

**Summary of Minutes of the 14<sup>th</sup> Meeting of Tuen Mun District Council**  
**(2012-2015)**

**Meeting**

The Tuen Mun District Council (“TMDC”) held its 14<sup>th</sup> meeting on 7 January 2014.

**Consultation of Draft Tin Fu Tsai Outline Zoning Plan No. S/TM-TFT/1**

2. TMDC had discussed the draft Tin Fu Tsai Outline Zoning Plan (“the draft plan”) at its 13<sup>th</sup> meeting on 5 November 2013. The Planning Department (“PlanD”) had later relayed the views received to the Town Planning Board (“TPB”) for consideration and the draft plan had been amended afterwards.

3. Representatives of PlanD, Water Supplies Department (“WSD”) and Environmental Protection Department (“EPD”) attended the meeting and briefed Members on the paper with highlights on : (a) the location and site plan of Tin Fu Tsai (“TFS”); (b) the general planning intention; and (c) the land use zonings, including “Village Type Development”, “Conservation Area” and “Green Belt” as well as the “rebuilding of New Territories Exempted House” and “replacement of existing domestic building by New Territories Exempted House” which were always permitted within “Green Belt” zone. The representative of PlanD remarked that the draft plan had been exhibited from 20 December 2013. If TMDC or Members has/have any views, representation in writing should be sent to the Secretary of TPB on or before 20 February 2014.

4. A number of Members put forward their views on the paper which mainly included: (a) it was suggested that the Administration should consider the actual needs of the villagers and improve the mechanism for approving building applications; (b) it was urged that WSD should advise departments concerned (e.g. EPD) to provide sewage disposal facilities for the villagers in the form of a pilot scheme; (c) it was suggested that the Administration should build roads for Tin Fu Tsai Village (“TFTV”) so that vehicles going in and out of TFTV needed not make applications in advance, and that efforts should also be made to solve the water quality problem; and (d) it was requested that PlanD should explain the reasons for dividing TFT into 14 “Village Type Development” zones based on the distribution of buildings. It was also hoped that PlanD could consider combining the 14 “Village Type Development” zones to form a single “Village Type Development” zone.

5. A consolidated response to the views of Members was provided by representatives of PlanD, WSD and EPD as follows:

- (a) the representative of PlanD said that at present, TFT was not provided with any public sewerage system. In this regard, PlanD had liaised with EPD and learnt that the provision of a public sewerage system was considered technically infeasible for the time being. Moreover, as TFT was an “enclave” completely encircled by Tai Lam Country Park, vehicles entering TFT had to apply for approval from the Agriculture, Fisheries and Conservation Department (“AFCD”) in advance in accordance with the requirement of AFCD. Regarding the “Village Type Development”, since most of the land within TFT was not private land as specified by TPB and the land fell within the area of agricultural land could not be zoned for “Village Type Development”, the “Village Type Development” zones did not come as a single zone as before. According to the information of WSD, the domestic wastewater discharged from the “Village Type Development” was difficult to treat, WSD had to act prudently to avoid new pollution source in the catchment area so as to reduce the risk of water pollution as far as possible;
- (b) the representative of WSD pointed out that TFT was located within a catchment area and the wastewater of the area would be discharged into Tai Lam Chung Reservoir directly. WSD would try its best to render assistance to the villagers to solve the problem of wastewater discharge. However, having regard to the principles of water quality protection and water conservation, WSD was unable to address additional wastewater problems caused by the newly constructed buildings and therefore did not support new village house development; and
- (c) the representative of EPD remarked that if the villagers were going to rebuild village houses within the catchment area, they should provide septic tanks to treat effluent in accordance with the requirements and guidelines of EPD (including passing the leakage test). Under the existing government policies, the waste treatment facilities mentioned by the Member would not be provided for individual villages or villagers. Villagers were advised to collect information on this matter on their own for carrying out the works.

## **Request for Discussion on the Revised Option of Tuen Mun Western Bypass**

6. The representative of the Highways Department (“HyD”) explained the current development status of the Tuen Mun Western Bypass (“TMWB”) to Members. He said that to synchronise with the commissioning of the Tuen Mun – Chek Lap Kok Link (“TM-CLKL”), TMWB would provide a north-south running strategic route connecting the North West New Territories, the Hong Kong Boundary Crossing Facilities (“HKBCF”) of the Hong Kong–Zhuhai–Macao Bridge (“HZMB”), the Hong Kong International Airport and North Lantau Island. Regarding the current alignment option, HyD had received objections from members of local community and individual District Councillors. They were mainly concerned about the issues of air quality, noise, visual impact, fung shui and land. After consolidating the views of different parties, HyD needed time to follow-up so as to further consider whether there was room for amending the current alignment of TMWB. HyD would at the same time review the commissioning schedule of TMWB. Due to the complicated nature of the technical problems involved in individual items to be studied and other difficulties, HyD needed more time to follow-up and hoped to take the opportunity to further listen to the views of Members.

7. A number of Members put forward their views and questions which included: (a) it was requested that HyD should provide a roadmap and a timetable for the development of TMWB, and set a deadline and work out the degree of amendment regarding the revised option for TMDC’s reference; (b) it was suggested that a basic alignment option should be mapped out as soon as possible to complement the development of TM-CLKL; and (c) it was suggested that HyD should consider adopting the tunnel option in building TMWB.

8. The representative of HyD said that the northern tunnel section of TM-CLKL (i.e. HKBCF of HZMB to Tuen Mun District) would be completed by the end of 2018. As HyD had noted the concerns of Members on the traffic problems which might be brought about by the commissioning of TM-CLKL, a preliminary traffic assessment had been carried out recently. Moreover, since the Widening Works of Tuen Mun Road (i.e. the widening and improvement works along the section from Tsuen Wan to Tuen Mun Town Centre) would be completed progressively by the end of 2014, HyD believed that the traffic condition would be improved by then. It was also expected that the traffic network of Tuen Mun District could meet the demand for the next ten years.

9. The first submitter of the paper was doubtful about the professionalism and integrity of the representative of HyD. He also expressed discontent as HyD had, without any support of data, projected that the traffic network of Tuen Mun District could meet the demand for the next ten years. He urged the department to provide relevant data. A Member requested the department to provide information on the traffic flow upon the commissioning of TM-CLKL, the estimated traffic flow from Lantau Island to Tuen Mun as well as the vehicles heading for Lantau Island via existing roads in Tuen Mun.

10. In response, the representative of HyD said that though he did not have any relevant information in hand, he would liaise with the Transport Department (“TD”) for provision of the required information to TMDC after meeting. He also said that HyD noted that Tuen Mun District had undergone a lot of significant changes in the past year and a number of them were resulted from various major transport projects under planning. In this regard, HyD and TD were conducting relevant traffic assessments to study the possible impact of such projects on the traffic demand of Tuen Mun District. HyD hoped that the reviews could be completed expeditiously so as to have a better understanding of the development of the whole district.

11. The Chairman requested HyD to reassess the traffic network of Tuen Mun District and to study the demand of future development.

12. A Member, who was also the Chairman of the Traffic and Transport Committee, expressed strong support for the construction of TMWB by the Government. He pointed out that there were a few dissenting voices in TMDC which meant that not the whole TMDC was opposed to the project. He remarked that while TMDC had agreed to the Government’s proposal to build 110 000 niches in Tuen Mun, the Government had ignored the views of Members on the alignment of TMWB, the provision of roads connecting the West New Territories (“WENT”) Landfill with Shenzhen Bay and the Tuen Mun to Tsuen Wan Link etc. He opined that if the Government needed to solicit TMDC’s support for the extension of the WENT Landfill, it should strengthen the communication with the district and consider the needs of local residents and TMDC. The Government should also do its utmost to ensure a smooth traffic flow in the area and submit the housing and traffic projects for the entire area to TMDC for its consideration even if it could not fully address the aspiration of TMDC regarding the extension of the WENT Landfill. A Member suggested that since the outlook was uncertain and Tuen Mun District could accommodate no more housing developments and offensive facilities, the Government should call a halt to all development projects in the district. He also opined that projects concerning Route 10 and Tuen Mun Road

should not be shelved because of their function of diverting traffic flow, and suggested that a railway should be built in Tuen Mun to improve traffic condition.

13. The Chairman said that a number of Members had already put forward their views on the issue. He pointed out that TMDC had initially resolved that Option 7 - Tuen Mun Road Option should be adopted but now the decision was reversed due to a number of reasons. He emphasised that TMDC should reach a consensus on the issue. Otherwise, the works would be further delayed and this would cause significant loss to Tuen Mun District. He therefore suggested that TMDC should arrive at a concerted view to compel the Government to make a serious consideration. If the view of TMDC was not accepted eventually, it could then consider other means of follow-up.

14. The representative of HyD remarked that a relatively large scale traffic assessment on Tuen Mun District being conducted jointly by HyD and TD had already covered the possible impacts of various recent major development projects in the district. HyD hoped that it would be allowed to have more time to compile the findings of the traffic assessment and to report to TMDC afterwards. In this regard, the Chairman urged HyD to provide the most suitable option at its next meeting with TMDC.

#### **Tuen Mun River Beautification Project–Footbridge Construction Project across Tuen Mun River**

15. The Chairman said that TMDC had discussed the issue at its third special meeting held on 23 July 2013. The Hong Kong Housing Society (“HKHS”) had then submitted a paper reporting the latest progress of the project. The paper had been distributed to Members for information by email on that day. HKHS said that they would brief TMDC again when new progress was available or at Members’ request.

#### **Consultation on the Proposed Amendments to the Tuen Mun Outline Zoning Plan**

16. Representatives of the Development Bureau, PlanD, TD and Leisure and Cultural Services Department attended the meeting and briefed Members on the paper. The representative of PlanD said that it was proposed that 15 amendments concerning housing developments would be made to the outline zoning plan (“OZP”) which included: rezoning the undesignated “Government, Institution or Community” sites; incorporating the areas of no special ecological significance, areas which were deserted or formed as well as some “Green Belts” near the development land into the development; and increasing the plot ratio of government land as far as allowable in

planning terms. It was understood that Members concerned and residents were worried about the possible impacts of the proposed amendments to be made to the OZP, therefore, when preparing the amendments, PlanD and other departments concerned had conducted assessments on infrastructure (including road networks, community facilities and open space), traffic, environment, ventilation and visual impact. They had also ensured that there would be sufficient ancillary facilities, and that the degree of impact would be acceptable.

17. A number of Members put forward their views/questions on the following amendments:

- (a) Item A1: west of Kei Lun Wai, Area 54;
- (b) Item A2: north of Hing Fu Street, Area 54; and
- (c) Item A3: north-east of Leung King Estate, Area 29.

Representatives of government departments responded accordingly.

18. TMDC did not have other comments/questions on the following amendments:

- (a) Item A4: junction of Shek Pai Tau Road and Ming Kum Road, Area 2;
- (b) Item A5: north of Hing Fu Street site, Area 54;
- (c) Item C10: several sites in the north of Mrs. Cheng Yam On Millennium School, Area 56
- (d) Item D1: 2 San On Street, Area 12;
- (e) Item D2: east of Lung Fu Road, Area 45;
- (f) Item E: Area 46; and
- (g) Item F: Beneville and Tuen Kwai Road site, Fu Tei, Area 52.

19. TMDC also discussed “Item B, C1 to C9 and C11” and specifically put forward its views on “Item C5” as follows:

- (a) it was suggested that the item should be excluded for further discussion due to historical reasons;
- (b) it was suggested that meetings with residents along Castle Peak Road on “Item C1 to C5” should be held and TMDC should be consulted afterwards;

- (c) it was opined that as the plot ratio of “Item C5” was 1, only 60 to 100 residential flats could be produced, and these low density residential properties of high value were not a solution to the problems of subdivided flats and public housing; and
- (d) though the area involved in the item was small and insignificant in comparison with the overall supply of 10 800 flats, it had triggered off great repercussions among residents in the vicinity. Therefore, it was suggested that to kill two birds with one stone, the Government should relocate the methadone centre of Tuen Mun Clinic to release more land for residential development.

20. The Vice-chairman said that PlanD could move forward to the next step regarding the amendments on which Members had no other comments/questions. TMDC would either hold a special meeting to discuss the remaining 14 amendments (i.e. A1, A2, A3, B, C1 to C9 and C11) or refer the issue to the Working Group on Development and Planning of Tuen Mun District under TMDC for follow-up.

#### **Extension of the West New Territories Landfill**

21. Given that the Finance Committee(“FC”) of the Legislative Council (“LegCo”) would discuss the funding applications of the consultancy study and the study of road access concerning the extension of the WENT Landfill on 10 January 2014, the Chairman hoped that a special meeting could be arranged in late January to discuss the related issues. A number of Members expressed discontent with the Government’s submission of the funding applications to the LegCo for approval without consulting the opinions of TMDC. They opined that this had bypassed TMDC. After discussion, TMDC resolved to write to the Public Works Sub-committee of the LegCo, FC and the Secretary for Environment, asking them not to process or approve the funding applications related to the extension of the WENT Landfill until the issue was thoroughly discussed by TMDC and consensus was reached between TMDC and the Government.

Secretariat, Tuen Mun District Council  
10 February 2014