

Minutes of the First Meeting of Yuen Long District Council in 2023

Date : 28 February 2023 (Tuesday)
Time : 10 a.m. – 1:20 p.m.
Venue : Conference Room, Yuen Long District Council, 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 : Mr SHUM Ho-kit, BBS, JP	(Beginning of the meeting)	(1:15 p.m.)
Vice Chairman : Mr TANG Ho-nin, MH	(Beginning of the meeting)	(End of the meeting)
Members : Mr CHING Chan-ming	(Beginning of the meeting)	(End of the meeting)
Mr LAI Wing-tim	(Beginning of the meeting)	(End of the meeting)
Mr MAN Fu-wan, BBS	(Beginning of the meeting)	(End of the meeting)
Mr TANG Che-keung	(Beginning of the meeting)	(End of the meeting)
Mr TANG Ka-leung, MH	(Beginning of the meeting)	(End of the meeting)
Mr TANG Lai-tung	(Beginning of the meeting)	(12:05 p.m.)
Mr TANG Sui-man	(Beginning of the meeting)	(End of the meeting)
Mr TANG Yung-yiu, Ronnie	(Beginning of the meeting)	(End of the meeting)
Secretary : Ms TAM Yu-yan, Maggie	Senior Executive Officer (District Council), Yuen Long District Office	
Assistant Secretary : Miss WONG Cheuk-ying, Cherry	Executive Officer I (District Council), Yuen Long District Office	

In Attendance

Mr WU Tin-yau, Gordon, JP District Officer (Yuen Long)
Mr CHAN Park-sun, Sunny Assistant District Officer (Yuen Long) 1
Mr CHAN Chun-kit, Luke Assistant District Officer (Yuen Long) 2
Mr HUEN Yeuk-hon, John Senior Liaison Officer (1),
Yuen Long District Office
Ms CHUI Po-ling, Polly Senior Liaison Officer (2),
Yuen Long District Office
Ms OR Lai-kum, Christina Senior Liaison Officer (3),
Yuen Long District Office
Mr NG Kam-leung, Julian Chief Engineer/West 1,
Civil Engineering and Development Department
Ms POON Yuk-cheung Senior School Development Officer
(Yuen Long)4, Education Bureau

Mr LEE Kam-ho, Edwin	District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Mr HO Chun-chung, Eric	District Commander (Yuen Long), Hong Kong Police Force
Ms LAU Hung-yin	Police Community Relations Officer (Yuen Long), Hong Kong Police Force
Mr WONG Pui-chun	Chief Manager/Management (Tuen Mun & Yuen Long), Housing Department
Mr CHAN Chung-ming, Damien	District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department
Mr CHU Lap-hung	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr YAU Sai-yuen	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Ms CHAN Siu-lan	Deputy District Leisure Manager (District Support)Yuen Long, Leisure and Cultural Services Department
Mr AU Hei-fan, Raymond	District Planning Officer/Tuen Mun & Yuen Long West, Planning Department
Ms WONG Ngok-ching, Samantha	Acting District Social Welfare Officer (Yuen Long), Social Welfare Department
Mr YEUNG Chun-wing, Jun	Chief Transport Officer/New Territories North West, Transport Department

Item III

Mr WU Kwok-yuen, Jacky, JP	Head of the Sustainable Lantau Office, Civil Engineering and Development Department
Ms CHENG Nga-see, Ellen	Chief Engineer/Lantau 4, Civil Engineering and Development Department
Ms CHENG Nga See, Ellen	
Ms CHENG Nga See, Ellen	
Mr IP Wai-man, Raymond	Deputy Head of the Sustainable Lantau Office (Works), Civil Engineering and Development Department
Ms KUN Ka-yin, April	Assistant Director of Planning/Territorial

Mr NG Kim-wai	Chief Town Planner/Studies and Research 2, Planning Department
Mr Wilfred LAU	Project Director, Ove Arup & Partners HK Ltd.
Ms Theresa YEUNG	Assistant Project Manager (Planning), Ove Arup & Partners HK Ltd.
Mr Perry POON	Project Team Leader (Traffic Model), Ove Arup & Partners HK Ltd.

Item IV

Mr NG Kam-leung, Julian	Chief Engineer/West 1, Civil Engineering and Development Department
Mr CHOI Chi-pang, Bernie	Senior Engineer/District Monitoring Group on Housing Sites/West, Civil Engineering and Development Department
Mr KO Kwong-yu, Kenneth	Engineer/9 (West), Civil Engineering and Development Department
Ms PUN Siu-kit, Suki	Senior Engineer 1 (Harbour Area Treatment Scheme), Drainage Services Department
Mr NGAI Cheuk-hang	Engineer/2 (Harbour Area Treatment Scheme), Drainage Services Department
Mr KWOK Chi-hang, Henry	Chief Land Executive/NDA (New Development Area Section), Lands Department
Ms LEUNG Ting-fong	Senior Land Executive/Project 6 (New Development Area Section), Lands Department
Mr AU Hei-fan, Raymond	District Planning Officer (Tuen Mun & Yuen Long West), Planning Department
Mr LING Wai-chung, Jackson	Senior Environmental Protection Officer (Sewerage Infrastructure)4, Environmental Protection Department
Ms WONG Sze-wing, Olivia	Environmental Protection Officer (Sewerage Infrastructure)43, Environmental Protection Department
Mr LI Chun-fai, Alex	Executive Director, AECOM Asia Company Limited
Mr WONG Chi-kang, John	Director, AECOM Asia Company Limited

Item V

Mr LO Hong-chung, John	Senior Architect 35, Housing Department
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Ms KWOK Wing-shan, Architect 1, Housing Department
Mandy
Mr SHE Gee-chun, Planning Officer 35, Housing Department
Desmond
Mr YAN Ming Civil Engineer T248, Housing Department
(transliteration)

Item VI

Mr TAI Sheung-shing, Under Secretary for Housing
Victor, JP
Mr CHEUNG Ho-chi, Deputy Head, Task Force on Transitional Housing,
Cyrus Housing Bureau
Mr XUE Ho-man, Senior Administrative Officer (Transitional Housing),
Herman Housing Bureau
Mr LEUNG Hing-wah Assistant Secretary (Task Force), Housing
Department
Mr LEE Chun-kau, Paul Chief Project Manager 202,
Architectural Services Department
Mr CHAN Tsin-ching, Jim Senior Architect/22,
Architectural Services Department
Mr LAM Chi-sing Engineer/Special Duties 1, Transport Department

Item VIII

Mr KWOK Chi-hang, Chief Land Executive/NDA (New Development Area
Henry Section), Lands Department
Ms LEUNG Ting-fong Senior Land Executive/Project 6 (New Development
Area Section), Lands Department

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Opening Remarks

The Chairman welcomed Members and department representatives to the first meeting of the Yuen Long District Council (“YLDC”) in 2023.

2. The Chairman said that in view of the development of COVID-19, in order to reduce the risk of virus transmission in the community, attendees must comply with the anti-epidemic measures implemented by the YLDC Secretariat when entering or staying at District Council (“DC”) venues by sitting in the designated seat and wearing masks. Moreover, no tea service would be provided in the meeting.

3. On behalf of the YLDC, the Chairman welcomed the following government department representatives to the meeting today:

- (1) Ms Samantha WONG, Acting District Social Welfare Officer (Yuen Long) of the Social Welfare Department (“SWD”), who succeeded Miss CHAN Lai-chu, former District Social Welfare Officer (Yuen Long), represented the SWD at the meeting. The Chairman thanked Miss CHAN for her assistance rendered to the YLDC in the past; and
- (2) Ms POON Yuk-cheung, Senior School Development Officer (Yuen Long)⁴ of the Education Bureau (“EDB”), who stood in for Ms YOUENG Wai-sze, Sally, represented the EDB at the meeting.

Item I: Confirmation of the agenda

4. The Chairman suggested a combined discussion of Items IV and VIII since they were both related to Yuen Long South (“YLS”) Development.

5. There being no objection from Members, the Chairman announced that the agenda of this meeting was confirmed.

Item II: Confirmation of minutes of the sixth YLDC meeting in 2022 on 20 December 2022

6. Members confirmed the minutes of the sixth YLDC meeting in 2022 on 20 December 2022.

Item III: Kau Yi Chau Artificial Islands (YLDC Paper No. 2/2023)

7. The Chairman referred Members to Paper No. 2 and welcomed the following representatives to the meeting:

Head of the Sustainable Lantau Office, Civil Engineering and Development Department	Mr WU Kwok-yuen, Jacky, JP
Deputy Head of the Sustainable Lantau Office (Works), Civil Engineering and Development Department	Mr IP Wai-man, Raymond
Chief Engineer/Lantau 4, Civil Engineering and Development Department	Ms CHENG Nga-see, Ellen
Assistant Director of Planning/Territorial	Ms KUN Ka-yin, April
Chief Town Planner/Studies and Research 2, Planning Department	Mr NG Kim-wai
Project Director, Ove Arup & Partners HK Ltd.	Mr Wilfred LAU
Assistant Project Manager (Planning), Ove Arup & Partners HK Ltd.	Ms Theresa YEUNG
Project Team Leader (Traffic Model), Ove Arup & Partners HK Ltd.	Mr Perry POON

8. Mr Jacky WU, JP and Ms Ellen CHENG of the Civil Engineering and Development Department (“CEDD”) and Mr NG Kim-wai of the Planning Department (“PlanD”) briefed Members on the Kau Yi Chau Artificial Islands (“KYCAI”) development.

9. The Vice Chairman expressed support for the KYCAI development. Having considered it to be highly beneficial to the local economy, he looked forward to early commencement of the development. Besides, he suggested similar reclamation plan be implemented at Deep Bay to tie in with the development of Qianhai. Moreover, he opined that the Government should take forward the development while taking into account the transport network development of Yuen Long so as to cope with the traffic pressure arising from the new development area.

10. Mr MAN Fu-wan, BBS had reservations on the KYCAI development as reclamation would cause harm to the natural environment. He pointed out that idle land lots were still available in the New Territories for development, but they could not be used for economic and residential purposes due to Government’s restrictions on land uses. He suggested that the Government should consider resuming these land lots to build a liveable community, which would save the need for reclaiming land for new developments. Moreover, he enquired whether the Government would examine the possibility of reserving land on the KYCAI for residents in the New Territories, and enquired about the public to private housing ratio and the area of land to be occupied by commercial facilities on the KYCAI.

11. Mr Ronnie TANG considered that the KYCAI development would benefit Hong Kong to a great extent. He hoped the Government would make good use of the reclaimed land and employ advanced technology to build the artificial islands with reference to overseas experience in planning, such as not laying underground pipes beneath road surfaces to minimise the impact of underground facilities maintenance on road traffic in future.

12. Mr LAI Wing-tim said the KYCAI development would undoubtedly be advantageous to Hong Kong. Besides, he understood that the Government was actively planning the Hong Kong—Shenzhen Western Rail Link connecting Hung Shui Kiu and Qianhai. However, he was worried about the capacity of Hung Shui Kiu Station. He wished to see the Government and the MTR Corporation Limited (“MTRCL”) conduct more studies and commit more resources for smooth completion of the rail link.

13. Mr CHING Chan-ming opined that the KYCAI development would be of great help to Hong Kong’s development, and believed that the future benefits would far outweigh the construction cost. He hoped the Government would exercise financial prudence in face of limited fiscal reserves. Besides, while it remained to be seen what economic benefits the strategic transport infrastructure of the KYCAI development would bring to Yuen Long District, he was concerned that the existing transport facilities in Yuen Long Town Centre might not be able to cope with the additional traffic flow arising from the development. Moreover, he suggested that the green mass transit system on the KYCAI should be designed with an elevated rail track to avoid competing for road spaces with vehicles.

14. Mr TANG Ka-leung, MH was sceptical about how accurate the estimated construction cost of the KYCAI development was. Besides, he expected the consumption level on the KYCAI to be

very high for all the private housing flats and commercial buildings there, making it not suitable for living for the general public. Moreover, he worried that any change in the plan of the Government to build public housing flats on the KYCAI would have an impact on the prices of nearby private housing flats, resulting in losses to flat owners. Lastly, he enquired whether vehicles were allowed to travel in the green mass transit system on the KYCAI.

15. Mr TANG Che-keung considered that the KYCAI development would bring long-term benefits to Hong Kong. Drawing reference from the KYCAI development, he suggested that the Government should develop another new town in the New Territories by resuming land in Fung Lok Wai and Tai Sang Wai and reclaiming land in Deep Bay, so as to make the best use of land resources and connect with Mainland China. Besides, he suggested construction of an underground railway in the New Territories to connect with urban areas, so that residents of the New Territories could travel to urban areas conveniently.

16. The Chairman suggested construction of a bridge to connect the KYCAI with the nearby Peng Chau, which would provide impetus to the economic development of Peng Chau. In addition, he suggested that the Government should draw on the experience of Singapore in building artificial islands to turn the KYCAI into a fascinating tourist attraction.

17. A consolidated reply provided by Mr Jacky WU, JP of the CEDD was as follows:

- (1) Members' support to the KYCAI development was appreciated;
- (2) The CEDD would expedite the KYCAI development as far as practicable to provide more land to meet the local demand. Take the reclamation project in Tung Chung East New Town as an example, it took around six years from the preliminary studies to the commencement of reclamation works. The CEDD was working to shorten the time for completing the preliminary work of the KYCAI development to about 4.5 years, i.e. commencing the reclamation works by the end of 2025;
- (3) The KYCAI development would be of great social and economic values to Hong Kong, and the land sales revenue was expected to be higher than the construction cost. The Government considered it not necessary to rely solely on public expenditure to take forward the project. Various financing options, including bond issuance and Public-Private-Participation, would be considered. After finalising a more detailed planning and design concept, the Government would work out suitable financial arrangements for the KYCAI development;
- (4) The study team would maintain close liaison with the Highways Department ("HyD") and the MTRCL in the planning of Hong Kong Island West – Hung Shui Kiu Rail Link;
- (5) The CEDD was open to the suggestion of building a bridge to connect the KYCAI with Peng Chau. It would also explore the possibility of providing ferry service plying between the KYCAI and Peng Chau;
- (6) The Government was now pressing ahead with the "Strategic Studies on Railways and Major Roads beyond 2030". The study team would convey Members' traffic concerns over Yuen Long District to the relevant government departments; and

- (7) The design of the green mass transit system had yet to be decided. The study team had noted Members' suggestion on using an elevated rail track design.

18. A consolidated reply provided by Ms April KUN of the PlanD was as follows:

- (1) The Government had been adopting a multi-pronged housing land supply strategy, including looking at building houses on idle land lots in developed areas, but this would be subject to more constraints in planning. The KYCAI development was expected to provide about 1 000 hectares of land, with fewer constraints in planning and better urban design concepts;
- (2) It was one of the planning objectives of the KYCAI development to create a “work-live-play” central business district (“CBD”) and seven liveable living communities. The study team would draw reference from the experience of other regions and countries and inject liveliness in the KYCAI to make it another unique and attractive tourist destination for Hong Kong;
- (3) In addition to the KYCAI development, the Government had proposed in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” the Northern Metropolis development. The two developments would serve as a “twin engine” of Hong Kong’s future economic development. The Government had been carrying out studies and planning for the Northern Metropolis development and a public engagement exercise would be conducted in due course;
- (4) The KYCAI development was expected to provide about 270 000 employment opportunities. With a connected transport network, it was believed that those facilities and employment opportunities provided on the KYCAI would benefit all Hong Kong people, including residents of Yuen Long District; and
- (5) In the planning study, it was preliminarily proposed to adopt a public to private housing ratio of 70:30 for residential flats to be provided on the KYCAI, but this ratio might be adjusted in future over policy changes where necessary. As to commercial uses, there would be around 4 million square metres of commercial gross floor area (“GFA”) initially planned for the CBD, with about 1 million square metres of commercial GFA for the seven liveable living communities.

19. Mr Raymond IP of the CEDD advised that the KYCAI development would provide new untapped land and there would be inherent advantages that were distinctly different from those of urban areas, which would lend itself to a smart, green and resilient infrastructure system. For instance, if a common utility tunnel was constructed underneath a carriageway/pedestrian walkway to accommodate fresh water pipes, telecommunication facilities, power cables, district cooling system and other communal facilities, it would be possible to carry out maintenance work inside the common utility tunnel and thereby reducing the number of road openings, which would in turn minimise the occurrence of traffic delay, public nuisance and carbon emission.

20. In conclusion, the Chairman said Members generally supported the KYCAI development as it would inject new impetus into the financial development of Hong Kong and increase future housing supply and the number of employment opportunities in Hong Kong. At the same time, Members raised concern over the transport network and financing options of the development and

hoped the Government could take into account the development of the New Territories in the development.

**Item IV: Works for the second phase of Yuen Long South Development
(YLDC Paper No. 3/2023)**

**Item VIII: Mr SHUM Ho-kit proposed to discuss “Concern in relation to details of compensation for resumption of land in Yuen Long South New Development Area”
(YLDC Paper No. 13/2023)**

21. The Chairman referred Members to Paper Nos. 3 and 13 and welcomed the following representatives to the meeting:

Chief Engineer/West 1, Civil Engineering and Development Department	Mr NG Kam-leung, Julian
Senior Engineer/District Monitoring Group on Housing Sites/West, Civil Engineering and Development Department	Mr CHOI Chi-pang, Bernie
Engineer/9 (West), Civil Engineering and Development Department	Mr KO Kwong-yu, Kenneth
Senior Engineer 1 (Harbour Area Treatment Scheme), Drainage Services Department	Ms PUN Siu-kit, Suki
Engineer/2 (Harbour Area Treatment Scheme), Drainage Services Department	Mr NGAI Cheuk-hang
Chief Land Executive/NDA (New Development Area Section), Lands Department	Mr KWOK Chi-hang, Henry
Senior Land Executive/Project 6 (New Development Area Section), Lands Department	Ms LEUNG Ting-fong
District Planning Officer/Tuen Mun & Yuen Long West, Planning Department	Mr AU Hei-fan, Raymond
Senior Environmental Protection Officer(Sewerage Infrastructure)4, Environmental Protection Department	Mr LING Wai-chung, Jackson
Environmental Protection Officer(Sewerage Infrastructure)43, Environmental Protection Department	Ms WONG Sze-wing, Olivia
Executive Director, AECOM Asia Company Limited	Mr LI Chun-fai, Alex
Director, AECOM Asia Company Limited	Mr WONG Chi-kang, John

22. Mr Julian NG and Mr Bernie CHOI of the CEDD and Ms Suki PUN of the Drainage Services Department (“DSD”) briefed Members on the works for the second phase of the YLS Development.

23. Mr CHING Chan-ming suggested that the departments concerned liaise more closely with relevant rural committees (“RCs”) during the construction period for concerted efforts in handling district affairs arising from the works project, such as complaints from villagers in the neighbourhood. He pointed out that food waste disposal was a major hygiene problem in rural areas, and suggested expanding the food waste collection capacity of the Yuen Long South Effluent Polishing Plant to provide free collection of food waste from neighbouring villages.

24. Mr MAN Fu-wan, BBS agreed that the Government should address the housing needs of the grassroots through public housing development but should also take into account the interests of landowners when recovering their land for housing development. On the other hand, he suggested that the Government have a comprehensive review and upgrade of the transport network of Yuen Long, for example, by providing a new highway to divert traffic flow on Yuen Long Highway. He said that the Government had made special arrangements for the resettlement of households affected by land resumption arising from the development of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) but the same arrangement had not been applied to households affected by the YLS Development.

25. Mr TANG Che-keung supported the Government to implement public housing developments in YLS to alleviate the housing shortage. He also urged the Government to have more comprehensive planning and assess the traffic impact on other areas while taking forward a new development project so as to reduce traffic congestion in the district. On the other hand, he objected to the Government developing multi-storey buildings (“MSBs”) for modern industries for accommodating brownfield operations. He said that not all brownfield operations were suitable to be operated upstairs and it was difficult to manage the operations upstairs. He hoped that the Government could retain small-sized enterprises and small shop tenants currently operating in Tong Yan San Tsuen, including two concrete batching plants, and consider identifying another site for provision of MSBs for modern industries.

26. Mr TANG Ka-leung, MH opined that the Government, while developing land, should have regard to indigenous inhabitants’ way of life and properly rehouse those affected by land resumption. He pointed out that at least 1 000 to 2 000 people were currently working at small factories and processing plants in YLS and most of them were poorly educated. Given the high rental of MSBs for modern industries and meagre government compensation, he opined that land resumption would have a significant effect on their livelihoods. He urged the Government to offer all suitable assistance to reprovision small-sized factories and processing plants locally in new development areas by moving them to peripheral areas or areas that would not affect other dwellings. He also suggested that the Government improve external transport for newly developed areas in YLS, where there was no major road for external transport. He opined that road improvement works alone would not be an effective solution to the problem.

27. Mr Ronnie TANG was dissatisfied with the existing compensation mechanism for land resumption, saying that he was still helping landowners who had not yet received compensation for their land resumed for the XRL development. He pointed out that the Government had made special arrangements for land resumption for the XRL development but the same practice was not adopted for the YLS Development. He suggested that the Government enhance the compensation mechanism for land resumption to show empathy for the needs of the people. On the other hand, he pointed out that the high rental of MSBs for modern industries was not favourable to brownfield operators.

28. The Chairman enquired whether the road linking Tong Yan San Tsuen to Kung Um Road planned under the third phase of the YLS Development could be completed in advance to become a part of the second phase of the development for adherence to the infrastructure-led principle advocated by the Government. He also hoped that Route 11 and the road improvement works in YLS could be completed as scheduled to dovetail with the completion of the YLS Development, otherwise Yuen Long Highway might not cope with the additional traffic flow. Besides, he pointed

out that under the existing policy, only indigenous villagers (“IVs”) affected by land resumption who owned building lots or non-IVs who had owned building lots pre-war (prior to 25 December 1941) or by succession could be resited to a village resite area when their building lots were resumed. However, dozens of non-IV households, who had settled in the area pre-war and affected by the second phase of the YLS Development, were not treated the same. He added that they were resited to the Kung Um Road area by the Government for another development more than a decade ago, and they were encountering another “eviction”. He suggested that the Government allow affected non-IVs to move to village resite areas or, if such areas were unavailable, to purchase land elsewhere for rebuilding their homes.

29. A consolidated reply provided by Mr Julian NG of the CEDD was as follows:

- (1) A traffic impact assessment (“TIA”) conducted for the YLS Development found that any additional roads could basically meet traffic demand generated by the YLS Development and the traffic impact on Yuen Long District would be at an acceptable level;
- (2) The Government was taking forward a number of transport infrastructure projects, including Route 11 (section between Yuen Long and North Lantau), Tsing Yi - Lantau Link and Tuen Mun Bypass, to meet the long-term traffic demand. Scheduled for commissioning in phases by 2033, the transport infrastructure projects aimed to further enhance the connectivity between the Northwest New Territories and urban areas. Therefore, it was expected that the roads concerned would be completed as scheduled to tie in with the completion of the YLS Development;
- (3) The Government was continuing with the “Strategic Studies on Railways and Major Roads beyond 2030” based on “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030,” a strategic study to explore the layout of Hong Kong’s railway and major road infrastructure and to conduct preliminary engineering and technical assessments for the alignments and supporting facilities. This was to ensure that the related planning would complement or even reserve capacity to meet the overall long-term development needs of the city, including the Northern Metropolis Development Strategy;
- (4) After assessment, it was found that the decommissioning of two concrete batching plants to pave the way for the YLS Development would not seriously disrupt the concrete supply in Hong Kong;
- (5) The CEDD would liaise closely with relevant RCs during the construction period;
- (6) The request to advance the completion of a road under the third phase of the YLS Development to link Tong Yan San Tsuen Interchange to the road near the southern end of Kung Um Road as a part of the second phase development had been noted. The CEDD would study the feasibility of the request. As the department was studying a review on the intensification of the development scales of the third phase of the YLS Development, it would also be necessary to study the implications of advancing the completion of the road; and
- (7) The CEDD would relay to relevant policy bureaux and government departments the proposal of rehousing non-IVs affected by land resumption who had settled in the area after the war.

30. A consolidated reply provided by Mr Raymond AU of the PlanD was as follows:

- (1) Many economic activities of brownfield operations contributed to the local economy and employment, but the Government considered that the existing brownfield operations were not an effective use of land resources because of their scattered distribution, a shortage of supporting facilities and the environmental issues they would create. This prompted the Government to promote the development of MSBs for modern industries to release brownfield sites for other more beneficial uses;
- (2) An employment zone of 11 hectares had been set aside in YLS, including sites for MSBs for modern industries as well as open storage land for accommodating brownfield operators affected by the YLS Development. It was expected that the YLS Development could create more than 13 000 job opportunities, mostly in the warehouse and workshop industries;
- (3) The PlanD would assist as much as possible the affected brownfield operators in identifying sites for reprovisioning their operations, for example by offering them advice on planning and assistance regarding the relocation sites they had identified, so as to expedite the relevant planning process; and
- (4) Sites in the rural areas of the New Territories suitable for temporary open storage and port back-up uses were listed in the Town Planning Board Guidelines No. 13F to help brownfield operators identify suitable sites for relocation and submit planning applications for the use of the sites. The PlanD and the Development Bureau (“DEVB”) had stepped up efforts in collating relevant reference materials to help brownfield operators reprovision their operations.

31. A consolidated reply provided by Mr Henry KWOK of the Lands Department (“LandsD”) was as follows:

- (1) When the Government invoked relevant legislation to resume private land for public use, a statutory monetary compensation would be provided under legislation. The Government had also put in place an ex-gratia compensation system as an alternative to statutory compensation. This allowed land compensation to be dealt with more easily and conveniently. The administrative ex-gratia compensation arrangement was applicable to the resumption of private land in the New Territories;
- (2) The ex-gratia compensation system consisted of two compensation zones (i.e. Tier One zone and Tier Two zone). As “Tier One zone” was applicable to land resumed for development uses, Tier One ex-gratia compensation rates were applicable to the land in YLS resumed for development uses. If the registered landowners did not accept the Government’s ex-gratia compensation offers, they might submit claims for statutory compensation;
- (3) Affected eligible households might choose either the “means-tested” rehousing option to be rehoused at public rental housing (“PRH”) flats of the Hong Kong Housing Authority (“HA”), or the “non-means-tested” rehousing option to be rehoused at the dedicated rehousing estates developed and managed by the Hong Kong Housing Society. Households opting for “means-tested” rehousing were required to have a minimum of two years’ continuous residence in surveyed or licensed domestic structures immediately preceding the date of pre-clearance survey (“PCS”), and to have met the HA’s comprehensive means test. Households opting for “non-means-tested” rehousing were required to have at least seven years’ continuous residence in surveyed or licensed

structures for domestic or non-domestic use immediately preceding the date of PCS and were not subject to a means test. Households were also required to meet the relevant housing policy requirements, such as having no domestic property ownership and enjoying no subsidised housing benefits. On the other hand, a domestic removal allowance was payable to all households with PCS records;

- (4) “Village resite” was another ex-gratia compensation arrangement. Under the existing policy, the IVs affected by land resumption who owned building lots or non-IVs who had owned building lots pre-war (prior to December 25, 1941) or by succession, might be provided with “village resites” when their building lots were resumed. This meant that they would be provided with a piece of land or a resite house in a village resite area and/or an ex-gratia allowance (“EGA”) where applicable, in lieu of the aforesaid statutory compensation or ex-gratia compensation for resumed land. To dovetail with the “village resite” policy, the Government had reserved three village resite areas for the implementation of the entire development project in YLS;
- (5) Details about specific households affected by the YLS Development (including those of IVs or non-IVs) could only be verified after completion of the vetting process and thus were unavailable at this stage;
- (6) Regarding the arrangements for brownfield operators affected by land resumption, the Government would provide a wide range of assistance and support. Firstly, the Government would issue an EGA for open-air/outdoor business undertakings which had been operating on the site for at least two years immediately preceding the date of PCS and had not been in breach of the conditions of relevant land instruments (such as temporary waivers might not cover sites leased by way of short-term tenancy (“STT”) under abbreviated tender system) or in breach of the lease;
- (7) If brownfield operators intended to find alternative premises for relocation, the Government would offer them advice on planning and land issues and coordinate with various departments to expedite the approval process. Besides, the Government had been identifying temporary government sites suitable for brownfield operations such as open storage and workshop to be leased by way of STT to affected operators;
- (8) For owners of village houses who were not non-IVs, the Government would offer them cash compensation reflecting the market value of the property (“market value compensation”) and an ex-gratia Home Purchase Allowance. The total of the two amounts for the resumed property was equivalent to the value of a seven-year old flat of a similar size in the same locality; and
- (9) Different land resumption cases would have a unique compensation arrangement in place. The compensation arrangements for land resumption cases arising from the development associated with the XRL were individual examples.

32. Ms Suki PUN of the DSD said that the Environmental Protection Department (“EPD”) was responsible for the collection and pre-treatment of food waste before delivery to other suitable facilities (such as Yuen Long South Effluent Polishing Plant of the DSD) for further processing. The DSD would relay to the EPD the suggestion of assisting in the collection of food waste from nearby villages.

33. The Chairman concluded that Members had raised various concerns over the YLS Development, including transport, reprovisioning of brownfield operations and non-indigenous

households, and compensation arrangements. He pointed out that the YLS Development was still a long way to go, and hoped that the Government would continue to liaise closely with the DC, relevant RCs, affected residents and brownfield operators.

**Item V: Public housing development at Yuen Long South Site 2.2
(YLDC Paper No. 4/2023)**

34. The Chairman referred Members to Paper No. 4 and welcomed the following representatives to the meeting:

Senior Architect 35, Housing Department	Mr LO Hong-chung, John
Architect 1, Housing Department	Ms KWOK Wing-shan, Mandy
Planning Officer 35, Housing Department	Mr SHE Gee-chun, Desmond
Civil Engineer T248, Housing Department	Mr YAN Ming

35. Mr John LO of the Housing Department (“HD”) briefed Members on the public housing development at Yuen Long South Site 2.2.

36. Mr CHING Chan-ming supported the YLS Development and considered that infrastructure should serve district needs. Besides, he suggested that engineering vehicles should refrain from driving through Kung Um Road during peak hours as far as possible to avoid aggravating traffic congestion there. He also suggested that the Government maintain close communication with relevant RCs for their assistance in mediating and resolving disputes upon receipt of complaints during the construction period.

37. Mr TANG Che-keung asked if piling works would be carried out at the site concerned and suggested adopting other excavation methods as alternatives to piling in order not to cause piling-induced damages to nearby buildings such as cracks on wall. He said that the walls in an ancestral hall in Ping Shan once shown signs of inclination because piling works had been undertaken at a nearby construction site. Fortunately, another excavation method was adopted instead of piling after the incident was reported to the Government.

38. Mr LAI Wing-tim said that under the existing mechanism, if members of the public would like to lodge a complaint against a nearby works project, they had to undergo a series of complicated complaint procedures and provide the inspection findings issued by a loss adjuster. He opined that this had created unsubstantiated complaints by citing that although cracks were found on walls of the village houses in the vicinity of a construction site of the XRL, no compensation had been provided to the villagers concerned.

39. A consolidated reply provided by Mr John LO of the HD was as follows:

- (1) The HD would remind contractor to avoid allowing engineering vehicles driving through busy roads during the construction period as far as possible to minimise the impact to

pedestrian access. Besides, the HD valued the opinions and concerns of the RCs and residents of the area and would maintain communication with them; and

- (2) Since large diameter bored piling would be carried out at the site, the HD would pay attention to work safety during the construction period by adopting various kinds of safety and monitoring measures in order to minimise the impact to nearby residents.

40. The Chairman concluded that since the YLS Development had been planned for years, the imminent commencement of housing development under the first phase development should be long awaited by the public. Besides, he hoped that the Government maintain close communication with Shap Pat Heung Rural Committee and Ping Shan Rural Committee during the construction period for a timely resolution to local issues arising from the construction works. He also hoped that the Government would improve the mechanism in handling public complaints against impacts induced by construction works to dwellings in the neighbourhood.

Discussion Items

VI: Mr TANG Ho-nin proposed to discuss “Concern in relation to details of Light Public Housing development at Yau Pok Road, Yuen Long” (YLDC Paper No. 6/2023)

41. The Chairman referred Members to Paper No. 6 and the written reply of the Housing Bureau (“HB”). The following representatives were welcomed to the meeting:

Under Secretary for Housing	Mr TAI Sheung-shing, Victor, JP
Deputy Head, Task Force on Transitional Housing, Housing Bureau	Mr CHEUNG Ho-chi, Cyrus
Senior Administrative Officer (Transitional Housing), Housing Bureau	Mr XUE Ho-man, Herman
Assistant Secretary (Task Force), Housing Department	Mr LEUNG Hing-wah
Chief Project Manager 202, Architectural Services Department	Mr LEE Chun-kau, Paul
Senior Architect/22, Architectural Services Department	Mr CHAN Tsin-ching, Jim
Chief Transport Officer/New Territories North West, Transport Department	Mr YEUNG Chun-wing, Jun
Engineer/Special Duties 1, Transport Department	Mr LAM Chi-sing

42. The Vice Chairman said no private parking spaces would be provided in the Light Public Housing (“LPH”) development at Yau Pok Road, Yuen Long, where residents would have to rely on public transport for daily travel. He hoped the Government could plan sufficient bus routes to facilitate residents’ access to urban areas, such as introducing special bus routes during peak hours. Besides, he opined that the Government was playing up the problem of subdivided units in Hong Kong to lobby for LPH development. He did not see LPH as a good solution to the problem of subdivided units, and suggested that the Government should step up enforcement against the problem or enact legislation to ensure that the living environment of subdivided units would be up to a certain

standard. Moreover, he said the low occupancy rates of the transitional housing at United Court and Pok Oi Kong Ha Wai Village in Yuen Long might be attributable to the lack of schools in the vicinity, which was considered undesirable by families with children, and to the fact that those living in subdivided flats in urban areas might be reluctant to move to Yuen Long as they might need to work across districts.

43. Mr CHING Chan-ming objected to the LPH development at Yau Pok Road, saying that future residents there would have to face problems in transportation, employment and schooling, and its inconvenient location would take its toll on the occupancy rate. Besides, he stated that the occupancy rates of the existing transitional housing at United Court and Pok Oi Kong Ha Wai Village were not high, i.e. about 60% and less than 50% respectively, and that other transitional housing projects would be completed successively. Moreover, he said the LPH had a limited serviceable life but was extremely costly to build, with an average cost of \$890,000 per unit, whereas that of transitional housing was only about \$500,000. He opined that the Government should make prudent use of public funds. Lastly, he pointed out that the Government had identified sufficient land for providing about 360 000 public housing units in the coming 10 years, and questioned why the Government insisted on taking forward the LPH development at Yau Pok Road which would only provide 2 100 housing units.

44. Mr MAN Fu-wan, BBS worried that the LPH development at Yau Pok Road, Yuen Long, if completed, would increase the traffic burden of the already congested Fairview Park Roundabout during peak hours on weekdays. He enquired about details of the road widening works carried out by the Transport Department (“TD”) at Fairview Park Roundabout. He also said that there was an intersection between a cycling path and Fairview Park Road where bicycles and vehicles were often found competing for road spaces. He looked to the Government for corresponding improvement measures. Besides, as regards infrastructure facilities to be provided in the LPH development at Yau Pok Road, Yuen Long such as sewage pumping stations and sewage rising mains, he hoped the sewage service concerned could be extended to cover the entire San Tin area.

45. Mr Ronnie TANG enquired about the reason for the low occupancy rates of transitional housing at Pok Oi Kong Ha Wai Village and United Court, and suggested combining two units into a unit for four to six persons to increase the occupancy rate of families.

46. Mr LAI Wing-tim advised that Tai Lam Tunnel Bus Interchange was often congested during peak hours because its current design was not meant to be used as an interchange. He hoped that the situation would improve after the improvement works of the TD there. In addition, he said that the low occupancy rate of four to six-person unit of the transitional housing at Pok Oi Kong Ha Wai Village might be attributable to applicants’ perceived difficulties of their children in going to school.

47. The Chairman relayed the concern of Fairview Park residents that the public transport resources and compatible community facilities at Fairview Park would be occupied by future residents of the LPH at Yau Pok Road, Yuen Long. In this connection, he called on the Government to make good planning for the LPH development at Yau Pok Road, Yuen Long, including provision of direct bus service and compatible community facilities such as retail outlets, shopping malls and eateries, so as to meet the basic living needs of residents.

48. A consolidated reply provided by Mr Victor TAI, JP of the Housing Bureau (“HB”) was as follows:

- (1) No car parking spaces would be provided under the LPH project at Yau Pok Road, Yuen Long, where residents would rely on public transport services for daily travel. Adequate loading/unloading facilities and enhanced public transport services would also be provided. The TD had made a preliminary recommendation to launch public transport routes plying between Yuen Long Town Centre and Sheung Shui as well as feeder bus services to the Tai Lam Tunnel Bus Interchange during peak hours, and schedule service frequencies based on the TIA recommendations;
- (2) The Government was confident about the LPH occupancy rate, and that subdivided flat tenants, if allocated with LPH units, would enjoy a significantly improved living environment. Each LPH unit would be provided with a self-contained toilet, a shower area and an open cooking space, and equipped with basic facilities, such as an electric water heater and an exhaust fan in the toilet. LPH units would come in different sizes, ranging from small units for one to two persons to large units for four to five persons. The internal floor area of LPH units would range from approximately 13 to 31 square metres. LPH projects would provide various retail, leisure and social welfare facilities, and were expected to be appealing to those with pressing housing needs;
- (3) The occupancy rate of United Court, a transitional housing project, was currently over 60%. The occupancy rate of Phase 1 of Pok Oi Kong Ha Wai Village was over 70%, and Phase 2 of the project was completed at the end of last year. The operating organisation was processing rental applications. The occupancy rate was expected to rise gradually. Besides, the occupancy rates of smaller units in transitional housing projects were higher than those of larger units. In this regard, the HB would enhance publicity efforts, for example, by continuing to organise more guided tours for residents of subdivided flats and those with urgent housing needs to let them learn more about transitional housing;
- (4) The LPH project at Yau Pok Road, Yuen Long consisted of low-rise building blocks with an average cost of about \$530,000 per unit. LPH units were built using the Modular Integrated Construction (“MiC”) approach and could be used repeatedly. For example, MiC modules of Nam Cheong 220, a transitional housing project which had completed its operation, would be relocated to another transitional housing project for reusing;
- (5) LPH mainly catered for applicants who had been on the waiting list for traditional PRH for three years or more. For transitional housing, the target applicants were those who had been waiting for traditional PRH for at least three years or those with pressing housing needs. The two housing schemes could cater for the needs of different people in a holistic manner;
- (6) Sewage treatment facilities for the LPH project at Yau Pok Road, Yuen Long were temporary in nature. They were available for LPH only and could not be extended to serve San Tin Area. On the other hand, the arrangements for sewage disposal would not affect nearby residents;
- (7) It was estimated that about 360 000 public housing units could be provided in the decade ahead. However, as overall public housing supply would be back-loaded, only 128 000 units would be available during the first five-year period and two-thirds of the remaining 232 000 units would be delivered in the second five-year period. The Government would

expedite the completion of 30 000 LPH units by adopting the MiC approach in a bid to fill the gap in public housing supply for the short term;

- (8) LPH would provide a better living environment for people in the PRH queue;
- (9) Prior to the completion of LPH units and the intake of residents, the HB would write to invite applications from those who had been on the waiting list for PRH for three years or more, so that the application process could commence earlier. The rents of LPH were set at around 90% of those for traditional PRH flats in the same district, ranging from about \$740 to \$2,650; and
- (10) About 1 075 square metres of GFA in the LPH project at Yau Pok Road, Yuen Long would be set aside for the provision of ancillary facilities, such as retail, leisure and social welfare facilities, including a self-study room and a self-service laundry, etc. to cater for the basic living needs of the residents.

49. A consolidated reply provided by Mr LAM Chi-sing of the TD was as follows:

- (1) Road improvement works would be undertaken at the Fairview Park Roundabout by widening the entrances to the roundabout from Castle Peak Road - Tam Mi (Northbound) and San Tam Road (Southbound) to improve vehicular access; and
- (2) The TD would monitor the use of the cycle track at the entrance of Fairview Park Boulevard and propose suitable improvement measures where necessary. In case of any breach of traffic regulations, the TD would liaise with relevant law enforcement departments for handling.

50. A consolidated reply provided by Mr Jun YEUNG of the TD was as follows:

- (1) According to the TD's preliminary proposal, the LPH project at Yau Pok Road, Yuen Long should provide public transport services between Yuen Long Town Centre and Sheung Shui as well as feeder bus services to the Tai Lam Tunnel Bus Interchange during peak hours. Further discussions about the details of the services would be held with the operators based on the TIA recommendations;
- (2) According to the TD planning, both bus and minibus stops would be provided in the northern and southern parts of the project to satisfy the transport needs of residents. Besides, the TD had taken heed of the opinion that the Tai Lam Tunnel Bus Interchange was rather busy during peak hours and bus companies would deploy their field staff to control traffic flow and help passengers get on board; and
- (3) The TD would timely enhance public transport services based on the TIA recommendations.

51. The Chairman concluded that Members considered LPH scheme worthy of support as it served as a contingency to fill the gap of traditional public housing supply with provision of quality and affordable housing options to the public. Members were also concerned about the impact on traffic and the provision of adequate community facilities after the completion of LPH projects. Moreover, given that the occupancy rate of transitional housing had not been as high as expected, it was suggested that the HB adjust the proportion of housing unit types in order to boost the occupancy rate in future.

**Item VII: Mr SHUM Ho-kit and Mr CHING Chan-ming proposed to discuss “Proposal to actively study the possibility for a fish market to be a relocation site for government offices with no specific location requirements”
(YLDC Paper No. 5/2023)**

52. The Chairman referred Members to Paper No. 5 and the consolidated written reply from the DEVB, LandsD, Agriculture, Fisheries and Conservation Department and Government Property Agency. Since no representatives from the said bureau and departments were sent to the meeting, he asked the Secretariat to forward Members’ questions and views to relevant bureaux/departments for follow-ups.

53. Mr CHING Chan-ming said that the DC had advocated for years the construction of government offices on a government site adjacent to the sports centre in Area 12, Yuen Long (i.e. the location of the existing temporary freshwater fish wholesale market). He hoped that the Government would actively consider the proposal and study its feasibility.

54. The Chairman objected to the Government’s plan to reserve the government site adjacent to the sports centre in Area 12, Yuen Long (i.e. the location of the existing temporary freshwater fish wholesale market) as an open space. He suggested that the Government should build government offices at the site concerned taking into account its location at Yuen Long Town Centre where convenient transport was available to optimise the use of land resources. Besides, he called on the Government to help relocate the temporary freshwater fish wholesale market to a suitable location the soonest possible to release the land for other purposes.

(Post-meeting note: The Secretariat wrote to convey Members’ views to the DEVB on 16 March 2023.)

Item XIV: Any Other Business

55. The Chairman suggested advancing the discussion of Item XIV because he had to leave the meeting early for other commitments. His suggestion was endorsed by Members.

(1) Matters relating to Members joining or withdrawing from the Committees/Working Groups under YLDC

56. The Chairman said that the Secretariat had received an application from Mr Ronnie TANG requesting to re-join the Traffic and Transport Committee.

57. There being no objection from Members, the Chairman declared that the application was endorsed.

(2) Matters relating to YLDC duty visit

58. The Chairman suggested a delegation to be formed in the name of “YLDC” in this DC term with a view to enhancing the quality of district administration and gaining first-hand experience from

other cities in handling district matters. Pursuant to the “Remuneration Package for DC Members of the Sixth DC Term”, each DC member would have a provision for duty visits of \$10,000 per term. He asked Members if they agreed to form a delegation in the name of “YLDC”.

59. Members agreed to form a delegation in the name of “YLDC” in this DC term.

60. The Chairman asked Members for their views on the destination, date and purposes of the duty visit.

61. After discussion, Members agreed to schedule a duty visit to Shanghai and Beijing during the period of 10th to 20th of June while the purposes of the duty visit would be discussed later.

62. The Chairman concluded that he would follow up with the Secretariat on the proposed itinerary and details of arrangements of the delegation. The Secretariat would also obtain quotations for the duty visit and make a submission of the proposal and the expenditure estimate to the DC for approval.

(The Chairman withdrew from the meeting due to other commitments. Pursuant to the YLDC Standing Order 6(2), the meeting was hereby presided over by the Vice Chairman.)

Report Items

Item IX: Progress reports of Committees

- (i) **Community Affairs Committee (YLDC Paper No. 7/2023)**
 - (ii) **Environmental Improvement Committee (YLDC Paper No. 8/2023)**
 - (iii) **Traffic and Transport Committee (YLDC Paper No. 9/2023)**
 - (iv) **Cultural and Recreational Affairs and District Facilities Management Committee (YLDC Paper No. 10/2023)**
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63. The Vice Chairman referred Members to the progress reports of the Committees as set out in Paper Nos. 7 to 10.

64. Members noted the aforesaid progress reports.

Item X: Progress report of the Yuen Long District Management Committee (YLDC Paper No. 11/2023)

65. The Vice Chairman referred Members to the progress report of the Yuen Long District Management Committee as set out in Paper No. 11.

66. Members noted the aforesaid report.

Item XI: Achievements of the Yuen Long District 2023 Year-end Clean-up Campaign of the Food and Environmental Hygiene Department (YLDC Paper No. 12/2023)

67. The Vice Chairman referred Members to Paper No. 12 on “Achievements of the Yuen Long District 2023 Year-end Clean-up Campaign of the Food and Environmental Hygiene Department.

68. Members noted the aforesaid report.

Item XII: Hong Kong Police Force’s report on the district’s law and order situation and crime figures over the past two months

69. Mr Eric HO of the Hong Kong Police Force reported on the law and order situation and crime figures in Yuen Long District over the past two months.

70. Members noted the report.

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

71. Mr Sunny CHAN, Assistant District Officer (Yuen Long) 1, reported on the latest progress of the District-led Actions Scheme (“DAS”).

72. Mr Ronnie TANG commended the DAS coordinated by the YLDO for its effectiveness in combating illegal shop front extensions at Hop Yick Market, which had restored the unimpeded flow of the pedestrian roads there.

73. There being no other business, the Vice Chairman declared the meeting closed and thanked Members and the department representatives for attending the meeting.

Yuen Long District Council Secretariat
April 2023