

The minutes were confirmed on 8 December 2015 without amendment.

Minutes of the 4th Meeting of
Yuen Long District Council in 2015

Date : 1 September 2015 (Tuesday)

Time : 9:30 a.m. – 2:00 p.m.

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

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
Chairman : The Hon LEUNG Che-cheung, BBS, MH, JP	(Beginning of the meeting)	(End of the meeting)
Vice-chairman : Mr WONG Wai-shun	(Beginning of the meeting)	(End of the meeting)
Members : Mr CHAM Ka-hung, Daniel, BBS, MH, JP	(Beginning of the meeting)	(11:50 a.m.)
Ms CHAN Mei-lin	(Beginning of the meeting)	(End of the meeting)
Mr CHAN Sze-ching	(Beginning of the meeting)	(End of the meeting)
Mr CHEUNG Muk-lam	(Beginning of the meeting)	(End of the meeting)
Mr CHING Chan-ming	(Beginning of the meeting)	(11:40 a.m.)
Ms CHIU Sau-han	(Beginning of the meeting)	(End of the meeting)
Mr CHONG Kin-shing, MH	(Beginning of the meeting)	(End of the meeting)
Mr CHUI Kwan-siu	(Beginning of the meeting)	(End of the meeting)
Mr KWOK Hing-ping	(Beginning of the meeting)	(End of the meeting)
Mr KWOK Keung, MH	(Beginning of the meeting)	(End of the meeting)
Mr KWONG Chun-yu	(Beginning of the meeting)	(End of the meeting)
Mr LAI Wai-hung	(Beginning of the meeting)	(1:30 p.m.)
Ms LAU Kwai-yung	(Beginning of the meeting)	(End of the meeting)
Mr LEE Yuet-man, MH	(Beginning of the meeting)	(End of the meeting)
Mr LEUNG Fuk-yuen	(9:45 a.m.)	(11:40 a.m.)
Mr LUK Chung-hung	(Beginning of the meeting)	(End of the meeting)
Mr MAK Ip-sing	(9:40 a.m.)	(End of the meeting)
Mr MAN Kwong-ming	(Beginning of the meeting)	(End of the meeting)
Mr MAN Ping-nam, MH	(Beginning of the meeting)	(End of the meeting)
Mr SHUM Ho-kit	(Beginning of the meeting)	(12:30 p.m.)
Mr SIU Long-ming	(Beginning of the meeting)	(End of the meeting)
Mr TAI Yiu-wah, Robert, MH, JP	(Beginning of the meeting)	(End of the meeting)
Mr TANG Cheuk-him	(Beginning of the meeting)	(End of the meeting)
Mr TANG Cheuk-yin	(Beginning of the meeting)	(End of the meeting)
Mr TANG Hing-ip, BBS	(Beginning of the meeting)	(End of the meeting)
Mr TANG Ho-nin	(Beginning of the meeting)	(End of the meeting)
Mr TANG Ka-leung	(Beginning of the meeting)	(End of the meeting)

Mr TANG Kwai-yau	(Beginning of the meeting)	(End of the meeting)
Mr TANG Kwong-shing, MH	(9:55 a.m.)	(End of the meeting)
Mr TANG Lai-tung	(9:45 a.m.)	(12:15 p.m.)
Mr TANG Shui-man	(Beginning of the meeting)	(End of the meeting)
Mr TSANG Shu-wo	(Beginning of the meeting)	(End of the meeting)
Mr WONG Cheuk-kin	(Beginning of the meeting)	(End of the meeting)
Ms WONG Wai-ling	(Beginning of the meeting)	(End of the meeting)
Mr WONG Wai-yin, Zachary	(Beginning of the meeting)	(End of the meeting)
Ms YAU Tai-tai, BBS, MH	(Beginning of the meeting)	(End of the meeting)
Mr YIU Kwok-wai	(Beginning of the meeting)	(End of the meeting)
Ms YUEN Man-yee	(Beginning of the meeting)	(End of the meeting)

Secretary : Mr KONG Kwok-piu, Senior Executive Officer (District Council), Yuen Long District Office
Miss LAM Ka-hing, Executive Officer I (District Council), Yuen Long District Office
Alexis

In Attendance

Mr MAK Chun-yu, District Officer (Yuen Long)
Edward, JP
Mr WONG Chi-wah, Assistant District Officer (Yuen Long) 1
Steve
Mr WU Cheuk-wang, Assistant District Officer (Yuen Long) 2
Ricky
Miss CHENG Siu-mui, Senior Liaison Officer (Town), Yuen Long District Office
Cyndia
Mr LAU Wing-kam Chief Engineer/New Territories West 1 (New Territories West), Civil Engineering and Development Department
Mr CHAN Fu-man Chief School Development Officer (Yuen Long), Education Bureau
Mr CHEUNG Pui-chung District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Mr FOK Lok-sang District Commander (Yuen Long), Hong Kong Police Force
Ms SHIU Wan-yee Assistant Divisional Commander (Operations) (Yuen Long), Hong Kong Police Force
Ms WONG Lai-ying Police Community Relations Officer (Yuen Long District), Hong Kong Police Force
Mr LEE Yeung-to Chief Manager/Management (Tuen Mun and Yuen Long), Housing Department
Ms CHIU Lee-lee, Lily District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department

Mr WONG Kin-wai, Kelvin	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Ms OR Wai-yee, Wendy	Chief Leisure Manager (New Territories North), Leisure and Cultural Services Department
Miss CHEUNG Wai-ying, Olivia	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Mr LAM Chi-man, David	District Planning Officer/Tuen Mun and Yuen Long West, Planning Department
Ms LAM Wai-yip, Michelle	District Social Welfare Officer (Yuen Long), Social Welfare Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/New Territories North West, Transport Department

Item 2

Mr LING Kar-kan, JP	Director of Planning
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Item 6

Mr LI Wai-tong	Liaison Officer-in-charge (Town 2), Yuen Long District Office
Mr CHUNG Kam-chung	Liaison Officer (Town 2) 1, Yuen Long District Office

Item 7

Mr William LIU	Director, ARK Associates Limited
Mr LUK Hing-pong, Jimmy	Associate Director, ARK Associates Limited

Item 8

Ms TSUI Ka-wing	Secretary, Yuen Long District Healthy City Association Limited
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Absent

Mr CHOW Wing-kan	(Absent due to other commitments)
Mr LUI Kin	

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Opening Remarks

The Chairman welcomed Members and representatives from government departments to the 4th meeting of the Yuen Long District Council (“YLDC”) (2015). He extended congratulations to Mr TANG Hing-ip, Mr CHONG Kin-shing and Mr SHUM Ho-kit, who had been awarded the Bronze Bauhinia Star, the Medal of Honour and the Chief Executive’s Commendation for Community Service respectively. The Chairman also extended a special welcome to Mr FOK Lok-sang, the newly appointed District Commander (Yuen Long) of the Hong Kong Police Force (“HKPF”) who succeeded Mr TSANG Cheung-tat. He also thanked Mr TSANG for his past support of the work of the YLDC.

Item 1: Confirmation of the Minutes of the 3rd Meeting and 1st Special Meeting of the YLDC (2015)

2. The minutes of the 3rd meeting and 1st special meeting of the YLDC (2015) were confirmed unanimously.

Item 2: Meeting with the Director of Planning

3. The Chairman welcomed the following representatives of the Planning Department (“PlanD”) to the meeting:

Director of Planning (“D of Plan”)
District Planning Officer/Tuen Mun and
Yuen Long West

Mr LING Kar-kan, JP
Mr David LAM

4. Mr LING Kar-kan, JP introduced the work of the PlanD and the planning projects in Yuen Long.

5. Mr Daniel CHAM, BBS, MH, JP said that the communication between the PlanD’s district staff and the YLDC in recent years was not as close as it had used to be, which had given rise to many conflicts. For example, on the planning for development of Kam Tin South and Pat Heung, a number of Members had requested the widening of roads first, but this request was not reflected in the development plan. He said that prior to the development of Tin Shui Wai North, large-scale road widening works had to be carried out in Tin Shui Wai South first. In addition, Members and the local community were very much concerned with the proposed plot ratio of up to 5.5 for developments in the vicinity of Tin Ying Road in the Hung Shui Kiu New Development Area (“HSK NDA”) as compared to the plot ratio for Kingswood Villas of 3 only. They were worried that excessive building density would create wall effect. While he understood that higher plot ratio would be permitted for developments adjacent to the proposed West Rail Hung Shui Kiu Station, he opined that the proposed plot ratio should descend towards the periphery of the NDA. In his view, the PlanD and the Civil Engineering and Development Department had to consider the views of the local community and residents nearby in the planning and development process. He also suggested a review of the proposed plot ratio for developments near Tin Shui Wai in the HSK NDA with a reduction in density. Moreover, he noticed that the authorities had given approval to the Housing Department (“HD”) for a public housing (“PRH”) development with a proposed maximum plot ratio of 6 in the “Green Belt” (“GB”) zone near Wing Ning Tsuen. Developments in rural areas with lower building density such as Fairview Park in the vicinity of Kam Pok Road were subject to a plot ratio of 0.2, but the proposed plot ratio in the planning application of a developer was as high as 3. The plot ratio for developments in the “Comprehensive Development Area” zone in the vicinity of Ngau Tam Mei had already been set at 0.4, but the proposed plot ratio in the planning application of a developer was as high as 3.66. He urged the PlanD to uphold the established planning principles and stringently perform its gate-keeping role. Otherwise, it would create a wrong impression to developers that planning restrictions had been relaxed, and result in chaotic district planning and development, putting the community at a loss.

6. Mr CHEUNG Muk-lam said that the actual development in Yuen Long was inconsistent with the concept of people-oriented planning as mentioned in the introduction. Some residents had reflected to him that after the occupation of a footpath of five to six feet along Tan Kwai Tsuen Road in Hung Shui Kiu by the garden of Domus, a private residential development which would be ready for intake soon, its width was reduced to around one metre, leaving no room for the provision of railings, thereby jeopardising the safety of pedestrians. Uptown, another private residential development in the district, was less than 13 feet away from the elevated highway running across Hung Tin Road. The busy vehicular flow on the elevated highway every day caused noise nuisance to residential areas. The aforesaid two cases had revealed the inadequacies in planning. Furthermore, he opined that the authorities had neither drawn experience from the development of Tin Shui Wai nor addressed issues concerning transport, recreation, employment and people's livelihood in the planning of the HSK NDA, which had created a massive discontent among the residents. He also urged the PlanD to explore how to make good use of the decks of Hung Shui Kiu Nullah and release land resources to provide additional community facilities for the betterment of residents' living environment.

7. Mr CHING Chan-ming opined that the PlanD had not consulted the rural committees concerned in determining land uses and planning. It had even bypassed the rural committees concerned to consult the YLDC directly on the planning for development of rural areas in Yuen Long. He held the view that the PlanD should first submit the planning proposals for rural areas to the six rural committees familiar with rural affairs in Yuen Long for discussion to solicit their support. In addition, the specified land use zonings for rural areas had remained unchanged since the formulation of the Yuen Long Outline Zoning Plan ("OZP") two decades ago. In particular, a lot of agricultural land were no longer cultivated. Mosquito breeding and flooding were common after years of abandonment. He hoped that the PlanD would examine how to put agricultural land to good use. For example, land could be identified from the plenty available agricultural land in Shap Pat Heung for accommodating the logistics industry and godowns in the vicinity of Kung Um Road in Yuen Long South. He said that he and the rural committees had previously provided their views to the consultant commissioned by the PlanD, but their views were not reflected in the planning for development of Yuen Long South. He requested the PlanD to show concern. He also urged the PlanD to have full regard to local traffic issues in the planning of Yuen Long.

8. The Vice-chairman pointed out that the authorities had two different attitudes towards nullah decking. On the one hand, the PlanD had approved the application submitted by a developer for construction of a hotel on a site near West Rail Yuen Long Station with proposed decking of most of the nullah for conversion into a carriageway. On the other hand, no follow-up actions had been taken by any department on the motion passed by the Environmental Improvement Committee under the YLDC that urged the Government to deck the nullah next to Yau Tin East Road in Yuen Long East to improve the environmental hygiene and provide additional transport and sitting-out facilities. He considered that to implement the same nullah decking works, the developer could use its own capital, but the public was in desperate need of assistance from the Government. He said that there was a shortage of land for provision of transport and recreational facilities in the vicinity of West Rail Yuen Long Station. As the nullah concerned had indeed taken up a large amount of precious space and was incompatible with the surroundings, it should be decked for release of land resources to provide additional ancillary community facilities. He continued that although the plot ratio for residential developments in the vicinity of West Rail Yuen Long

Station had been raised under the “85 000 housing policy” introduced years ago, additional ancillary transport and recreational facilities had not been provided accordingly. The Town Planning and Development Committee under the YLDC had had a related discussion and its Members were of the view that the ancillary community facilities in the district were not in line with the planning standards. He indicated that several “Government, Institution or Community” (“GIC”) sites had been long vacant or put to uses other than those specified for the “GIC” zone. He hoped that the PlanD would review their actual land use.

9. Mr LAI Wai-hung opined that before planning the development of Kam Tin South and Pat Heung, the PlanD had not taken into account the traffic condition of Kam Sheung Road and Kam Tin Road (Pat Heung section), which had already been unacceptable with serious traffic congestion and frequent traffic accidents. According to the information provided by the Traffic New Territories North Headquarters of the HKPF, 256 traffic accidents had occurred on Kam Sheung Road from 2012 to June 2015, and two of which, both occurred in 2014, had been fatal. The figures were startling. Another fatal traffic accident had occurred on Kam Sheung Road on 23 August 2015. The Government had paid no attention to the traffic problems in the area despite the fatal traffic accidents that had claimed five lives over the past three years. He strongly requested the Government to widen the entire Kam Sheung Road and Kam Tin Road, both constructed in the 1960s, before developing Kam Tin South and Pat Heung. These two roads had reached their maximum capacity, and their design could neither meet the existing standards nor the traffic needs of residents. Without the widening of these two roads, it could not be ensured that the housing development in Kam Tin South and Pat Heung would not have any adverse traffic impact. The population intake of 8 700 residential units to be provided in the phase 1 development would create pressure on local traffic. The PlanD had consulted the YLDC on the planned development in 2014 and 2015, during which, the YLDC had passed with an absolute majority the motion that requested that the schedule for widening the entire Kam Sheung Road and Kam Tin Road should be finalised before the consultation of the YLDC on the planning for development of Kam Tin South and Pat Heung. However, the PlanD had showed no respect to the YLDC’s decision by submitting the development plan to the Town Planning Board (“TPB”) without responding to Members’ requests. Therefore, he hoped that the D of Plan would address Members’ concerns in this regard.

10. Mr LEE Yuet-man, MH hoped that the D of Plan would listen more to the voices of Members and local residents. While he understood that various technical considerations and expert advice were considered in the planning stage, the final proposals were often not what members of the public had expected, leading to public discontent. Given the general public aspirations for a better livelihood, he was of the opinion that a lot of problems could be solved jointly if the Government could take into consideration the views and requests of Members and residents so as to solicit their support. In regard to the planning for housing development in Kam Tin South and Pat Heung, he hoped that the PlanD would listen more to residents’ views and the YLDC’s explicit wish expressed in the previous motions.

11. Mr KWONG Chun-yu considered that planning related to the future of a town, affecting its urban development in the next ten or even twenty years. The development in Tin Shui Wai had been criticised for focusing too much on PRH development and the lack of ancillary community facilities, which affected the daily lives of local residents and even the development of young people. For example, “street children”, once a problem in Tin Shui

Wai, had been closely related to the lack of recreational and community facilities in the district. He hoped that planning could be people-oriented with carefully planned land uses and well developed road networks. Furthermore, he relayed that the villagers of Wing Ning Tsuen were only briefly informed about the development to be conducted in the village area. He hoped that the authorities would soon communicate with the villagers to ease their concerns. Moreover, he especially pointed out that Nam Sang Wai, which was also an ecologically important site in Yuen Long, had been missed in the introduction.

12. Ms LAU Kwai-yung opined that comprehensive planning would benefit members of the public, while poor planning would have far-reaching consequences. The erroneous planning of Tin Shui Wai with a high population density but a lack of ancillary facilities was the root of various problems. She hoped that the PlanD would plan properly for ancillary facilities first in planning the HSK NDA. She was also very concerned about the direct impact of the proposed removal of Tin Ying Road in the NDA planning on the traffic in Tin Shui Wai North, in particular the extension of bus route no. K76 that provided feeder services connecting West Rail Tin Shui Wai Station. She hoped that the PlanD would conduct a site visit to assess the actual traffic impact of the removal of Tin Ying Road. Besides, quite a number of residents had relayed to her the long-standing problem of inadequate parking spaces for goods vehicles and private cars in Tin Shui Wai that forced car owners and professional drivers to park their vehicles at the roadside. In her opinion, the overall shortage of parking spaces in Tin Shui Wai was a result of reduced parking spaces in the entire district after the conversion of car parks in the vicinity to other uses such as warehouses of online shopping companies. She hoped that the PlanD would help improve the situation.

13. Mr LEUNG Fuk-yuen indicated that Yuen Long covered a vast area and served as a node of economic development in the New Territories. Yuen Long residents in general supported addressing the housing problems through land development, but he hoped that the Government would first enhance the transport infrastructure in Yuen Long. He pointed out that with the gradual completion of large-scale residential developments along Shap Pat Heung Road and Kung Um Road, more residents were annoyed by the frequent traffic congestion in the area. Further development of Yuen Long South would certainly aggravate the traffic problems. During the consultation conducted by the Government, the rural committee of the area had already suggested decking part of the nullah along Kung Um Road to ease traffic congestion and provide additional recreational facilities. He hoped that the authorities would respect such a crystal clear view. Moreover, he pointed out that there were quite a number of logistics and port back-up operators in Hung Shui Kiu and urged the authorities to adequately consult with the related industries and the local community in planning the HSK NDA. He also called for the expansion of “Village Type Development” (“V”) zone during land development to meet the housing needs of indigenous villagers. He said that as the six heungs were an integral part of Yuen Long, he urged the Government to pay heed to the views of the six rural committees in the planning and development of Yuen Long, and seek support from the local community for the development of Yuen Long into a people-oriented community as well as an important node of the North West New Territories development.

14. Mr LUK Chung-hung thanked representatives of the Development Bureau (“DEVB”) and the PlanD for attending the public meeting with residents at Tin Heng Estate earlier to exchange views with the residents on the planning of the HSK NDA. He was of

the view that retaining Tin Ying Road would not go very much contrary to the planning brief of the HSK NDA since there was plenty available space near Tin Shui Wai Nullah for both planned housing development and retention of Tin Ying Road, even if the concept of “riverside economic zone” was to be implemented. Besides, as regards the proposed construction of an environmentally-friendly transport system on Tin Ying Road, he opined that the PlanD should study whether the environmentally-friendly transport system would technically need to take up the entire Tin Ying Road, or it could run parallel to the conventional road-based transport modes. He supported the planning of the HSK NDA as a whole, but hoped that the PlanD would take into consideration the impact of the NDA development on the surroundings. In addition, he indicated that one of the highlights of the NDA planning was the estimated creation of 150 000 job opportunities. Nevertheless, there seemed to be a lack of corresponding comprehensive strategies for economic and industrial development to lay the foundation for job creation. As such, he suggested the Government set up an inter-departmental working group comprising the relevant bureaux and departments such as the DEVB, the Commerce and Economic Development Bureau, the proposed Innovation and Technology Bureau, the PlanD and the Labour Department to study how to implement economic development and create employment opportunities, thereby obviating the needs for residents to work across districts and relieving the pressure on out-bound traffic.

15. Mr MAK Ip-sing opined that blunders in planning would have far-reaching consequences. He pointed out that residents of Yuen Long used the footbridge connecting Sun Yuen Long Centre to West Rail Yuen Long Station every day. The poorly designed footbridge with a width that could only accommodate four persons at a time had been in use since 1995. During the peak hours between 7:00 a.m. and 8:00 a.m. every day, it was crowded with pedestrians, who often took 10 odd minutes to cross the footbridge to West Rail Yuen Long Station and the economic losses arising therefrom were difficult to assess. Had the footbridge deck been widened in its original planned design, it would have been a different story today. He opined that while school, transport and recreational facilities were provided according to the OZPs of the relevant areas, if such facilities were poorly-planned, they would not be able to catch up with the increasing demand arising from population growth in the future. He said that since his assumption of office as a DC Member, he had witnessed the population growth in Yuen Long from 200 000 to more than 500 000, but with no increase in road facilities, thus resulting in the problem of traffic congestion today. He was of the opinion that in preparing the OZPs, the authorities should make allowance for the planning of district road, educational and recreational facilities to prepare for future population growth. Moreover, he reflected that an agricultural land near Grand Del Sol had been used to perform “Ta Chai” ceremonies. He had already filed a complaint with the PlanD, which had replied that it had not been conferred the enforcement authority in respect of the site under the OZP concerned. He hoped that the relevant departments would take follow-up actions.

16. Mr MAN Kwong-ming enquired about the implementation schedule for the Northern Link (“NOL”) as well as the station distribution of the NOL from Au Tau to San Tin and Lok Ma Chau. He pointed out that the relevant departments had not provided information on the exact number of stations. He also enquired about the future planning layout of San Tin Heung, especially the planning of transport infrastructure. He did not want to see the planning approach of Kam Tin South and Pat Heung applied to San Tin Heung directly. He said that there would be large-scale developments in San Tin Heung in future, such as the

development in Shek Wu Wai on which consultation had been conducted. He hoped that the PlanD could provide the details of future planning of San Tin Heung as early as possible. Moreover, a developer had proposed the construction of a boundary shopping mall in San Tin Heung, for which the public consultation papers of planning applications no. A/YL-ST/476 and A/YL-ST/477 had been issued. According to the papers, 800 parking spaces were proposed under the development. He was worried that the increased vehicular flow would overload the existing road network of San Tin Heung. The current saturated road traffic in the vicinity of the Lok Ma Chau Spur Line ("LMCSL") was an evident consequence of improper planning. The construction of a boundary shopping mall would only worsen traffic problems in San Tin Heung if its road network was not improved first. Besides, he hoped that the PlanD would review the present land use of sites zoned "V", "Agricultural" or even "Industrial" under the San Tin OZP, which had been devised years ago. He also reflected that the San Tin Rural Committee had often commented on the consultation papers of the PlanD, which had never responded. He wondered whether its comments had been adopted and called for the PlanD's attention to the situation.

17. Mr MAN Ping-nam, MH said that the district planning work of the PlanD, which could neither fully safeguard the interests of indigenous villagers nor address their requests for traffic improvements, often sparked discontent among the local community. Thus, he hoped that the PlanD could listen to the views of the local community carefully. He also indicated that the LMCSL Control Point in San Tin, which connected to Futian Port in Shenzhen, had become a trunk road between the Mainland and Hong Kong. Over the past decade or so, taxi queues were common on Lok Ma Chau Road, where traffic congestion was very serious, rendering it difficult for taxis to pull in for passenger drop-off. He opined that the authorities had failed to assess thoroughly the increasing cross-border land traffic demand in the planning of the LMCSL Control Point and hoped that it could work out measures to improve the local traffic. Moreover, he opined that given the traffic congestion along the road section of Castle Peak Road near the Lok Ma Chau Control Point every day since the commencement of Lok Ma Chau cross-border bus services more than a decade ago, the proposed construction of a boundary shopping mall in San Tin would aggravate the traffic problems. He hoped that the authorities could pay attention to the situation.

18. Mr SHUM Ho-kit agreed with the planning concept of balanced development, but in his eyes, the development in Yuen Long was far from balanced. He noted from the introduction that 0.15% of the land in Yuen Long were zoned "Commercial" and 40.4% were zoned "Conservation Area" ("CA") and "GB". He opined that a large amount of land in Yuen Long were subject to stringent restrictions under the relevant planning ordinances. For example, a number of private land owned by indigenous villagers in rural areas had been incorporated into country parks, thus limiting their development. He urged the authorities to review whether the freezing of land use was the only way of conservation. Moreover, he said that a balanced urban-rural integration could not be achieved in the future development of Yuen Long South, Kam Tin and Hung Shui Kiu. Without the expansion of "V" zones, rural areas were gradually encroached by urban areas in the urban-biased development process. Besides, he considered the planning of transport infrastructure a key issue in the development of Yuen Long South. He suggested decking the nullah along Kung Um Road to release space for road widening so as to improve the traffic condition as the other proposals provided by the relevant departments were not feasible.

19. Mr TANG Cheuk-him said that most YLDC Members were disappointed with the Government for not responding to their request for the construction of a Government-operated public market in Tin Shui Wai. There were already two public markets operated by the Government in Yuen Long town, which had a population of more than 200 000 at present. In contrast, no public market operated by the Government was provided in Tin Shui Wai, even though it had a population of over 300 000. In particular, residents in Tin Shui Wai North often reflected that they could not purchase groceries and daily necessities at affordable prices. Moreover, with the increasing population in Tin Shui Wai, coupled with the property development at Light Rail Tin Wing Stop and the completion of housing estates in Tin Shui Wai Areas 112 and 115, the existing problem of inadequate parking spaces would be further aggravated. Night-time on-street parking could now be found almost everywhere in Tin Shui Wai. Should the temporary car park on Tin Yip Road be closed, owners of some 200 private cars that parked in it had to find parking spaces elsewhere. Therefore, he hoped that the PlanD would try to deal with the problem of inadequate parking spaces in Tin Shui Wai or even Yuen Long as a whole.

20. Mr TANG Cheuk-yin enquired when the NOL project, which had been under study for years, would be implemented. He continued that the indigenous villagers in Yuen Long had always been supportive and cooperative in the planning for development of Yuen Long, yet their aspirations for improved local traffic and road networks had not been adequately addressed. If the authorities did not seek any long-term enhancement to Kam Sheung Road and Kam Tin Road, serious traffic congestion, as in the case of Lok Ma Chau, would arise. In addition, he urged the authorities to expand “V” zones to cater for the housing needs of indigenous villagers, as well as devote more resources to the conservation of history and culture of Yuen Long rural areas. Furthermore, he pointed out that a site located between West Rail Kam Sheung Road Station and Mung Yeung Public School had been zoned “CA”. He hoped that the PlanD would rezone the site to a park for public use.

21. Mr TANG Hing-ip, BBS opined that all planning applications had been subject to strict examination by the PlanD more than a decade ago, but the overall development of Yuen Long now seemed to be dominated by private developers. Even though Members had raised opposing comments on some planning applications, the authorities had proceeded with the approval procedures without responding to their comments. In his opinion, green light was often given to developers’ applications for change of land use from agricultural use to other uses that permitted development, resulting in an imbalance in the overall development of Yuen Long and pressure on transport facilities. He was also aware that a developer had submitted a planning application for the construction of over 1 000 residential units in the area of Wing Ning Tsuen, which was originally a “GB” site. As a driving school might also be built in the vicinity, the village roads in the area would be overloaded. Therefore, he urged the PlanD to pay attention to the relevant traffic issues. He hoped that Kam Tin South, Yuen Long South and Hung Shui Kiu would be restricted to low-density developments as far as possible, so as to avoid wall effect due to crowded high-density developments as well as heavy traffic pressure.

22. Mr TANG Ho-nin opined that while a vast amount of land in the rural areas of Yuen Long had been resumed for housing development in a bid to resolve the housing problems of

residents outside Yuen Long, the authorities had lost sight of the housing needs of indigenous villagers. He said that “V” zones in Yuen Long had never been expanded for more than 40 years and the applications for small house developments by the children of indigenous villagers had been rejected. He hoped that the authorities would consider expanding “V” zones in its planning for development of rural areas. Moreover, he stated that several sites around Tso Tongs in Kam Tin had been rezoned from “V” to “Residential (Group C)” for low-density residential developments without prior consultation with the local community. Villagers were informed of the rezoning and the need to apply to the PlanD for change of land use first only when they applied to the District Lands Office for small house developments on the sites concerned. He opined that the Government had fallen short of indigenous villagers’ expectations by changing the use of some “V” zones instead of expanding them.

23. Mr TANG Ka-leung indicated that the planning of the HSK NDA covered the whole Ha Tsuen Heung, which had historically been a major town. Due to changes in transport accessibility and geographical environment, the development focus of Yuen Long had shifted to Yuen Long town centre. In fact, most of the land in the HSK NDA was located within Ha Tsuen Heung. Therefore, he suggested the PlanD rename the HSK NDA as Ha Tsuen NDA in recognition of Ha Tsuen Heung’s historical and cultural values as well as its contribution to the development of Yuen Long. He hoped that the PlanD would be responsive to the heartfelt wishes of residents in Ha Tsuen Heung. While supporting in principle the planned development, he considered the freezing of agricultural land use by the PlanD to be unfair to the land owners. After all, agriculture was no longer a major economic activity in Hong Kong. Many pieces of agricultural land were left uncultivated as it was hard to earn a living by farming alone. Thus, he hoped that the PlanD would review how to put agricultural land to good use. He also supported in principle the planned development of the HSK NDA. Yet, he pointed out that over 200 households affected by the land resumption under the development would need to be rehoused. These residents wished to be allocated PRH units in future but were worried that they would fail the means test. It would be difficult for them to seek alternative accommodation with their meagre savings and the land compensation. Therefore, he hoped that the PlanD would address the situation.

24. Ms CHAN Mei-lin opined that planning should be people-oriented as its main objective was to promote the proper settlement of people into the community by meeting their needs of dressing, eating, living and travelling. Yet, in the planning of housing development in Yuen Long, the PlanD had failed to improve the existing roads and transport facilities. The roads constructed in the past, especially footpaths, could no longer accommodate the traffic demand associated with population growth in Yuen Long, which had a population of more than 600 000 at present. Some pedestrians were even forced to walk dangerously on roads. In view of this, she urged the authorities to widen the existing roads and provide additional footbridges in Yuen Long. She further pointed out the high commuting costs for residents in Tin Shui Wai and the difficulties in boarding West Rail trains during peak hours upon the implementation of bus route rationalisation involving frequency reduction by bus companies. The inconvenient and time-consuming trips to and from Tin Shui Wai in the remote corner of the New Territories had affected residents’ livelihood. Improvement of transport facilities was therefore particularly important to residents in Tin Shui Wai. In the area of medical care, patients with emergency conditions in Tin Shui Wai had to be sent to the Accident and Emergency department of Tuen Mun Hospital for medical treatment. These patients had overloaded the hospital intended primarily for residents in Tuen Mun. She

considered it critical to provide appropriate medical facilities to tie in with local development needs. In addition, the HD had provided a market in Tin Yiu Estate in 1992, the year of intake. A few years ago, however, the market had been sold to The Link Real Estate Investment Trust ("The Link"), which had decided recently to discontinue its operation. In the event of the closure of Tin Yiu Market, tens of thousands of residents of Tin Yiu Estate and Tin Tsz Estate in its vicinity would have to walk for over 20 minutes to Tin Shing Market or Tin Shui Market to purchase groceries and daily necessities. Thus, she hoped that the Food and Environmental Hygiene Department ("FEHD") would provide a public market in Tin Shui Wai, so as to stand up to the private monopoly and price control and offer a wider range of choices for residents. She also called for a supportive land use planning by the PlanD. Moreover, she urged the authorities to provide additional parking spaces to tackle the problem of inadequate private car parking spaces and motorcycle parking spaces in Tin Shui Wai.

25. Mr TANG Kwai-yau opined that residents would be less dissatisfied if transport infrastructure had been properly planned and improved before taking forward the development. He urged the authorities to accord priority to widening Kam Sheung Road and Kam Tin Road in the planning of housing development in Kam Tin South and Pat Heung. Traffic accidents occurred frequently due to heavy traffic flow on these two narrow roads designed in the 1960s. If they were not widened, their existing capacity could neither meet the traffic demand arising from population growth nor relieve traffic congestion, and this would definitely take a toll on local development. He said that some 20 YLDC Members and the local community had already made written submissions to the PlanD and the TPB. He hoped that the D of Plan would respect public views and reconsider the proposed road widening. He also suggested the expansion of "V" zones to cater for the housing needs of increasing indigenous villagers.

26. Mr TANG Lai-tung considered that a wrong name had been used for the planned HSK NDA, rendering it illegitimate. Up to 70% of the land in Ha Tsuen Heung would be included in the planned area, but the contribution of Ha Tsuen Heung to the development of Yuen Long had been denied in that the NDA had not been named after it. In addition, the Ha Tsuen Rural Committee had expressed its views repeatedly to the DEVB and the PlanD in writing. On transport planning, it had also suggested the authorities delve into the possibility of traffic diversion by constructing new roads or improving the existing ones in the peripheral and coastal areas of the NDA, but a response as to its feasibility had not been received. He indicated the Ha Tsuen Rural Committee's support in principle to the overall development planned by the Government, which, however, had not fully listened to the views of the local community on problems in rural development, reducing "urban-rural integration" to an empty slogan. For example, elderly care, school and drainage facilities in the rural areas were still not up to standards. The local community had suggested various improvements to such facilities, but the Government had not given any response. He hoped that the authorities would consider improving the above ancillary facilities in the long run in the implementation of the HSK NDA.

27. Mr TSANG Shu-wo saw the PlanD's uncompromising land use restriction that froze agricultural land use as a seizure of land owners' property. Besides, a substantial amount of land in the rural areas had been incorporated into country parks. Land owners would be held

personally liable for putting such land to other uses. He also opined that while the planned HSK NDA development aimed at resuming rural land for residential development to meet the housing needs of the general public, the needs of indigenous villagers in Yuen Long, who were also part of the general public, had been ignored because “V” zones had not been expanded over the decades. He hoped that the PlanD could also take the housing needs of indigenous villagers into consideration.

28. Mr WONG Cheuk-kin opined that the PlanD had to reasonably reflect the future living needs of residents in its work. It should neither make up information and data, make unsubstantiated speculations nor disregard past experiences and public aspirations. He hoped that the PlanD would serve the community in this direction.

29. Mr Zachary WONG considered that land planning had to take account of interests and perspectives of various sectors in the society. As members of the TPB came from different professional backgrounds and sectors, he believed that the D of Plan was under considerable pressure to strike a balance among their interests and perspectives. He said there were views in the community that planning applications submitted by large property developers had a higher chance of being approved, possibly due to their ample resources to hire experienced planning professionals like retired officers from the PlanD. Besides, he opined that an ideal planning should feature descending building height from the town centre towards the rural or coastal areas. However, it was a totally different case for the development of Yuen Long, under which the proposed building height for developments at the periphery was as high as 50 storeys. These high-rise building blocks surrounding Yuen Long town would affect the air quality of the town. In addition, he pointed out the lack of holistic planning for transport facilities in the partial implementation of the planned development of Yuen Long. Upon completion of the developments under planning, there would be an influx of pedestrian and traffic flows into Yuen Long town. The existing transport infrastructure in Yuen Long town would not be able to support the population growth of 480 000 in Yuen Long in the next 15 years. He remarked that at present, a uniform planning approach of large housing developments with large shopping complexes was adopted. He hoped that the PlanD would consider encouraging street shops and single building blocks through land use planning, so as to pave the way for a more diversified urban development. He also called for serious attention to the shortage of multi-storey car parks and bicycle parking spaces in Yuen Long town. In general, he saw land planning more than just residential development. Proper planning for ancillary facilities was also indispensable.

30. Mr YIU Kwok-wai opined that faulty planning would have irreparable consequences on district development. He cited the poor planning of Tin Shui Wai as an example. The shortage of parking spaces for private cars and goods vehicles in Tin Shui Wai had caused inconvenience to residents, particularly professional drivers and those engaged in the transport industry. Besides, the lack of public market under the management of the FEHD in Tin Shui Wai had made grocery shopping highly inconvenient for local residents, affecting their daily lives. He was also worried that the proposed removal of Tin Ying Road in the planning of the HSK NDA would cut off the major traffic links between Tin Shui Wai and Yuen Long town as well as other areas. Currently, the major external links of Tin Shui Wai included Tin Ying Road and Long Tin Road. During the morning peak hours, traffic congestion often occurred on Long Tin Road. Meanwhile, feeder bus route no. K76

provided services to West Rail Tin Shui Wai Station mainly via Tin Ying Road, the removal of which would seriously affect the traffic in Tin Shui Wai. There were quite many twists and turns in the road networks of Tin Shui Wai due to improper traffic planning. For example, residents driving from Vianni Cove to Tin Shui Wai Community Health Centre, which was located opposite to Vianni Cove on Tin Yip Road, had to make a detour. He said that Members were generally concerned about the inadequacy of the overall transport infrastructure of Yuen Long to cope with the traffic demand arising from population growth upon completion of future housing developments in the district. While agreeing that housing supply should be increased to address the housing needs of the general public, he urged the authorities to ensure the proper planning of ancillary facilities in the planning for housing development. He hoped that the PlanD would respect the consensus of the YLDC reached in the motion adopted to request for the widening of Kam Sheung Road and Kam Tin Road.

31. Ms YUEN Man-yee echoed the importance of housing planning, but stated that the associated road network planning was equally vital. Most of the roads in Yuen Long South were village roads which had been in use for several decades and could not meet the traffic demand nowadays. She pointed out that the heavily congested traffic along Kung Um Road and Shap Pat Heung Road near Park Signature in Yuen Long South every day had made it difficult for residents to access the area, fueling their discontent. Further housing developments in the area without widening Kung Um Road would render the traffic problems intractable. She said that the YLDC had repeatedly requested the Government to improve the roads in the area. Suggested improvements included decking the nullah along Kung Um Road to release land for road widening and additional transport facilities. Nevertheless, the Government had made no response. She hoped that the PlanD would heed local views and plan properly for transport facilities in Yuen Long South.

32. Ms CHIU Sau-han was taken aback by the proposed removal of Tin Ying Road in the HSK NDA Planning Study. Such arrangement would disconnect the external transport connectivity of Tin Shui Wai and affect the routeing of bus route no. K76 that provided daily feeder services linking West Rail Tin Shui Wai Station to a large number of residents in Tin Shui Wai North, creating serious traffic problems in Tin Shui Wai. Meanwhile, she called for the PlanD's attention to the social differences arising from the removal of Tin Ying Road to support the development of Hung Shui Kiu as they would be unfavourable to the building of a harmonious community in Yuen Long. Moreover, she said that family problems were prevalent among most residents in Tin Shui Wai who had to commute long distances to work in other districts due to insufficient local job opportunities. She hoped that the HSK NDA development could create new job opportunities based on the actual employment situation and needs in Tin Shui Wai. She also enquired about the method of calculation used in the estimation of 150 000 job opportunities to be created and their trades. She further pointed out the lack of public market under the management of the FEHD in Tin Shui Wai to serve its population of more than 300 000 as well as the acquisition of the market in a PRH estate by The Link. Accordingly, she urged the PlanD to ensure proper land use planning for the construction of a public market under the FEHD in Tin Shui Wai.

33. Mr CHAN Sze-ching said that the unidirectional development in Tin Shui Wai without a town centre had been planned mainly for meeting the housing needs of a large population. Residents in Tin Shui Wai, an isolated town away from Yuen Long town centre,

had to rely on the two exits to the south leading to Castle Peak Road for external connectivity, leaving Tin Shui Wai North next to a geographical cul-de-sac. He hoped that the planning blunder in Tin Shui Wai would not be repeated in the planning of the HSK NDA. He was worried that the traffic arrangements stipulated in the HSK NDA Recommended Outline Development Plan of diverting traffic largely by roads in Tin Shui Wai North and link to Castle Peak Road in Tin Shui Wai South would exacerbate the traffic problems. He put forward two proposals to address the traffic demand associated with population growth in the NDA for consideration. First, an exit could be provided to the east of Tin Wah Road to connect the industrial area and major trunk roads in Yuen Long North. The exit, if provided, could help divert the traffic flow in Tin Shui Wai South and Tin Shui Wai North, thereby relieving the existing traffic burden at the two exits in Tin Shui Wai South and Tin Ying Road. Second, a transport interchange could be provided to the south of Tin Shui Wai for passengers to interchange between different modes of public transport to achieve traffic diversion.

34. Mr KWOK Keung, MH opined that land resumption and land use restrictions under the planned development would affect the interests of land owners. He urged the authorities to review the existing land compensation arrangements to reflect the current land value, and to provide land owners affected by land resumption with reasonable compensation. In addition, he hoped that the PlanD would plan comprehensively for ancillary transport and community facilities in the planning of housing development, and liaise with the relevant departments to put the plan into effect.

35. Mr KWOK Hing-ping strongly opposed the proposed removal of Tin Ying Road in the planning of the HSK NDA because such arrangement would create serious traffic problems in Tin Shui Wai. In particular, it would affect the feeder services of bus route no. K76, which took around 5 000 to 6 000 residents in Tin Shui Wai to West Rail Tin Shui Wai Station during the morning peak hours daily with a round-trip journey of nearly half an hour. If Tin Ying Road was removed, the route would need to operate via Tin Shui Road. As it would take half an hour to travel from Tin Chak Estate to West Rail Tin Shui Wai Station, the full round-trip journey time would be extended to up to one hour and services would be provided at less frequent intervals. This would not only reduce patronage, but also affect residents going to work and school. He hoped that the PlanD would chew over the impact of the proposed traffic arrangements on residents, and develop a comprehensive road network planning before planning for housing development.

36. Mr LING Kar-kan, JP gave a consolidated response as follows:

- (1) He thanked Members for speaking enthusiastically and for their views. Their enthusiasm mirrored the complex, difficult and controversial nature of planning. One could hardly find an absolute consensus on the formulation of any planning proposal. The difficulty of forging consensus increased with the scale of the proposal. Therefore, planning had to be conducted prudently. It often took years of study and detailed consultation before a planning scheme was rolled out. In the course of planning, views of all sectors were accepted as far as possible, and reasons for non-acceptance were explained to the public;

- (2) As the Chairman of the Rural and New Town Planning Committee under the TPB, he was not in a position to respond to Members' queries regarding individual planning applications for which statutory planning procedures had commenced;
- (3) In dealing with the highly controversial planning tasks, the PlanD had to strike a balance between different aspirations and public needs. One of its major tasks was the formulation of OZPs under the Town Planning Ordinance (Cap. 131) upon completion of statutory town planning procedures that were open and fair. Notwithstanding the many diversified or even contradictory demands that needed to be taken into consideration, the TPB would listen to public views as far as possible to make appropriate decisions. In considering public comments in respect of OZPs and planning applications, the TPB would take into account their contents rather than their size. As a result, some planning proposals might be endorsed even though more opposing comments had been received;
- (4) He thanked Members for their in-principle support for the several planned strategic developments currently under consultation in Yuen Long, including the HSK NDA Planning Study and the Planning Study for Housing Sites in Yuen Long South. The PlanD regarded the HSK NDA as an extension to Tin Shui Wai new town and wished to see a better integration of the NDA with Tin Shui Wai in future. Yuen Long South would also be developed as a southern extension to Yuen Long town centre. The planned development in the North East New Territories had adopted a similar planning approach, under which Fanling North and Kwu Tung North had been planned as extensions to the existing Fanling and Sheung Shui new towns. It was very important for the NDA to integrate with the existing town, as they could complement each other. On the one hand, the NDA could make up for the inadequate community facilities and employment opportunities in the existing town. On the other hand, community facilities in the existing town could support the needs of the NDA during its early stage of development when provision of such facilities could not catch up with the population growth. After the NDA became well developed, its facilities could then make up for the inadequacies of the existing town, in order to achieve synergy;
- (5) Members' suggestions on the use of nullahs in Yuen Long town and along Kung Um Road, which reflected to some extent the original alignment and landscape of river channels in the district, should be considered with caution. From the planning perspective, nullahs generally used for storm water discharge were also potential resources for urban design. Decking nullahs for provision of such facilities as roads and car parks would not only lead to irreversible changes, but also render their potential use as landscape, ecological and ventilation resources for urban design impossible. The PlanD had proposed other feasible traffic mitigation measures than nullah decking. The preservation of nullahs as urban design, ecological, amenity, ventilation and even landscape resources was a planning concept worth delving into;
- (6) The proposed removal of Tin Ying Road in the planning of the HSK NDA was more than just removal. Improvements to other roads such as Ping Ha Road

in the NDA were planned as alternatives to Tin Ying Road. Results of the traffic impact assessment showed that the improved roads could accommodate the traffic flow in the area. The PlanD planned to revitalise Tin Shui Wai Nullah into a river channel as natural as possible, so as to serve as a valuable urban design, ecological and amenity resource between Tin Shui Wai and the HSK NDA. To this end, the new community and the Tin Shui Wai community had to be closely linked on both sides of the river channel without being separated by road. The revitalised river channel (working name “Tin Shui River” for the current discussion) would become a resource shared by Tin Shui Wai new town and the HSK NDA. In particular, shops along the river channel in the HSK NDA would be facing Tin Shui Wai, so that residents in both communities could enjoy the business services provided along the riverside. The existing Tin Ying Road was not in line with the above planning intention. If separated by road, the two communities could hardly be integrated;

- (7) The concept of environmentally friendly transport system would be introduced in the planning of the HSK NDA. The proposed rail-based services would operate at a lower speed similar to the trams on Hong Kong Island. While the system would affect the alignment of Tin Ying Road, it would not interrupt the communication between the communities on both sides of the Tin Shui Wai river channel. Similar rail-based transport systems were also quite common in European cities, where urban activities were not interrupted by these systems. The successful examples of European cities and the tram system on Hong Kong Island could serve as reference. With the said idea, it was hoped that the communities on both sides of “Tin Shui River” would be well integrated to share the resource of the river channel;
- (8) The PlanD was very concerned about road and traffic issues, and had therefore discussed with the relevant bureaux and departments the traffic conditions of Kam Sheung Road and Kam Tin Road for many times. Any improvements to the two roads of considerable length had to be carried out in sections. Major road sections concerned would be improved first under the housing development in Kam Tin South. In developing a new area, roads had to be built before other works such as construction were carried out. In the case of further developments in a developed area, however, the existing roads might be subject to constraints that might limit widening. Even if the roads could be widened, the resulting community separation would be undesirable;
- (9) In response to a Member’s enquiry about the reasons for lower building density in Yuen Long town centre and higher building density at the periphery, he attributed the situation mainly to the changes in development in different periods. In the planning of the NDA, sufficient sites would be reserved for commercial and ancillary facilities. On the other hand, as town centre was quite appealing, there were heavy pedestrian flow and traffic congestion. These issues should be addressed through traffic and other management measures;

- (10) The PlanD understood the aspiration of residents in Tin Shui Wai for a public market under the management of the FEHD. In the course of planning, sufficient sites would be reserved for market facilities. However, the mode of market operation would be decided by the department concerned;
- (11) In his visits to other DCs, a number of Members and residents in various districts had reflected to him the shortage of parking spaces for private cars. In connection with the problem of inadequate parking spaces, he had taken note of the rapid growth in private cars in Hong Kong in the recent five to six years, contrary to the concepts of green city and green transport advocated all over the world. Under the new urban development concept, members of the public were encouraged to use public means of transport, particularly rail-based transportation system. The PlanD would also work to promote the use of public transport and rail-based transportation system in its new development planning with a view to alleviating the problem of inadequate parking spaces. As regards parking spaces for goods vehicles, the PlanD did not want to see too many goods vehicles parking in the residential areas of new towns, which would affect the quality of the living environment;
- (12) Hong Kong was a mature economy and adequate land had to be reserved in the stage of town planning to cater for the accommodation needs of potential economic activities in future. Based on the present situation, the HSK NDA would be well placed to develop office-type economic activities. If the proposed West Rail Hung Shui Kiu Station could be used as the core of economic activities, the areas surrounding the station could be developed into a business hub to add vibrancy to the economic activities in the NDA. In addition, the rather extensive mode of operation of the thriving logistics industry in the vicinity of Tin Shui Wai had caused traffic and environmental impacts. It was hoped that by providing room for development of the logistics industry and operational improvement, job opportunities would be increased and traffic problems associated with the logistics industry would be solved. Meanwhile, the authorities would introduce other land uses in the NDA to permit technology and information-related industrial and commercial activities. The above closely-related land uses could even become interchangeable to a certain extent in the long run. The HSK NDA would be an economic and employment hub to prepare for the economic development of the area in the coming 10 or even 15 years and provide room for various economic activities. It was estimated that some 150 000 positions of varying natures and types would be created, such as commerce, special industries and community services. Local job opportunities, if successfully created, could provide residents with more choices of working in the same district, which would help relieve the traffic burden in Yuen Long as a whole. The strategic planning study "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" was underway to explore ways to achieve a balanced housing and employment distribution, which would also serve as one of the key planning objectives. He hoped that Members would support the planning study and invited their comments; and
- (13) He expressed his gratitude to Members again and indicated that individual items and questions not yet addressed one by one in the response above would

continue to be followed up by the two District Planning Officers responsible for Yuen Long with the Members concerned.

37. The Chairman thanked Mr LING Kar-kan, JP for listening and responding to the views of Members. He also said that in view of the Government's strenuous efforts to promote housing development in Yuen Long in recent years, Members were worried that the population build-up would add a heavier burden to the already insufficient facilities. The YLDC had raised a lot of views in this regard and hoped that the D of Plan would keep an eye on the development in Yuen Long and carefully examine the views of Members.

Item 3: Questions from DC Members:

Mr MAN Ping-nam, MH, Mr CHEUNG Muk-lam, Mr CHING Chan-ming, Ms CHIU Sau-han, Mr CHUI Kwan-siu, Mr KWOK Hing-ping, Mr KWOK Keung, MH, Ms LAU Kwai-yung, Mr LEE Yuet-man, MH, Mr LEUNG Fuk-yuen, Mr LUI Kin, Mr LUK Chung-hung, Mr MAN Kwong-ming, Mr SHUM Ho-kit, Mr SIU Long-ming, Mr TANG Cheuk-yin, Mr TANG Hing-ip, BBS, Mr TANG Ho-nin, Mr TANG Ka-leung, Mr TANG Kwai-yau, Mr TSANG Shu-wo, Mr WONG Cheuk-kin, Ms WONG Wai-ling, Mr WONG Wai-shun, Ms YAU Tai-tai, BBS, MH, Mr YIU Kwok-wai and Ms YUEN Man-yee Called on the YLDC to Discuss "the Request for the MTR Corporation Limited to Open up the Idle Sites in the Lok Ma Chau Spur Line (LMCSL) Area"
(YLDC Paper No. 54/2015)

38. The Chairman asked Members to refer to Paper No. 54, which was about the joint call of 27 Members on the YLDC to discuss the request for the MTR Corporation Limited ("MTRCL") to open up the idle sites in the LMCSL area for the expansion of drop-off/pick-up lay-by for public transport, so as to alleviate the present traffic congestion in San Tin. He also asked Members to refer to the TD's written response circulated at the meeting. Due to time constraints, the MTRCL could not give a written response nor send representatives to the meeting. The Secretariat would relay Members' opinions on this agenda item to the MTRCL.

39. The Chairman further said that relevant issue had been discussed under two agenda items, namely "Traffic Arrangement for the LMCSL Public Transport Interchange ("PTI") and Nearby Road" and "Request for Addressing the Congestion of Lok Ma Chau Road Promptly", at the Traffic and Transport Committee ("T&TC") meeting on 23 July 2015. The Chairman of the T&TC had concluded that Members had reservations on the proposal on opening Tun Yu Road to taxis as it might attract more parallel traders to take taxis to Futian Port in Lok Ma Chau. Members had also urged the Police to step up enforcement actions against offending taxis (e.g. those not charging fares according to meters, overloaded taxis and shared-ride taxis (commonly known as "taxi pooling")) and demanded the TD to request the MTRCL to release the emergency assembly area of the Lok Ma Chau Control Point to allow sufficient land for the TD to divert the traffic in the vicinity. Members had also asked the MTRCL's representative to relay their request to the company. The Chairman of the T&TC had also pointed out that the problem of parallel trading involved a number of law enforcement agencies including the Customs and Excise Department, the Immigration Department, the Police and the Mainland enforcement authorities, and suggested Members

interested in the issue consider further follow-ups at the relevant committee meetings. Furthermore, the T&TC had urged the TD to discuss solutions in depth with the DC Member of the constituency and the rural committee concerned.

40. The Chairman suggested that the item be discussed at the YLDC meeting as it had been jointly proposed by over half of the Members before the meeting. The Chairman also said that he received a motion at the meeting, which was moved by Mr MAN Ping-nam, MH and seconded by Mr WONG Wai-shun, Mr Daniel CHAM, BBS, MH, JP, Ms CHAN Mei-lin, Mr CHAN Sze-ching, Mr CHEUNG Muk-lam, Mr CHING Chan-ming, Ms CHIU Sau-han, Mr CHONG Kin-shing, MH, Mr CHUI Kwan-siu, Mr KWOK Hing-ping, Mr KWOK Keung, MH, Mr KWONG Chun-yu, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEE Yuet-man, MH, Mr LEUNG Fuk-yuen, Mr LUK Chung-hung, Mr MAK Ip-sing, Mr MAN Kwong-ming, Mr SHUM Ho-kit, Mr SIU Long-ming, Mr Robert TAI, MH, JP, Mr TANG Cheuk-him, Mr TANG Cheuk-yin, Mr TANG Hing-ip, BBS, Mr TANG Ho-nin, Mr TANG Ka-leung, Mr TANG Kwai-yau, Mr TANG Kwong-shing, MH, Mr TANG Lai-tung, Mr TANG Shui-man, Mr TSANG Shu-wo, Mr WONG Cheuk-kin, Ms WONG Wai-ling, Mr Zachary WONG, Ms YAU Tai-tai, BBS, MH, Mr YIU Kwok-wai and Ms YUEN Man-yee. The full text of the motion was as follows:

“Parallel trading activities have caused increasingly serious traffic congestion in San Tin. As a result, the traffic on Lok Ma Chau Road is often paralysed with traffic queues reaching Castle Peak Road. The problem remains unsolved despite the efforts made by various parties concerned.

After months of observation, it is found that the major culprit is the lack of space in the drop-off/pick-up lay-by for public transport of the LMCSL Control Point. Hence, there is an urgent need to expand the drop-off/pick-up lay by for public transport to ease the traffic congestion caused by taxis waiting in Lok Ma Chau for entry to the lay-by and to increase the frequency of bus services to facilitate passenger flow.

The Council strongly requests the MTRCL to open up the idle sites in the LMCSL area for the expansion of drop-off/pick-up lay-by for public transport (bus and taxi), so as to alleviate the present traffic congestion in San Tin.”

41. The Chairman proposed that the item of Paper No. 54 and the said motion be discussed together. There was no objection.

42. Mr MAN Ping-nam, MH thanked Members for supporting the motion. He indicated that when the issue concerned was discussed at the meetings of the T&TC and the San Tin Rural Committee, a representative of the TD said a letter had been written to the MTRCL a few months before to urge the latter to assist in improving the traffic situation at the LMCSL Control Point. However, there was no reply from the MTRCL. Hence, he suggested exerting pressure on the MTRCL via the full council. After discussion with the DC Member of the constituency concerned, he proposed moving a motion to gather Members’ support for requesting the MTRCL to open up the sites in the LMCSL area for the

expansion of drop-off/pick-up lay-by for public transport, so as to alleviate the present traffic congestion in the area of the land boundary crossing at San Tin, thus enabling the LMCSL Control Point and Futian Port in Shenzhen to become important ports for facilitating the communication between people of the Mainland and Hong Kong.

43. Mr LUK Chung-hung said that parallel trading activities in the area of the LMCSL Control Point affecting the local traffic had long been a problem plaguing Yuen Long. The MTRCL had reserved a large piece of land near the LMCSL for evacuation of passengers in case of emergency. While emergency evacuation of passengers was of paramount importance, it was disputable whether it was necessary for the MTRCL to reserve such a large piece of land on a long-term basis for this purpose. He said that the present LMCSL PTI was very narrow, thus limiting the room for the TD and the Kowloon Motor Bus Co. (1933) Ltd. ("KMB") to adjust and enhance the service of bus route no. B1 as well as the possibility of launching other bus routes to the LMCSL Control Point, and it was also difficult for taxis to pick up and drop off passengers there. He thanked the Chairman for attaching great importance to this issue and opined that assistance should be sought from the Transport and Housing Bureau ("THB") to press the MTRCL to follow up on the issue, should the latter fail to do so. He said that the LMCSL Control Point would only become busier in future and the traffic problems, if left unsolved, would become intractable. Therefore, he strongly supported the motion.

44. Mr MAN Kwong-ming thanked the TD representative at the T&TC meeting for writing to the MTRCL months ago to demand the company to deal with the issue. As the MTRCL had yet to respond, the Chairman of the San Tin Rural Committee suggested resorting to the full council to relay the strong aspiration of the local community to the MTRCL. He said that the Government had in the past resumed land in San Tin Heung from villagers at low prices for the MTRCL's railway development. The MTRCL had spared part of the land for emergency evacuation of passengers but left it idle most of the time. At present, traffic congestion in the area of the Lok Ma Chau Control Point was severe and traffic queues reached as far as Castle Peak Road. It was imperative to find a way to ease the congestion. Nevertheless, there was no suitable site in the neighbouring areas for the expansion of the PTI at the LMCSL Control Point. Therefore, he hoped that the MTRCL would consider making better use of the idle sites in the LMCSL area for the expansion of the PTI to serve the long-term transport development needs.

45. Mr TANG Cheuk-him said that Members had visited the LMCSL Control Point for inspection earlier. They noticed that congestion in the area was very severe and the traffic was almost paralysed. Hence, he hoped that the TD and the relevant departments would work more closely together to explore ways to expand the PTI at the LMCSL Control Point, so as to solve the traffic problems properly. He also hoped that the TD would urge the MTRCL and other relevant departments to identify suitable site for the expansion of the PTI and take forward-looking measures to cope with the increasing cross-border passenger and vehicular flows at the LMCSL Control Point.

46. Mr Zachary WONG pointed out that the crux of the traffic problems in the area of the LMCSL Control Point lay in parallel trading activities. At present, many parallel traders took taxis to the LMCSL Control Point via San Tin. Those taxis were fully loaded with

goods and it took time to load and unload the goods, thus resulting in traffic congestion. While he supported the motion to request the MTRCL to open up the idle sites to provide additional space for buses and taxis to pick up and drop off passengers, he also hoped that the relevant departments would give due attention to the impact of parallel trading activities on passengers with a genuine need for public transport services. Given that the TD and the Police took stringent actions against light goods vehicles engaging in carriage of passengers for reward, he enquired if it was an offence for taxis to engage in carriage of goods for reward. If taxis fully loaded with goods would be considered goods vehicles, he enquired whether the authorities could take enforcement actions against them. Besides, the TD representative had suggested at the T&TC meeting earlier that Tun Yu Road be open to taxis. However, the local community was worried that the life of the local villagers would be affected by the proposed road arrangement. He enquired whether the TD had explored after the T&TC meeting any traffic diversion alternative that could divert the traffic and at the same time allay the villagers' concerns.

47. Mr YIU Kwok-wai indicated that if the MTRCL could make room for the expansion of the PTI in the LMCSL area, the PTI could no doubt accommodate more buses and other modes of public transport. The TD and the MTRCL had explained in the past that upon completion of the NOL, the traffic problems in the area of the LMCSL Control Point would be solved in the long run, and the PTI would have a less important role to play. However, the NOL had not yet been completed. Moreover, parallel traders hired taxis to carry goods, causing traffic congestion and further exacerbating the traffic problems in the area of the Control Point. He strongly supported the motion, saying that apart from making room for the provision of public transport facilities, supporting traffic arrangements should also be made. An example was service enhancements to bus route no. B1 such as increasing its frequency on weekends and public holidays, which he had been asking for. In his opinion, further bus service enhancements could also be explored in the study of the PTI improvements. Besides, he believed that the future transport needs of the community would be better met if passengers going to the LMCSL Control Point were offered other public transport options than train. He also enquired about other ways to further address the problems besides seeking assistance from the relevant bureaux after discussion by the YLDC.

48. Mr MAK Ip-sing estimated roughly that the LMCSL Control Point, which operated for over 10 hours a day, handled at least 6 000 passengers per hour and hence more than 60 000 per day. A large number of cross-border passengers relied solely on village roads for accessing the Control Point. As the MTRCL kept hold of the sites available for the expansion of drop-off/pick-up lay-by for public transport, limited room was left for the TD to make traffic improvements. The relevant departments should work closely together to coordinate efforts in improving the traffic situation. He was worried that the village roads connecting with the Control Point could no longer accommodate such public vehicles as bus route no. B1 and minibuses. The traffic situation would be inconceivably worse if a boundary shopping mall was constructed there in future. He opined that the relevant departments should work closely together to address the traffic problems not only from the transport perspective but, pragmatically, from the land planning perspective. The MTRCL should also be required to hand over the land.

49. Mr KWOK Keung, MH supported the motion and considered the expansion of drop-off/pick-up lay-by for public transport an effective measure to accommodate higher traffic flow, though it might not solve the traffic congestion caused by parallel traders hiring taxis to transport goods. He indicated that the space available for the expansion of drop-off/pick-up lay-by for public transport was, after all, limited, unless a multi-storey car park that could accommodate over 2 000 taxis was provided there. He also pointed out that the key solution to the local traffic problems lied in imposing heavy penalties on parallel traders using public transport to carry goods. Meanwhile, Lok Ma Chau Road should also be widened with an additional bus lane to divert traffic. In addition, he suggested the TD issue special taxi licenses, which allowed only some 200 taxis to access the LMCSL Control Point. He further suggested the San Tin Rural Committee continue to explore with the authorities the proposed opening of Tun Yu Road as a buffering measure with appropriate restriction, so that taxis bounding for the LMCSL Control Point could only queue up on the road.

50. Mr TANG Cheuk-yin opined that the major cause of traffic congestion in the area of the LMCSL Control Point was parallel trading activities. This problem would remain unsolved if the drop-off/pick-up lay-by for public transport at the Control Point was not expanded. Moreover, he wondered whether the MTRCL would use the land reserved for other development purposes. He considered the overall design of the LMCSL Control Point to be substandard. For example, the lifts at the Control Point were inadequate and even unsafe as they were frequently used by parallel traders for carrying goods. He hoped that the relevant departments would pay heed to the above situation and improve the facilities in the Control Point.

51. Mr TANG Hing-ip, BBS opined that due to the faulty planning of the LMCSL Control Point, the current massive passenger and vehicle flows could only be handled in a small area. The sole solution to the traffic problems was the release of land by the MTRCL for the expansion of drop-off/pick-up lay-by for public transport. The single-lane carriageways of the drop-off/pick-up lay-by were very narrow, whereas the problem of parallel traders hiring taxis to carry goods to the Control Point was extremely serious. As each of these taxis took around four minutes to unload goods, there were often queues of taxis waiting for access to a taxi stand. The traffic congestion at the Control Point could never be relieved if land was not released for the expansion of the lay by.

52. Miss Wendy LEUNG, Chief Transport Officer/New Territories North West of the TD, responded that the prevailing legislation imposed limits on the size of goods carried by taxis. If the prescribed upper limit was exceeded, the Police might exercise its power to enforce the law. In addition, as the school bus drop-off/pick-up area at the LMCSL PTI was often used by KMB route no. B1 and GMB route no. 75 for extra departures during holidays, more efficient use of road space was achieved. As regards Members' proposal of opening Tun Yu Road to taxis, the TD considered that the implementation of the measure concerned could immediately ease the traffic in the area by diverting taxis entering the LMCSL PTI to the road. However, taxis would only be allowed to use Tun Yu Road to enter the LMCSL PTI in a single direction and they would be prohibited from getting easy and direct access to the PTI via Lok Ma Chau Road and Border Fence Road. If such traffic measures were not implemented, it would indirectly encourage parallel traders to set up warehouses of parallel goods around the road section concerned and affect the villagers nearby. The TD noticed

that a large number of taxis entered the LMCSL PTI and caused serious traffic congestion there. Accordingly, the TD suggested opening Tun Yu Road to taxis on a pilot basis for three months. The representative of the TD had explained the aforesaid traffic arrangement to Members at the T&TC meeting earlier, and would continue to discuss traffic improvement proposals with village representatives and residents of San Tin Heung and take active follow-up actions.

53. As regards the enquiry of Mr Zachary WONG, Mr FOK Lok-sang, District Commander (Yuen Long) of the HKPF, said that he would collect police statistics on enforcement against overloaded taxis using the LMCSL PTI after the meeting. He would give a reply to Members later.

(Post-meeting note: On 9 September 2015, the Yuen Long Police Community Relations Office of the HKPF provided Mr Zachary WONG with police statistics on enforcement against overloaded taxis using the LMCSL PTI.)

54. Mr MAN Ping-nam, MH concluded the motion debate by saying that the prerequisite for improving the traffic conditions at the LMCSL Control Point was securing land for the expansion of drop-off/pick-up lay-by for public transport. If the MTRCL did not agree to open up the sites, other proposed traffic mitigation measures would be totally ineffective in solving the traffic problems. Moreover, villagers would not accept the proposal of opening Tun Yu Road to taxis as they were worried that it would become a distribution venue for parallel goods. He urged the MTRCL to release the sites to the TD for planning and devising suitable proposals for widening the LMCSL PTI in order to solve the problems effectively.

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

56. Members voted on the motion by a show of hands and open ballot. Ms CHAN Mei-lin, Mr CHAN Sze-ching, Mr CHEUNG Muk-lam, Ms CHIU Sau-han, Mr CHUI Kwan-siu, Mr KWOK Keung, MH, Mr KWONG Chun-yu, Mr LAI Wai-hung, Ms LAU Kwai-yung, Mr LEE Yuet-man, MH, Mr LUK Chung-hung, Mr MAK Ip-sing, Mr MAN Kwong-ming, Mr MAN Ping-nam, MH, Mr SHUM Ho-kit, Mr SIU Long-ming, Mr Robert TAI, MH, JP, Mr TANG Cheuk-him, Mr TANG Cheuk-yin, Mr TANG Hing-ip, BBS, Mr TANG Kwai-yau, Mr TANG Kwong-shing, MH, Mr TANG Sui-man, Mr TSANG Shu-wo, Ms WONG Wai-ling, Mr Zachary WONG, Ms YAU Tai-tai, BBS, MH, Mr YIU Kwok-wai and Ms YUEN Man-yee voted for the motion.

57. The Chairman declared that the motion was carried by an absolute majority of votes, with 29 Members voting for it, no Member against it and no Member abstained from voting.

(Post-meeting note: The Secretariat of the YLDC wrote to the MTRCL on 8 September 2015, inviting the MTRCL to take follow-up actions and give response to the motion carried by Members. The reply of the MTRCL was forwarded to Members on 16 September 2015.)

Item 4: Mr MAK Ip-sing Proposed to Discuss “Some Banks in Hong Kong do not Accept Applications of Organisations Newly Registered as Societies in Hong Kong for Opening Deposit Accounts”
(YLDC Paper No. 44/2015)

58. The Chairman asked Members to refer to Paper No. 44, which was about the enquiries made to the Hong Kong Association of Banks (“HKAB”) and the Hong Kong Monetary Authority (“HKMA”) about whether the banks registered in Hong Kong had the right to refuse to open accounts for any person or any group lawfully registered in Hong Kong and what follow-up actions would be taken. He also asked Members to refer to the written responses of the HKAB and the HKMA. As the representatives of the HKAB and the HKMA were unable to attend the meeting, the Secretariat would relay further views of Members to the two institutions for reference.

59. Mr MAK Ip-sing said that some banks in Hong Kong refused to open accounts for organisations registered under the Societies Ordinance (Cap. 151), and in order for the banks to process account opening applications, organisations were required to produce records of account opening at the banks concerned as proof. He opined that this practice had seriously affected the day-to-day operations of district organisations and brought inconvenience to them. In addition, as Hong Kong was a free economy and an international finance centre, it seemed that some banks were free to install automatic teller machines and open accounts for clients in whatever ways they wanted. Without a central bank in Hong Kong, he urged the HKMA and the HKAB to monitor the operations of the banking sector, so that better banking services could be provided to bring convenience to the public and facilitate the day-to-day operations of organisations. Lastly, he hoped that representatives of the HKMA and the HKAB would attend future YLDC meetings for further discussion of relevant items.

60. Mr Zachary WONG said that subsequent to the Lehman Brothers incident, the HKMA had been repeatedly invited to send representatives to the YLDC meetings for discussion of finance-related matters, but the HKMA had failed to do so to date. He pointed out that the financial industry was the lifeblood of Hong Kong’s economy and was disappointed that the HKMA, as the regulating authority of Hong Kong’s financial industry, was not represented at the meetings. He then referred to the written reply from the Secretary of the HKAB. It was stated in the reply that the HKAB expected its member banks to exercise care whenever an application for banking services was rejected and to base the decision on valid reasons. He recalled his experience of helping community organisations to open accounts, for which applications had been rejected without giving any reason. The practice was inconsistent with what was stated in the reply that the decision to reject applications for banking services should be based on valid reasons. Furthermore, he shared with the meeting his personal experience of opening an account in the name of his ward office, where the bank had requested the application be supported by a certificate of incorporation of limited company or a certificate of registration of society. He did not have those certificates and was therefore unable to open an account. Even though DC Member ward offices had been in existence for decades, there was still no way to open bank accounts in their names. He hoped that the Government would assist Members in opening a bank account to facilitate their district work.

61. Mr YIU Kwok-wai hoped that the current-term DC could handle the matter properly. He pointed out that district organisations or ward offices had experienced difficulties in

opening bank accounts. Under such situation, Members had to resort to using their personal accounts to handle the financial matters of their ward offices and they were put in a difficult position. Since Members could better handle the daily operation of their ward offices with bank accounts in the same names, he urged the Government to offer assistance in this regard. Moreover, he said that in processing applications by newly-registered organisations for community involvement (“CI”) projects, the Finance Committee and the Culture, Recreation, Community Service and Housing Committee would require the organisations to submit particulars of their bank accounts. He held the view that there would definitely be new organisations to serve the community in the course of community development and they needed to open bank accounts. Hence, he suggested the HKMA and the HKAB set up a specific hotline to answer enquiries from district organisations and ward offices about opening bank accounts so that Members could help newly-registered organisations to solve problems.

62. Mr CHAN Sze-ching said that newly-registered organisation that could not open a bank account in its own name could consider opening one as a company, for example, in the name of “CHAN Sze-ching Ward Office Company Limited”.

63. The Chairman said that although the HKMA and the HKAB did not send representatives to the meeting, the Secretariat would still convey Members’ opinions to them for information. He hoped that the two institutions would give due consideration to the YLDC’s suggestions.

(Post-meeting note: The YLDC Secretariat wrote to the HKAB and the HKMA, conveying Members’ opinions for their information on 23 September 2015.)

Item 5: Progress Reports of Committees

- (i) Yuen Long District Management Committee (YLDC Paper No. 45/2015)**
 - (ii) District Facilities Management Committee (YLDC Paper No. 46/2015)**
 - (iii) Culture, Recreation, Community Service and Housing Committee (YLDC Paper No. 47/2015)**
 - (iv) Environmental Improvement Committee (YLDC Paper No. 48/2015)**
 - (v) Finance Committee (YLDC Paper No. 49/2015)**
 - (vi) Town Planning and Development Committee (YLDC Paper No. 50/2015)**
 - (vii) Traffic and Transport Committee (YLDC Paper No. 51/2015)**
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64. The Chairman asked Members to refer to Paper Nos. 45 to 51 on the progress reports of committees.

65. Mr Edward MAK, JP thanked Members and departments for supporting the Pilot Scheme on Enhancement of District Administration (“Pilot Scheme”). He gave a summary report on the 17-month Pilot Scheme which had concluded in August 2015. The highlights of the Pilot Scheme were to enhance the decision-making and coordinating power of the Yuen Long District Management Committee (“YLDMC”) and to actively solicit Members’ views for deciding on and prioritising the action items involving management and environmental hygiene problems in public areas. He added that the Yuen Long District Office (“YLDO”) had initiated the discussion of the Pilot Scheme at the YLDMC meeting as early as 24 January

2014 right after the announcement of the Policy Address. Subsequently, it put the item to the YLDC for discussion on 25 February 2014 in order to identify the prioritised items in the district. In determining the priority of items, the YLDC had adopted objective criteria such as the persistence, scale, seriousness, and location and geographical distribution of problems. As a result, curbing shop-front extensions (such as clearance of unauthorised platforms on pavements and illegal structures), clearing illegally-parked bicycles and enhancing grass-cutting and anti-mosquito efforts were identified as the prioritised items. In collaboration with the relevant departments, the YLDO had launched the initiatives under the Pilot Scheme in the second quarter of 2014. It had also consulted Members on the action locations and their priority. During the mid-term review with the YLDC in October 2014, 20 Members had suggested new action locations, including seven locations with rampant illegal bicycle-parking and 20 locations requiring enhanced grass-cutting and anti-mosquito efforts. On clearing illegal platforms and structures at shop front, operations involving four black spots and six streets had been launched as scheduled.

66. Mr Steve WONG reported on the progress of the Pilot Scheme.

67. Mr Edward MAK, JP indicated that Members' views had been adopted to optimise the implementation of the scheme and relayed to the relevant bureaux and departments. He remarked that the two-pronged approach of enhanced promotion and enforcement adopted under the forward-looking Pilot Scheme in Yuen Long had proven effective in curbing shop-front extensions, clearing illegally-parked bicycles and enhancing grass-cutting and anti-mosquito efforts. To sustain the effect of enforcement operations, the relevant departments had even conducted another blitz operation against shop-front extensions at the first action location (i.e. Yu King Square/Hong King Street) six months after the first operation, so as to effectively prevent the recurrence of the problem. As observed in enforcement operations subsequently carried out at other action locations, the problem of unauthorised extension of business areas by shops had been greatly improved. Actions under the Pilot Scheme, such as clearance of illegally-parked bicycles, had to be taken in accordance with the existing policies and legal frameworks. Enhanced inter-departmental collaboration and coordination were also required for higher administrative efficiency. Besides, the YLDO had relayed Members' views to the relevant departments, urging them to look into the feasibility of invoking the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and the Summary Offences Ordinance (Cap. 228) to step up confiscation of illegally-parked bicycles. Furthermore, he thanked the Transport Department ("TD") for providing proper bicycle parking spaces at half of the locations proposed by Members. The YLDO had also relayed Members' views to the relevant departments in the hope that they would consider providing additional bicycle parking spaces at other places than cycle tracks, PTIs and railway stations to answer demand. To solicit public support, the YLDO had strengthened publicity by disseminating the relevant messages to shop operators through business associations in Yuen Long. Lastly, he thanked Members for supporting the Pilot Scheme regardless of their political party backgrounds, visiting the action locations in person for inspection and explaining the related policies to residents and shop operators, so that the cityscape and environmental hygiene could be constantly improved. With Members' backing and resources support, the departments had enjoyed greater flexibility and mobility in their operations. While the 17-month implementation period of the Pilot Scheme had come to an end, the relevant departments would continue with the relevant work from September 2015 to March 2016 to ensure sustained effectiveness, and the Home Affairs Department ("HAD")

had allocated additional resources to Yuen Long and Sham Shui Po. As the Pilot Scheme had been completed, the HAD and the YLDO would review, say, its manpower and resources support in light of the approaches put forward in the Policy Address, with a view to sustaining enforcement and publicity efforts in the district. The results of the review were to be announced.

(Post-meeting note: On 17 September 2015, the HAD concluded that the Pilot Scheme implemented in Sham Shui Po and Yuen Long had achieved satisfactory results. Upon completion of the review on the Pilot Scheme, the Government would actively consider providing additional manpower and resources as appropriate to implement the scheme in all 18 districts starting from the next term of DCs in 2016. The YLDC Secretariat had distributed the relevant press release to all YLDC Members on the same date. Besides, to enhance the public awareness of the Pilot Scheme and the three initiatives it covered, the YLDO had launched the “Yuen Long Pilot Scheme on Enhancement of District Administration” mobile application on 10 October 2015 for free download by the public. The mobile application was equipped with the Global Positioning System, which facilitated locating proper bicycle parking spaces in Yuen Long town and Tin Shui Wai.)

68. With regard to the TD’s reply dated 31 August 2015 on its plan to post a notice at proper bicycle parking spaces, Mr Zachary WONG suggested the TD consider simplifying the contents of the notice, increasing the font size, and amending the wording “will cease to be used from time to time” as “will be closed temporarily” to make the contents more precise and easy-to-understand for the public.

69. Mr YIU Kwok-wai enquired about the progress of matters arising from the previous T&TC meeting. On the matter of improving the environment of the waiting area of a Sheung Shui stop of bus route nos. 276A and 276B, he indicated that the environment of the waiting area remained unsatisfactory after the previous T&TC meeting and the problem of inadequate coverage of shelter was still to be rectified. He said KMB had replied to the YLDC indicating that it would apply to the TD for providing a shelter. Therefore, he hoped that the T&TC could relay the views to the TD for follow-up, so that the problem could be resolved as soon as possible. Besides, he was concerned about the relocation of the terminus of route no. K76 and the existing environment of the waiting area of the terminus. He stressed that K76 was of vital importance to residents in Tin Shui Wai North. Since it had been decided at the previous T&TC meeting that the views should be relayed to the TD and the HD for follow-up, the T&TC should promptly request in writing the departments concerned for early implementation of temporary traffic arrangements, so that the problem could be properly addressed.

70. The Chairman said that the views and enquiries concerned could be discussed further at the next T&TC meeting, and asked Mr LUK Chung-hung, Chairman of the T&TC, to respond to Mr YIU Kwok-wai’s enquiries.

71. Mr LUK Chung-hung said that a letter had been written to the THB to demand improvements to the environment of the waiting area of the bus stop of route nos. 276A and 276B. He suggested the Secretariat circulate the letter again for Members' reference. Furthermore, the Secretariat had forwarded the opinions on the relocation of the terminus of bus route no. K76 to the TD and the HD. He believed that the relevant departments would discuss the matter with KMB, and the T&TC would also continue to urge the departments and organisations concerned to implement its proposal as soon as possible.

(Post-meeting note: On 18 September 2015, the letter from T&TC to the THB was forwarded to the Member who made the enquiry.)

72. Members perused the progress reports of the YLDMC and the six committees under the YLDC and noted the summary report of the Pilot Scheme.

**Item 6: Spring Reception by YLDC and YLDO
(YLDC Paper No. 52/2015)**

73. The Chairman asked Members to refer to Paper No. 52/2015, which was about inviting the YLDC to co-organise with the YLDO the "Spring Reception" scheduled for the afternoon on 18 February 2016 (Thursday), being the 11th day of the first month in the Chinese calendar, at Yuen Long Theatre. The estimated total expenditure of the activity was \$60,000. It was proposed that the YLDC and the YLDO each contribute \$30,000 to sponsor the activity. Moreover, the YLDC was invited to appoint one to two Members to represent the YLDC in planning the preparations for the activity with the YLDO.

74. The Chairman welcomed the following representatives of the YLDO to the meeting:

Liaison Officer-in-charge (Town 2), YLDO
Liaison Officer (Town 2) 1, YLDO

Mr LI Wai-tong
Mr CHUNG Kam-chung

75. Mr LI Wai-tong introduced the paper.

76. Members agreed that the YLDC would co-organise the "Spring Reception" with the YLDO and endorsed an allocation of \$30,000 under the YLDC funds for sponsoring the said activity. In addition, Members endorsed that Mr CHUI Kwan-siu would discuss the preparations for the activity with the YLDO on behalf of the YLDC until the end of the current term.

**Item 7: Progress Report of Yuen Long District Signature Project Scheme
(YLDC Paper No. 53/2015)**

77. The Chairman asked Members to refer to Paper No. 53/2015 and welcomed the following representatives of ARK Associates Limited to the meeting:

Director, ARK Associates Limited
Associate Director, ARK Associates Limited

Mr William LIU
Mr Jimmy LUK

78. Mr Edward MAK, JP, Mr Ricky WU, Mr William LIU and Mr Jimmy LUK reported on the latest progress of Yuen Long District Signature Project Scheme (“SPS”) – Construction of a Yuen Long District Community Services Building (“proposed building”).

79. Mr YIU Kwok-wai said that both the public and Members paid close attention to the SPS project which cost nearly \$100 million. They wished to know the difference in size between the large activity rooms on the first and second floors of the proposed building and the existing hall of Yuen Long Town Hall (“YLTH”). In addition, he pointed out that there would be only 10 parking spaces in the proposed building, which were fewer than those at the existing hall. He suggested providing more parking spaces in the proposed building as parking spaces were insufficient in Yuen Long. He said that the completion and opening dates of the proposed building were not mentioned in the progress report and suggested that targets be set for the project. Lastly, he proposed releasing the content of the progress report to the public.

80. Mr Edward MAK, JP said that the layout plan of the proposed building had been revised in response to various opinions and the current design was more comprehensive than that submitted to the Legislative Council (“LegCo”) in June this year. Although the Yuen Long District SPS project had been approved by the YLDC and the Panel on Home Affairs of the LegCo, the commencement and completion dates of the project had not been confirmed yet as the funding and design of the project was still pending approval by the Public Works Sub-committee and the Finance Committee of the LegCo. The Public Works Sub-committee of the LegCo had no time to discuss the item regarding the Yuen Long District SPS project at its last meeting in June this year. He hoped that the project could be discussed by the Public Works Sub-committee and approved by the Finance Committee of the LegCo in the fourth quarter of this year for commencement in the first quarter of 2016 and completion in the first quarter of 2018. He pointed out that the existing parking area of YLTH was just a vacant site rather than a formally planned car park, whereas there would be 10 designated parking spaces in the proposed building, including disabled parking spaces. Besides, there were metered parking spaces at Yuen Long Stadium and Town Park Road South and an hourly car park near Yuen Long District Arts Committee adjacent to Ma Miu Road, while the car park of Yuen Long District Office Building was also open to the public on a commercial basis for parking private cars at night. He said that while Members’ request for additional parking spaces was well noted, equal weight should be given to providing more space in the activity rooms for public use.

81. In response to a Member’s enquiry, Mr William LIU indicated that the area of the existing hall in YLTH was 300 square metres, which could accommodate 250 people, while the total area of the large activity rooms on the first and second floors of the proposed building would be 312 square metres, which could accommodate 300 people.

82. The Chairman thanked Members for their opinions. Members noted the progress of the Yuen Long District SPS project.

Item 8: Any Other Business

(i) Yuen Long District Joined the Alliance for Healthy Cities

83. The Chairman said that Members had unanimously endorsed at the YLDC meeting held in February 2015 the plan of the Yuen Long District Healthy City Association Limited (“the Association”) to apply for the certification of Alliance for Healthy Cities (“AFHC”) for Yuen Long, in order to support the Healthy Cities project, a movement being actively promoted by the World Health Organisation (“WHO”) around the world to encourage healthy community development and community participation. He announced the good news that Yuen Long had already joined the AFHC and welcomed the representative of the Association to the meeting:

Secretary of Yuen Long District Healthy City Association Limited Ms TSUI Ka-wing

84. Ms TSUI Ka-wing said that the AFHC certification was promoted by the WHO. The Association had successfully applied for the AFHC certification for Yuen Long on 2 June this year, after which Yuen Long had formally become a member of the WHO Healthy Cities project, a global movement. She said that the Association would launch activities on the theme of healthy city for residents of Yuen Long. She added that the Association had jointly organised a number of activities with the YLDO and the Working Group on Building a Safe Community in Yuen Long under the YLDC in the past few years and would continue to organise activities in partnership. The Association held an annual meeting to review its overall strategy. It would tie in with and support the thematic activities of the Government to promote community health in future. Moreover, the Association was developing a website to promote its activities and disseminate information on community health. It was hoped that the website could be launched in early 2016. The Association had also participated in the “I’m So Smart” Community Health Promotion Programme upon invitation by the Department of Health. It also planned to organise an event tentatively titled “Healthy City and Joyful Life Day” to promote the awareness of healthy diet and health management. Among the themes of the event were prevention of colorectal cancer and the benefits of doing exercises and quitting smoking.

85. The Chairman said that three Members were members of the Association and asked them to make supplementary remarks.

86. Mr Zachary WONG suggested earmarking resources for further promotion of activities on healthy city when preparing the budget of the YLDC for the coming year.

87. Mr Edward MAK, JP thanked the Pok Oi Hospital Board of Directors for its assistance in the founding of the Association and its efforts in applying for the AFHC certification for Yuen Long. He also thanked Mr LEE Yuet-man, MH, Mr Zachary WONG and Mr Daniel CHAM, BBS, MH, JP for representing the YLDC at the meetings of the Association. In particular, he extended gratitude to the Chairman for offering much valuable advice to the Association. He said that Yuen Long obtained the most funding for CI projects among the 18 districts and the YLDC earmarked funding for promoting CI projects relating to healthy city every year. Although the expenditure for some items, such as festive lighting, had to be adjusted downward in 2015-16 starting from last year due to a deficiency of overall

funding, the earmarked funding for age-friendly, healthy city and community safety items increased on the contrary. He thanked Members for their concerns on the above three items when preparing the budget of the YLDC and hoped that more resources could be obtained to make the relevant promotion activities more effective.

88. The Chairman thanked the three Members for their tremendous efforts in helping Yuen Long to join the AFHC. He also thanked Ms TSUI and members of the Association for working hard to bring another reputation to Yuen Long. The Chairman encouraged Members to disseminate the message that Yuen Long had become a Healthy City.

(ii) Election of Chairpersons for Working Group on Improving the Transport Infrastructure in Yuen Long and Working Group on Age-friendly Community in Yuen Long District

89. The Chairman called for nomination and election of Members as the chairpersons of the Working Group on Improving the Transport Infrastructure in Yuen Long and the Working Group on Age-friendly Community in Yuen Long District, who would chair the meetings of the two working groups on 10 and 17 September respectively.

90. Mr Zachary WONG said that the current DC term was drawing to an end and thus suggested the meeting of the Working Group on Improving the Transport Infrastructure in Yuen Long be postponed to the next term.

91. The Chairman said that the meeting dates of the two working groups had been fixed, and 28 Members had expressed interest in joining the Working Group on Improving the Transport Infrastructure in Yuen Long and 16 Members had expressed interest in joining the Working Group on Age-friendly Community in Yuen Long District. He suggested the meetings of the working groups be held as scheduled unless Members could not make time to attend them.

92. Mr YIU Kwok-wai said that the Working Group on Improving the Transport Infrastructure in Yuen Long should have higher standing than other working groups in general and thus suggested inviting officials of more senior levels to its meeting.

93. The Chairman opined that working groups might invite appropriate officials to meetings having regard to agendas in future.

94. Mr MAK Ip-shing suggested the Chairman concurrently serve as the Chairman of the Working Group on Improving the Transport Infrastructure in Yuen Long to raise the standing of the working group, since the Chairman could directly relay views of the working group to the LegCo for reference.

95. The Vice-chairman indicated that based on the experience of the meeting of the Working Group on Yuen Long District Council Standing Order held earlier, issues discussed

at the forthcoming meetings of the two working groups could hardly be addressed and followed up with the relevant departments timely within the current DC term, which was nearing its end. It was therefore questionable whether these meetings should be held as scheduled.

96. Mr LEE Yuet-man, MH said that the dates of the two working group meetings had been fixed, though the current DC term would soon expire. It would be undesirable not to hold the meetings in this term. As a matter of fact, the Secretariat had notified Members of the dates of meetings. Even though the discussion results of the working groups could not be submitted to the full council of the YLDC for confirmation, the full council could still take this opportunity to confer power on the working groups to follow up matters in the remaining DC term, so that a framework could be laid for the next DC. Thus, the meetings of the working groups should be held as scheduled. He also stated that as the Chairman had declared the commencement of the nomination procedure, Members should make nominations accordingly. He nominated Mr LUI Kin as the Chairman of the Working Group on Improving the Transport Infrastructure in Yuen Long.

97. The Chairman understood Members' views and noted that most Members interested in joining the two working groups would be able to attend the meetings as scheduled. He then said that the meeting should proceed with the agenda item of election of chairpersons for the two working groups.

98. Mr SIU Long-ming seconded Mr LEE Yuet-man's nomination of Mr LUI Kin as the Chairman of the Working Group on Improving the Transport Infrastructure in Yuen Long. Members unanimously agreed that Mr LUI Kin should act as the Chairman of the working group.

99. The Chairman called for nominations for the chairmanship of the Working Group on Age-friendly Community in Yuen Long District.

100. Ms CHIU Sau-han nominated The Hon LEUNG Che-cheung, BBS, MH, JP as the Chairman of the Working Group on Age-friendly Community in Yuen Long District, and the nomination was seconded by Ms YUEN Man-ye. Members unanimously agreed that the Chairman should act as the Chairman of the Working Group on Age-friendly Community in Yuen Long District.

(iii) Matters concerning the YLDC Members' Fund

101. The Chairman said that the Finance Committee had discussed at its meeting on 28 July 2015 the arrangement for handling the balance of the YLDC Members' Fund (approximately \$2,626.2) and suggested consulting Members at this meeting. According to the practice adopted by the last DC term, the balance of the Members' Fund (rounded up to the nearest dollar) would be returned to the relevant Members (including the outgoing ex-officio Members) upon the expiry of the current DC term, and the remaining sum would be donated to the Community Chest. Some Members had also suggested at the Finance Committee meeting the balance be donated in full to charities. The Chairman asked

Members to consider whether they agreed to follow the practice adopted by the DC of the last term in handling the balance of the Members' Fund or they had other suggestions.

102. After discussion and a show of hands, 21 Members supported carrying forward the balance of the Members' Fund to the next DC term and the arrangement was endorsed.

103. The Chairman thanked Members and departmental representatives for attending the last meeting in the current YLDC term. He also expressed his sincere gratitude for their collaborative efforts and active support which had been vital to the smooth progress and success of the YLDC over the past four years.

104. There being no other business, the meeting was adjourned at 2:00 p.m.

Yuen Long District Council Secretariat
December 2015