognised the urgency of upgrading Deep Bay Road and would therefore work with the relevant departments to study the implementation of road improvement measures and consult the relevant stakeholders on the measures;
- (3) The development area of LFS had been reserved for the development of a digital technology hub. The Government had consulted the stakeholders in the Information Technology sector on the proposal and the Cyberport would commence the relevant study in due course. Besides, as the works for the development of HSK/HT NDA Phases I and II had commenced or would commence soon, any amendment to the existing planning would slow down the development progress;
- (4) The Transport and Logistics Bureau would commence a study on the setting up of logistics clusters in the HSK/HT NDA, which was expected to take into account how to make use of or tie in with new technologies such as smart logistics;
- (5) Members' views on the provision of public facilities in the development area of LFS and the neighbouring areas were noted and would be conveyed to the relevant bureaux and departments for consideration; and
- (6) The beautification of Tin Shui Wai River was underway and some progress had been made. The DEVB would brief the Members concerned on the details in due course.

59. A consolidated reply provided by Mr CHUNG Lok-chin of the Civil Engineering and Development Department ("CEDD") was as follows:

- (1) The preservation of Tin Ying Road had been indicated in the earlier consultation with the Council on the HSK/HT NDA project. The proposed transport network of the development of LFS, which included green transport corridor, was believed to be able to meet the travelling needs of residents in Tin Shui Wai North;
- (2) The Government would fully enhance the capacity of the existing roads in LFS to meet the needs of the development of LFS, and a comprehensive road network would be provided in LFS in the future;
- (3) It was suggested that Tin Yuet Road, Tin Shui Wai should be upgraded under the development of LFS to tie in with the proposed transport network of LFS. Residents in Tin Shui Wai North would be able to access the LFS station of the proposed HSWRL (HSK to Qianhai) more conveniently;
- (4) The Government promulgated the Hong Kong Major Transport Infrastructure Development Blueprint last year, proposing a number of strategic road and railway projects for the development of the Northern Metropolis to achieve co-ordination between development and transport;
- (5) The proposed smart and green mass transit system would link up HSK/HT and Yuen Long

South to provide convenient feeder services for the public in the district. The Government would commence the investigation and design of the road works for the first phase of the system;

- (6) The future cycle track network in LFS could be connected to the cycle track network in the New Territories to provide local residents with green transport travelling options;
- (7) The Governments of Hong Kong and Shenzhen had set up a working group to conduct a study on the HSWRL (HSK to Qianhai). The first stage of the study had been completed and it was expected that the HSWRL (HSK to Qianhai) would be completed between 2034 and 2038;
- (8) To avoid overlapping of existing resources between the upgrading of Deep Bay Road and the development of LFS, the relevant government departments were exploring the feasibility of implementing short-term measures in respect of Deep Bay Road to improve the local traffic;
- (9) The impact of the proposed STW on the Ling To Monastery and ancestral graves would be considered in the next stage of investigation; and
- (10) With the development of LFS, the local drainage system would be designed accordingly, including studies on the construction of flood attenuation facilities, etc. In the future, the sewage pipes of LFS could be connected to the Government's public sewerage system where technically feasible.

60. A consolidated reply provided by Ms Johanna CHENG of the PlanD was as follows:

- (1) LFS would be positioned as a digital technology hub, where advanced technology would be adopted to promote the integration of new and traditional economies, covering areas such as financial technology, smart living and digital entertainment, etc. Cyberport would explore what suitable technology industries could be developed in LFS in the future;
- (2) LFS would echo with Qianhai and leverage on Hong Kong's strengths in law, intellectual property rights, insurance and mediation services to connect with Mainland enterprises and the international community;
- (3) When conducting the study on the development of eco-tourism in LFS, consideration would be given to preserving and revitalising the characteristics of LFS such as the seafood market and oyster farming, and the natural landscape of Tsim Bei Tsui and Pak Nai would be suitable for the development of eco-tourism;
- (4) When planning the NDAs, consideration would be given to urban-rural integration, preserving the fung shui lane and minimising the impact on the indigenous villages and burial grounds, etc. The next stage of the study would be conducted after consultation with relevant stakeholders;
- (5) Sha Kiu Tsuen was currently zoned as a leisure and eco-tourism area, and the Government would deal with the matter in accordance with established procedures if decisions to resume the land concerned were made in the future; and
- (6) The department would meet with the villagers of LFS, operators of brownfield and

agricultural land, etc. in April this year to consult the relevant stakeholders on the development of LFS.

61. In conclusion, the Chairman asked the DEVB and the departments concerned to consider Members' views and consult the relevant stakeholders on the development projects in a timely manner after conducting further studies.

**Item VI: Consultation report on the study on issues of community concern and collection of public views
(YLDC Paper No. 14/2024)**

62. The Chairman referred Members to Paper No. 14 and also welcomed the following representatives to the meeting:

Senior Field Officer (Avian Influenza),
Agriculture, Fisheries and Conservation Department
Senior Engineer/Yuen Long,
Drainage Services Department

Mr Philip LIU

Mr CHAN Cheuk-chung

63. The Secretary said that it was agreed at the first meeting of the YLDC to collect public views on hygiene issues within the district with a view to reinforcing the district's environmental hygiene. The Secretariat had collated Members' reports on a consultation exercise in which over 6 600 residents' views were sought through a variety of channels with 215 hygiene issues identified. Detailed account of the hygiene issues identified and the improvement measures proposed by Members were set out in the paper. The Secretariat had referred the hygiene issues to the relevant departments for follow-up action.

64. Mr Daniel CHAM, BBS, MH, JP provided further details on the accumulation and dumping of miscellaneous articles/refuse at the Locwood Light Rail Transit ("LRT") stop in the Tin Shui Wai South and Ping Ha areas. He also requested information on the details of the prosecution and educational initiatives undertaken by the FEHD following the promulgation of the amendments to the Wild Animals Protection Ordinance.

65. Mr YIU Kwok-wai, MH said that there was indeed rodent and mosquito infestation in the Tin Shui Wai North area, yet the paper showed that no hygiene issue related to rodent and mosquito infestation was recorded in the area. He believed this happened probably because Members had not included all the hygiene issues in the report. He urged the FEHD to proactively handle complaints related to hygiene conditions in places not on the list of hygiene black spots in the same manner and said he would keep in view of the hygiene conditions in the area.

66. Mr YU Chung-leung hoped the relevant departments would address the reported hygiene issues as soon as possible, so that Members could inform the public about the latest situation.

67. Mr TANG Sin-hang added that there had been instances where dog walkers allowed their pets to foul the football pitch opposite the Ha Tsuen Rural Committee.

68. Mr SO Yuen was concerned about feral pigeon feeding and enquired of the FEHD's enforcement work after the amendments to the related ordinance came into effect. He hoped that the amendments would be conducive in preventing feral pigeons from congregating.

69. Mr WONG Siu-chung said that the hygiene issues presented in the report were just a tip of an iceberg. The report might not provide a complete picture of the actual hygienic conditions in the Yuen Long District.

70. Ms LAM Wai-ming said that the improper disposal of sewage in the back alleys of restaurants near Kam Fai Path and Kam Cheung Square had led to a deterioration of hygiene conditions. Some shop premises had disposed of waste oil on the pavement. Besides, many residents in Yuen Long town reported that the sewage backflow had occurred in the building they lived. As the residents could not obtain the drainage plans from the Drainage Services Department ("DSD"), these had not been forthcoming, making it had become difficult to carry out repair works. As the problem had persisted for a period of two months, she hoped that the relevant departments would address the problem expediently.

71. Mr WONG Yuen-tai, MH was pleased to note that the FEHD had addressed the hygiene problem in Shui Lau Tin Tsuen. He suggested that the AFCD set up a pigeon loft to trap feral pigeons and reduce the contamination of public spaces by pigeon droppings.

72. Mr LEUNG Ming-kin was pleased to note that the FEHD had completed clearance of some unmentioned black spots in Yuen Long Rural East.

73. A consolidated reply provided by Mr KWOK Ming-gon of the FEHD was as follows:

- (1) Members' efforts in gathering information about the hygiene black spots reported by the general public and their timely follow-up action were appreciated. Their opinions on the matter were also welcomed;
- (2) The FEHD had been engaged in field trials of thermal imaging cameras, Internet of Things nodes and related technologies for the collection and analysis of rodent infestation data. The data was subsequently employed to formulate targeted rodent prevention strategies, which enabled the implementation of effective measures and the deployment of relevant resources. Furthermore, the FEHD would conduct regular anti-rodent campaigns to prevent and control the spread of rodent infestations by removing rodent harbourage and food sources, as well as blocking their dispersal routes;
- (3) The FEHD would issue a fixed penalty notice of \$3 000 to individuals found to be feeding feral pigeons and dirtying public areas in accordance with the Fixed Penalty (Public Cleanliness and Obstruction) Ordinance; and
- (4) The FEHD would implement a strategy of organised patrols and covert operations with the objective of stepping up prosecution against offences related to the feeding of feral pigeons. Video cameras had been strategically positioned in areas identified as black spots adjacent to the Yuen Long Nullah for deterrence effect; and

74. A consolidated reply provided by Mr Philip LIU of the AFCD was as follows:
- (1) The AFCD had consistently employed a multi-pronged approach to addressing the issue of feral pigeons. On disease prevention and control, should a complaint be received regarding feral pigeons, the AFCD would dispatch personnel to the site to collect droppings samples for analysis in order to determine the presence of the avian influenza virus;
 - (2) In order to promote awareness and education, the AFCD would regularly set up on-street information booths and conduct educational talks to remind the general public to refrain from feeding feral pigeons;
 - (3) The AFCD initiated a pilot programme to administer contraceptive medication to feral pigeons two years ago. The AFCD was awaiting the results of a consultancy report to assess the effectiveness of the programme and the recommendations for future action. Prior to the formulation of the subsequent stage of the programme, the AFCD would consider a number of factors, including the consultant's analyses and recommendations. These findings would be made public as soon as possible;
 - (4) On the legislative front, the Wild Animals Protection (Amendment) Bill 2023 was published in the Gazette, with the intention of extending the scope of the feeding ban to feral pigeons in addition to the current prohibition on the feeding of wild animals. If the proposed amendments were enacted, they would take effect on 1 August 2024. The relevant legislation would expand the categories of government officials tasked with enforcing the law, thereby enhancing law enforcement; and
 - (5) The AFCD had received proposals for setting up lofts for feral pigeons. In order to determine the feasibility of such proposals, the AFCD would continue to liaise with relevant organisations and take into account a number of factors, including the impact of the proposals on the natural habits of feral pigeons, their effectiveness in controlling the pigeon population, the availability of potential sites and the impact on local residents.

75. A consolidated reply provided by Mr CHAN Cheuk-chung of the DSD was as follows:
- (1) Members' efforts in gathering information about the hygiene black spots reported by members of the public were appreciated. The identified black spots related to drainage services would then be examined in order to determine the follow-up actions to be taken;
 - (2) Regarding the case of sewage discharge from old buildings in Yuen Long town, the AFCD had contacted the relevant building owners and would provide an update to the Members concerned after collating the pertinent information.

76. The Chairman concluded that the Secretariat had referred the hygiene issues raised by Members to relevant government departments for further action. The departments concerned would subsequently furnish updates to Members on the progress of their follow-ups to these issues via the YLDC. Due to the large number of hygiene issues raised by Members, they would be addressed in a sequential manner according to the priority of the individual cases. Members who wished to be informed of the progress of individual case could contact the relevant departments.

Item VII: Mr CHAM Ka-hung, Daniel proposed a discussion on “Planning for the expansion of Tin Shui Wai Hospital” (YLDC Paper No. 15/2024)

77. The Chairman referred Members to Paper No. 15 and the written replies from the District Lands Office (Yuen Long), MTRCL, Transport Department (“TD”), PlanD, Health Bureau (“HHB”), Hospital Authority (“HA”) and FEHD. The following representatives were welcomed to the meeting:

Deputy Hospital Chief Executive, Tin Shui Wai Hospital	Dr TO Chi-hung
Cluster Manager (Public Affairs and Donation Management Unit), New Territories West Cluster, Hospital Authority	Ms CHU Mo-ha
Government Transport Manager, Food and Environmental Hygiene Department	Mr LAM Ka-ho

78. Mr Daniel CHAM, BBS, MH, JP was concerned about the Tin Shui Wai Hospital (“TSW Hospital”) expansion project. It was understood that the FEHD had proposed that an area on the ground floor of the new hospital building under the project be reserved for use as an FEHD depot. He considered that utilising the ground floor as a depot was incompatible with the delivery of healthcare services and would impede the functioning of the hospital. He proposed that the FEHD identify an alternative site for the relocation of the depot and that the PlanD should investigate the possibility of reserving a NDA site in Yuen Long for the construction of a multi-purpose government building, and allocated the area on the ground floor for the reprovisioning of the FEHD depot. To release additional land for the expansion of the hospital, he proposed that the Lands Department (“LandsD”) should re-allocate the government site situated between TSW Hospital and Tin Shui Road, which was currently used as a temporary car park, and the MTRCL site near TSW Hospital, which was currently used as a LRT circular track, for the expansion of the hospital. He also proposed that an area at the junction of the FEHD depot and Tin Shui Road, or alternatively at the LRT circular track adjacent to Tin Shui Estate be reserved for the creation of a vehicular access to and from Tin Shui Road. This would enable vehicles to access TSW Hospital upon the completion of its expansion.

79. Mr SZE TO Chun-hin declared his membership of the Hospital Governing Committee of TSW Hospital and expressed support for the TSW Hospital expansion project. He also proposed the construction of an emergency access route connecting to Tin Ying Road and relayed TSW Hospital’s intention to incorporate the government site situated between TSW Hospital and Tin Shui Road, which was currently used as a temporary car park, into the hospital expansion project. He said this would facilitate the provision of additional medical support facilities and other community or transport facilities, such as public car parks or public transport interchanges. Furthermore, he proposed that the TD improve the existing transport arrangements for individuals travelling to TSW Hospital.

80. Ms YUEN Man-ye, MH declared her membership of the Hospital Governing Committee of Pok Oi Hospital. She considered the arrangement of reserving the ground floor of the new hospital extension building as the FEHD depot was undesirable and would be incompatible with hospital services. Furthermore, she proposed that the Government reserve as much land as possible for the expansion of TSW Hospital, so as to enhance its operational efficiency and to meet the district’s demand for medical services.

81. Mr LAM Chung-yin enquired about the current utilisation of the LRT circular track near TSW Hospital. He anticipated that the ongoing development of the Northern Metropolis would result in a continual increase in the TSW population, and therefore recommended that the TSW Hospital expansion project be initiated as soon as possible.

82. Mr CHONG Kin-shing, MH, JP said that, with a population of over 300 000 who were predominantly grassroots, TSW exhibited a substantial demand for public hospital services. He expressed support for the TSW Hospital expansion project, proposing an increase in the number of beds available and the healthcare staff employed, in addition to streamlining the medical consultation process.

83. Ms WONG Wai-ling said the proximity of the TSW Hospital extension buildings to Tin Wah Estate aroused concerns among residents that the potential transmission of germs might affect their health. Furthermore, she commended the HA for its effective management of TSW Hospital since its inception and expressed her expectation that a consultation on the expansion project to be conducted in the near future. Besides, she said that if the temporary car park site between TSW Hospital and Tin Shui Road was to be reclaimed for hospital expansion purposes, an alternative site should be identified for a car park in order to accommodate the district's future traffic needs. Furthermore, she proposed that if the LRT circular track near TSW Hospital was not resumed for the expansion of TSW Hospital, an LRT stop should be provided there to facilitate public access to TSW Hospital. Lastly, she raised concerns over the potential impact on ambulance access to TSW Hospital in view of the traffic congestion at peak hours on Tin Tan Street, which was the sole vehicular access to the hospital. Therefore, she suggested a new road connecting to Tin Ying Road to be included in the expansion of TSW Hospital project.

84. Mr SO Yuen noted that the LRT stop closest to TSW Hospital was still at a considerable distance from the hospital. He therefore suggested the MTRCL provide an additional LRT stop in the vicinity of TSW Hospital to enhance its accessibility. Furthermore, he proposed that the HA should establish a private hospital in the New Territories West ("NTW") with the objective of alleviating the burden on public hospitals and affording local residents the opportunity to select a healthcare facility that aligned with their actual needs.

85. Ms LAM Wai-ming hoped that a wider range of medical services would be provided after the expansion of TSW Hospital which would reduce the necessity for patients to be transferred to other hospitals for surgical procedures.

86. A consolidated reply provided by Dr TO Chi-hung of the HA was as follows:

- (1) He noted that residents in TSW had a keen demand for healthcare services. Healthcare services for residents in the Tuen Mun and Yuen Long Districts were provided through the NTW Cluster, which comprised TSW Hospital, Pok Oi Hospital and Tuen Mun Hospital. These hospitals collaborated with one another and would transfer some patients to other hospitals for surgical procedures depending on the situation. In light of the pressing need for the expansion of TSW Hospital, the HA would be working with the relevant government departments to assess the viability of utilising a prospective site near TSW Hospital for expansion in order to enhance service capacity;

- (2) The HA was seeking to establish more than one access road to TSW Hospital for ambulance access and to increase the accessibility of the medical facility;
- (3) It was anticipated that the expansion of TSW Hospital would provide a total of around 800 additional beds, necessitating the recruitment of additional healthcare staff. In order to address the shortage of manpower, the HA would seek to recruit more healthcare staff through various channels;
- (4) The expansion of TSW Hospital hinged on the growth of the Northern Metropolis and the NTW. The HA would examine and plan for the hospital's future development in a holistic manner; and
- (5) The HA noted the proposal to establish a private hospital in the NTW and would forward it to the HHB for consideration.

87. Mr Fabian CHEUNG of the TD noted Members' views on the transport planning in the vicinity of TSW Hospital and these views would be taken into account when advancing the expansion project for the hospital in the future.

88. In conclusion, the Chairman requested that the departments take note of Members' views.

Item VIII: Mr KWOK Wing-cheong, Mr TANG Ho-nin, Mr Ronnie TANG, Ms HO Hiu-man, Mr WONG Siu-chung and Ms LI Ching-ye proposed a discussion on “Proposal for enhancement and re-planning of the adjacent areas of Kam Sheung Road MTR Station”
(YLDC Paper No. 16/2023)

89. The Chairman referred Members to Paper No. 16 and the written replies from the TD and the MTRCL.

90. Mr TANG Ho-nin, MH said that the widening works of Kam Sheung Road had been in progress for years but still not completed. He enquired the CEDD of the works progress.

91. Ms HO Hiu-man enquired whether the Government would make changes to bus services of MTRCL within the North-west Transit Service Area as stipulated in the Mass Transit Railway Regulations to enable MTRCL introducing MTR bus routes with en-route stops at Tai Lam Tunnel Interchange, Kam Sheung Road Station and Wang Toi Shan. Relevant written reply from the TD stated that the patronage of Route 77K of The Kowloon Motor Bus Co. (1933) Ltd. (“KMB”) in every half hour was less than 70% during peak hours. She attributed the situation to the low trip frequency and considered that it could not reflect the actual transport needs of residents. She suggested that the KMB should increase the trip frequency of the route. Besides, she enquired the CEDD of the timetable for the provision of about 250 bicycle parking spaces at Tung Wui Road. She also said that the Kam Sheung Road Flea Market (“the Flea Market”) operated only on Saturdays, Sundays and public holidays, and suggested that the Government should make an application for amendment of temporary planning permission to the TPB for the Flea Market to operate on weekdays in support of the “Day x Night Vibes” initiative.

92. Ms LI Ching-ye enquired about the long-term planning use of the site for the temporary

car park at Kam Sheung Road Station. She added that from her observation on passengers boarding at Kam Sheung Road Station during peak hours, passengers waiting on the platform were unable to board the next train, which was contrary to the claim of the MTRCL. She worried that the difficulty in boarding trains at Kam Sheung Road Station would increase further with the rapid population growth arising from the successive completion of numerous housing development projects in the area of Kam Sheung Road. She doubted if the MTRCL could effectively resolve passengers' difficulty in boarding trains at Kam Sheung Road Station.

93. Mr LEUNG Ming-kin suggested that the Government should make an application for amendment of temporary planning permission to the TPB for the Flea Market to operate on weekdays. As the MTRCL said that the number of parking spaces to be provided in the reprovisioned car park would be similar to that of the current temporary car park, he opined that it was imperative to increase the number of parking spaces in order to address the shortage of parking spaces in the current car park. Besides, he suggested that the MTRCL arrange special train trips on Tuen Ma Line departing from Yuen Long Station or Kam Sheung Road Station during peak hours. He added that the passenger capacity of a double-decker bus was higher than that of a minibus, and therefore double-decker bus should be deployed more frequently for interchange service to reduce the number of vehicles on the roads, thereby easing traffic congestion.

94. Mr Ronnie TANG suggested that the KMB improve the accuracy of its estimated bus arrival time system to minimise occasions where arriving bus information vanished all of a sudden on the mobile application. He also said that the KMB could consider apply for importation of foreign labour if it faced manpower shortage. Moreover, he suggested that the MTRCL draw reference from the intelligent, underground and multi-storey parking system adopted in Japan for cycle parking area when designing the cycle parking area outside Kam Sheung Road Station.

95. Mr Danial CHAM, BBS, MH, JP said that it was learnt that the Government would resume the Kam Sheung Road Flea Market site for the construction of the NOL and the MTRCL was inclined to the idea of moving the Flea Market to Tuen Mun or other districts. To optimise use of land resources, he suggested the Flea Market to be relocated to the LRT circular track near Tin Shui Wai Hospital. Besides, he suggested that the TD adopt the intelligent, underground and multi-storey parking system for car parks and cycle parking areas to provide additional number of parking spaces.

96. Mr CHUI Kwan-siu anticipated that public demand for parking spaces at Kam Sheung Road Station would increase correspondingly with the completion of housing development projects and the commissioning of the NOL, thus he suggested that the site for the temporary car park at Kam Sheung Road to be used for building a multi-storey car park in the future.

97. Ms WONG Wai-ling declared that she was Social Services Director of "The NAScenT", a transitional housing project near Kam Sheung Road Station. She said that tenants had gradually moved in "The NAScenT". Nevertheless, it was inconvenient and dangerous for them to meander through a bus terminus and a car park to travel to and from Kam Sheung Road Station, she hoped that the relevant departments would suggest improvement measures.

98. A consolidated reply provided by Mr Fabian CHEUNG of the TD was as follows:

- (1) In accordance with the prevailing policy, it was mandatory for the MTRCL to operate bus

services within the North-west Transit Service Area under the Mass Transit Railway Ordinance. The routing of the additional MTR bus routes proposed by Members fell beyond the service area of MTR bus as stipulated in the above ordinance. Therefore, residents were encouraged to make use of existing public transport network;

- (2) Route 77K of KMB had a peak headway of 15 to 20 minutes. The department would discuss with the KMB on frequency adjustment according to established mechanism and passengers' needs, when necessary;
- (3) The CEDD planned the provision of about 250 bicycle parking spaces at Kam Ho Road and Kam Po Road for completion by 2026;
- (4) Members were advised to enquire of the HyD, LandsD and MTRCL in respect of the Kam Sheung Road Station Package One Property Development and the arrangements for the car park; and
- (5) The department would follow up with the KMB on the accuracy of its estimated bus arrival time system as well as the occasions where arriving bus information vanished all of a sudden on the mobile application.

99. Mr Julian NG of the CEDD said that the widening works of Kam Sheung Road was delayed due to the discrepancy between the design of the underground public facilities and the actual circumstances. The timetable for the works would be furnished to Members after the meeting.

100. Mr Raymond AU of the TD said that the temporary planning permission of the Flea Market had expired in 2016, the site was rezoned for "Other Specified Uses" annotated "Commercial/Residential Development with Public Transport Interchange and Railway Station". The use of the site as a flea market was always permitted within the zone, hence application for amendment of planning permission to the TPB for the Flea Market to change its operation hours was not necessary.

Report Items

Item IX: Progress reports of Committees and Working Groups

- (i) **District Facilities and Works Committee (YLDC Paper No. 17/2024)**
- (ii) **Food, Environment and Hygiene Committee (YLDC Paper No. 18/2024)**
- (iii) **Community Involvement, Culture and Recreation Committee (YLDC Paper No. 19/2024)**
- (iv) **Town Planning and Development Committee (YLDC Paper No. 20/2024)**
- (v) **Traffic and Transport Committee (YLDC Paper No. 21/2024)**
- (vi) **Housing Committee (YLDC Paper No. 22/2024)**
- (vii) **Social Welfare and Labour Committee (YLDC Paper No. 23/2024)**
- (viii) **Community Affairs Committee (YLDC Paper No. 24/2024)**
- (ix) **Working Group on Boosting Local Economy (YLDC Paper No. 25/2024)**

101. The Chairman referred Members to the progress reports of the Committees and the Working Group as set out in Paper Nos. 17 to 25.

102. Mr TANG Che-keung, MH said that the CEDD and Housing Department ("HD") had consulted the Housing Committee ("HC") on 23 February 2024 regarding the "Public Works Programme Item No. B860CL and related public housing developments - site formation and

infrastructure works for public housing development near Tin Tsz Road, Tin Shui Wai and related public housing developments” (“the proposed programme”). He opined that the proposed programme would pose an impact on the nearby Ha Mei San Tsuen and Fung Ka Wai, however the departments did not fully consult the Ping Shang Heung Rural Committee and the villagers affected by land resumption. Besides, he hoped that the Government would re-introduce the Village Expansion Area Scheme to allow villagers who had their land resumed by the Government because of the development of Tin Shui Wai to apply for building small houses. Moreover, he proposed that the identified site of the proposed programme to be moved northward by 1 kilometre, saying that the new site covered a larger area and enjoyed greater convenience in transport. He then suggested that the department reduce the area of land to be resumed by one third to minimise impact on Ha Mei San Tsuen and Fung Ka Wai, and to cut down the Government’s expenditure on compensation for land resumption. He said that, with references drawn from the respective public housing developments near Tan Kwai Tsuen and Long Bin in Yuen Long, more floors should be built in public housing in order to provide more flats and to optimise land resources.

103. Mr YIU Kwok-wai, MH said when the CEDD and HD consulted the HC on the proposed programme, he noted that the departments had not yet consulted relevant rural committees. Therefore, Members had already emphasised that the departments should obtain support from relevant rural committees before the implementation of the proposed programme.

104. The Chairman said that the Secretariat would relay the views to the CEDD and HD. If necessary, Members could submit an agenda item to the HC for discussion of relevant matters.

(Post-meeting note: The Secretariat relayed Members’ views to the CEDD and HD in a letter dated 10 April 2024 and forwarded the written reply submitted by the CEDD to Members on 9 May 2024.)

Item X: Hong Kong Police Force’s report on the district’s law and order situation and crime figures between December 2023 and February 2024

105. The Chairman invited Ms Tammy CHAN of the Hong Kong Police Force (“HKPF”) to report on the law and order situation and crime figures in the district.

106. Ms Tammy CHAN reported on the district’s law and order situation and crime figures between December 2023 and February 2024.

107. Mr LUI Kin, MH commended the Police for upholding law and order in Yuen Long, in particular the efforts in cracking down on deception syndicates. In addition, he relayed that there had been an increase in the number of pickpocketing cases in Yuen Long Town, such as in the area of Kau Yuk Road and In-Citi. He hoped that the Police would pay more attention to this.

108. Mr YU Chung-leung said that the number of burglary cases in the district had doubled when compared with the same period of last year, this would bring psychological stress to residents. He hoped that the Police would step up enforcement in combating burglaries.

109. Mr TAM Tak-hoi complimented the Police’s work in the first quarter of this year. The Police had collaborated with different organisations, village representatives, etc. through the District Fight Crime Committee to lower the number of cases involving juvenile delinquency. Besides, he

suggested the Police deploy more manpower during Easter holidays to prevent crimes.

110. Ms Fennie LAI commended the Police for being receptive and conducting the anti-street gambling operations in Tin Shui Wai in early March with the arrest of 47 persons and the seizure of about \$0.67 million in cash.

111. Mr CHEUNG Wai-sum said that the road lying parallel to Jockey Club's off-course betting centre in Hung Shui Kiu was a single-lane road for two-way traffic. It was always occupied by parked vehicles on every racing day. These vehicles blocked sightline of pedestrians crossing the road and had caused traffic accidents. He urged the Police to pay attention to the situation.

112. A consolidated reply provided by Ms Tammy CHAN of the HKPF was as follows:

- (1) The Police were aware of the trend of pickpocketing in Yuen Long town and would step up patrol and conduct anti-pickpocketing operations;
- (2) Since only a limited area fell under the surveillance of Closed Circuit Televisions ("CCTVs") installed in rural areas, it had become more challenging for the Police to detect burglaries occurred in village houses. The Police would step up patrol at rural areas and deploy drones during anti-burglary operations. Villagers were also encouraged to strengthen their home security measures and install CCTVs with the aim of minimising the risk of burglary and assisting police investigation;
- (3) The Police had always attached importance to the prevention of juvenile delinquency by organising various types of activities and crime prevention talks through Yuen Long Junior Police Call; setting up anti-crime and anti-deception promotion booths in different events held in the district, and disseminating crime prevention information on social media platforms, etc.; and
- (4) The Police would deploy officers to monitor the road traffic outside Jockey Club's off-course betting centre in Hung Shui Kiu and render assistance in traffic dispersion if necessary.

113. In conclusion, the Chairman hoped that the Police would sustain their efforts in fighting crimes in Yuen Long District.

Item XI: Report on the work progress of District-led Actions Scheme

114. The Chairman invited Mr Hubert CRUZ, Assistant District Officer (Yuen Long) 1, to report on the latest progress of the "District-led Actions Scheme" ("DAS").

115. Mr Hubert CRUZ introduced the DAS and its work progress.

116. Members noted the aforesaid progress report.

Item XII: Any Other Business

117. Mr WONG Yuen-tai, MH appreciated and acknowledged the commitment of the Yuen Long District Office in the “Yuen Long Vibes Mart under the Day x Night Vibes @ 18 Districts” and offered his gratitude towards all Members for the concerted effort in achieving exemplary results. He hoped that initiatives on boosting local economy would continue to be launched under the Chairman’s leadership.

118. The Chairman said that the “Yuen Long Vibes Mart under the Day x Night Vibes @ 18 Districts” had achieved spectacular results with attendance amounting to 120 000. He thanked Members and local organisations for their collaborative efforts.

Item XIII: Date of next meeting

119. The Chairman said that the third District Council meeting was to be held in the conference room of YLDC at 2:30 p.m. on 28 May 2024.

120. There being no other business, the Chairman announced that the second meeting of the seventh term YLDC closed and thanked Members and the department representatives for their attendance.

Yuen Long District Council Secretariat
May 2024