Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation
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Planning and Engineering Study – Investigation

Stage 3 Community Engagement Report

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目錄

1 引言

1.1 背景 .................................................................................................................. 1
1.2 社區參與計劃 ................................................................................................. 1
1.3 第三階段社區參與概要 ............................................................................... 2
1.4 此報告的目的 ................................................................................................. 3

2 第三階段社區參與活動 .................................................................................... 4

2.1 概要 ................................................................................................................ 4
2.2 屯門鄉事委員會 ........................................................................................... 5
2.3 城市規劃委員會 ........................................................................................... 5
2.4 厦村鄉事委員會 ........................................................................................... 6
2.5 屯門區議會 ................................................................................................ 6
2.6 屏山鄉事委員會 ........................................................................................... 7
2.7 落馬洲中港貨運聯會 ................................................................................... 8
2.8 田心村、田心新村及石埗路尾村居民 ....................................................... 8
2.9 沙洲里（II）居民代表 ................................................................................ 9
2.10 立法會議員陳婉嫻及麥美娟（應邀請） ............................................... 9
2.11 洪屋村商會 ................................................................................................ 10
2.12 亦園村居民 ................................................................................................ 10
2.13 元朗區議會 ................................................................................................ 11
2.14 新界鄉議局 ................................................................................................ 12
2.15 立法會發展事務委員會 .............................................................................. 13
2.16 新界露天倉經營者協會 ........................................................................... 14
2.17 香港貨櫃儲存及維修商會 ......................................................................... 15
2.18 香港規劃師學會／香港園境師學會／香港城市設計學會／香港建築師學會／香港測量師學會／工程界社促會 ......................................................... 15
2.19 土地及建設諮詢委員會轄下規劃小組委員會 ........................................ 17
2.20 環保團體 .................................................................................................... 18
2.21 香港物流協會 ............................................................................................. 18
2.22 橋頭圍工業區經管者 ............................................................................... 19
| 2.23 | 新生村及新生新村居民 | 20 |
| 2.24 | 香港房屋委員會 | 20 |
| 2.25 | 香港工程師學會 | 22 |
| 2.26 | 公眾論壇 | 22 |
| 2.27 | 香港運輸物流學會 | 23 |
| 2.28 | 香港物流發展局基建支援小組 | 24 |
| 2.29 | 天水圍居民（應邀請） | 25 |
| 2.30 | 丹桂村、和平新村寮屋居民關注組（應邀請） | 25 |
| 2.31 | 亦園村居民 | 26 |
| 2.32 | 天水圍社區發展陣線、關注綜援低收入聯盟、社區工藝發展關注組、天姿作園、土地正義聯盟、及街坊工友服務處 | 26 |
| 2.33 | 田心村及田心新村居民 | 27 |
| 2.34 | 環境諮詢委員會 | 28 |
| 2.35 | 元朗邨舍輔導會婦女組 | 29 |
| 2.36 | 立法會議員麥美娟及元朗區議員陸頌雄及劉桂容 | 30 |
| 2.37 | 新界鄉議局 | 31 |
| 2.38 | 香港檢測和認證局 | 31 |
| 2.39 | 北區廠商會創會會長（應邀請） | 32 |
| 2.40 | 立法會議員易志明及物流業界代表（應邀請） | 32 |
| 2.41 | 石埗村居民 | 33 |
| 2.42 | 沙洲里（II）居民 | 33 |
| 2.43 | 立法會議員陳克勤及梁志祥，及新界社團聯會（新社聯） | 34 |
| 2.44 | 立法會發展事務委員會（特別會議） | 34 |
| 2.45 | 公眾書面意見 | 35 |
| 3.1 | 概要 | 40 |
| 3.2 | 新發展區的需求和定位 | 40 |
| 3.3 | 經濟發展 | 41 |
| 3.4 | 物流業設施 | 42 |
| 3.5 | 企業科技發展 | 44 |
| 3.6 | 就業機會 | 44 |
3.7 房屋組合 ................................................................. 45
3.8 政府、機構或社區設施 ............................................... 46
3.9 運輸基建 ................................................................. 48
3.10 棕地運用 ............................................................... 50
3.11 生態、環境保育及河道改善 ....................................... 51
3.12 文化遺產 ............................................................... 52
3.13 城市設計及發展密度 ............................................... 53
3.14 與現有鄉村融合 .................................................... 55
3.15 城市農耕、農戶復耕及補償 ....................................... 57
3.16 住戶的影響、補償及安置 .......................................... 59
3.17 業務／棕地經營者的影響、補償及重置 ............................. 60
3.18 發展模式及時間表 ................................................ 61
3.19 公眾參與 ............................................................... 62
4 總結
4.1 下一階段工作 ....................................................... 63

附圖
附圖 1.1 建議發展大綱圖

附錄
附錄甲 第三階段社區參與諮詢會相關會議記錄
附錄乙 第三階段社區參與書面意見一覽表
附錄丙 第三階段社區參與公眾論壇意見概覽
附錄丁 第三階段社區參與公眾論壇相片集
附錄戊 建議發展大綱圖的主要修訂
1 引言

1.1 背景

1.1.1 於一九九七年十月展開的「新界西北規劃及發展研究」（下稱「新界西北研究」）確定佔地約 450 公頃的洪水橋為一個合適的新發展區，以應付在全港發展策略檢討中推斷的本港長遠發展需求。洪水橋新發展區位處於屯門－元朗走廊，部分的新發展區被策略性公路包圍，分別是東南面的元朗公路以及西面的港深西部公路，而西北面則為圓頭山山麓。東面則有一個傳統村落包括新圍、錫降圍、廈村市、新屋村及石埗村。當時發展區全面發展後可容納人口約為 160,000（當中 100,000 人為新增人口）和提供約 48,000 個就業機會。

1.1.2 在「新界西北研究」中，透過多個諮詢活動收集到市民對發展項目的意見，繼而制定建議發展大綱圖，並於二零零二年制定了建議發展藍圖。根據多項技術評估顯示，確定擬議發展是可行和可接受的。但其後由於人口增長和住屋需求放緩，政府在 2003 年決定暫時擱置開拓洪水橋新發展區，計劃被暫時擱置直至「香港 2030：規劃遠景與策略」研究的綜合檢討完成後才再作考慮。

1.1.3 二零零七年完成的「香港 2030：規劃遠景與策略」研究（下稱「香港 2030 研究」）更新了香港的全港發展策略，建議落實新發展區的發展，發展區包括粉嶺北、古洞北、及坪輋／打鼓嶺（總稱新界東北新發展區）和洪水橋。報告指出新發展區應有多功能性發展及創造就業機會，當中包括提供土地作興建房屋、教育及社區設施，改善舊村落環境，保育、發展高等教育、特殊工業和港口後勤／露天貯物用途。洪水橋並被視為將來主要房屋土地來源以解決香港中期至長遠（即 2020 年以後）的房屋短缺問題。

1.1.4 行政長官在《二零零七至零八年施政報告》中，宣布恢復新發展區的規劃及工程研究並制定實施策略。透過全面的土地規劃，新發展區將為居民及使用者提供優質生活及帶來方便。

1.1.5 為了重新啓動新發展區計劃，香港特別行政區土木工程拓展署聯同規劃署在二零一一年八月委託艾奕康有限公司展開「洪水橋新發展區規劃及工程研究」，為洪水橋制定新的發展計劃。

1.1.6 洪水橋新發展區佔地約 714 公頃，可發展用地約 441 公頃，位於新界西北部，在屯門和天水圍新市鎮之間。新發展區的建議範圍，東面至天影路、屏廈路和橋洪路，東南面至青山公路，西面至港深西部公路，北面至流浮山道及深灣路沿路的山坡。

1.2 社區參與計劃

1.2.1 為了促進社會的支持和在主要議題上取得普遍共識，研究納入了一系列的社區參與計劃。社區參與活動主要分為三個階段進行。

- 第一階段社區參與首輪活動（2010 年 11 月展開）－ 向各法定及諮詢組織展示新發展區的主要議題，包括它的願景、策略性角色和規劃原則。
- 第一階段社區參與次輪活動（2011 年 12 月展開）－ 向主要持份者及市民就洪水橋新發展區的發展討論和交換意見。
- 第二階段社區參與活動（2013 年 7 月展開）－ 諮詢市民對初步發展大綱圖的意見，以制定建議發展大綱圖。
第三階段社區參與（2015 年 6 月展開）－ 向市民簡述政府在制定建議發展大綱圖時如何適切考慮到於第二階段社區參與收到的意見，諮詢市民對建議發展大綱圖的意見，以制定發展藍圖。

1.2.2 在第一階段社區參與中，公眾就多個關於洪水橋新發展區規劃的主要課題作出了廣泛討論。研究團隊參考了所收集的意見，確立了初步發展大綱圖指導原則，並制定了洪水橋新發展區初步發展大綱圖。根據 2013 年公布的初步發展大綱圖，洪水橋新發展區內約 218,000 總人口，新增住宅單位約 60,000 個，公營和私人房屋組合為 51% 比 49%。新發展區內將提供約 100,000 個就業機會。

1.2.3 參照第二階段社區參與中所收集到的公眾意見、規劃及工程考慮和技術評估的結果，我們為洪水橋新發展區制定了建議發展大綱圖。根據 2015 年公布的建議發展大綱圖，洪水橋新發展區內的總人口約 218,000，新增住宅單位約 60,100 個，公營和私人房屋組合為 69% 比 31%。新發展區內將提供約 150,000 個就業機會。第三階段社區參與所收集的意見為確定發展藍圖建立基礎。

1.2.4 在第三階段社區參與活動完成後，我們考慮了公眾的意見及各項技術評估的結果，修訂了新發展區的「建議發展大綱圖」及有關發展建議。根據 2016 年公布的經修訂的建議發展大綱圖，洪水橋新發展區內的總人口約 218,000，新增住宅單位約 61,000 個，公營和私人房屋組合為 51% 比 49%。新發展區內將提供約 150,000 個就業機會。

1.2.5 研究團隊已組成專家小組並就城市規劃、保育、社會融合等相關研究問題提出建議。研究團隊非常感謝專家小組成員對洪水橋新發展區計劃所作出的貢獻。第一階段、第二階段和第三階段的專家小組成員包括：

- 王緝憲博士
- 賴錦璋太平紳士
- 許智文教授
- 陳弘志教授（由 2014 年 10 月 28 日開始）
- 伍灼宜教授
- 梁士倫博士（由 2011 年 9 月 30 日至 2013 年 10 月 7 日）

1.3 第三階段社區參與概要

1.3.1 在參考第二階段社區參與活動所收集的意見，並根據規劃及工程考慮和技術評估的結果，我們制定了建議發展大綱圖，並進行第三階段社區參與活動，由 2015 年 6 月開始，諮詢市民對建議發展大綱圖的意見。建議發展大綱圖可參考附圖 1.1。

1.3.2 洪水橋新發展區規劃及工程研究第三階段社區參與包括以下的活動：

- 諮詢摘要 — 第三階段社區參與諮詢摘要提供了建議發展大綱圖的詳情，並邀請公眾發表對建議發展大綱圖的意見。諮詢摘要以郵遞廣泛地派發給區內和附近市民，及相關的持份者。公眾亦可在不同的政府場地取得該摘要。我們亦在同一時間公布了第二階段社區參與報告，以總結第二階段社區參與收集的公眾意見和市民的回應。
- 巡遊展覽 — 在公眾地方展示展板及短片介紹建議發展大綱圖，並邀請市民表達他們的意見。
研究網站 — 社區參與的相關文件、短片和洪水橋新發展區建議發展大綱圖的技術評估行政摘要已上傳到研究網站，作為一個平台以發佈社區參與過程的情況，並提供訊息及邀請公眾發表意見。

公眾論壇 — 公眾論壇於 2015 年 8 月 8 日在天主教崇德英文書院舉行，約有 550 人參加。

簡報會 — 向法定及諮詢委員會和地區代表作出簡報，當中包括立法會發展事務委員會、城市規劃委員會、環境諮詢委員會、元朗和屯門區議會、新界鄉議局及屏山鄉、廈村鄉和屯門鄉事委員會。

諮詢會 — 向持份者如受影響鄉村、區內關注組織、港口後勤／露天貯物經營者、專業團體、環保團體、香港物流發展局、香港檢測和認證局、區內工業經營者等作簡報。

1.3.3 第三階段社區參與活動得到市民的積極回應，包括對洪水橋新發展區建議發展大綱圖的書面意見和對洪水橋新發展區的建議。我們於活動中收到合共 1224 份意見書。除了那些表示不願披露內容的意見書外，所有收到的意見已上傳到研究網站，書面意見一覽表可參閱附錄乙。

1.3.4 我們於 2015 年 8 月 8 日在天主教崇德英文書院舉行了公眾論壇，公眾論壇的照片已上傳到研究網站予公眾查看。我們亦把當天收到的意見摘要載於附錄丙，而當天的活動照片亦輯錄於附錄丁。

1.3.5 在第三階段社區參與期間，我們亦在下列的地方利用展板和短片介紹洪水橋新發展區的建議發展大綱圖，讓市民了解洪水橋新發展區的規劃及發展：

- 2015 年 6 月 29 日至 2015 年 7 月 7 日 — 元朗民政事務處大樓
- 2015 年 6 月 29 日至 2015 年 7 月 7 日 — 屯門政府合署
- 2015 年 7 月 10 日至 2015 年 7 月 27 日 — 沙田政府合署
- 2015 年 8 月 3 日至 2015 年 8 月 18 日 — 中環展城館（包括實物模型）
- 2015 年 8 月 19 日至 2015 年 9 月 8 日 — 北角政府合署（包括實物模型）

1.3.6 同時，我們亦使用了規劃署的流動展覽車，在不同地點展示洪水橋新發展區的規劃與發展計劃。

1.3.7 我們以第三階段社區參與活動所收集的意見作為基礎，制定發展藍圖以及新發展區的落實機制和時間表。

1.4 此報告的目的

1.4.1 本報告交代第三階段社區參與的活動內容，總結公眾對建議發展大綱圖的意見，並列出研究團隊對各項公眾意見的綜合回應。
2 
第三階段社區參與活動

2.1 概要

2.1.1 第三階段社區參與於 2015 年 6 月中展開，在第三階段社區參與期間，我們舉行了一共 43 場的諮詢會及簡報會，與公眾及不同界別的持份者就建議發展大綱圖作深入討論。附表 1 總結在第三階段社區參與的諮詢及簡報會。

附表 1 – 第三階段社區參與諮詢會／簡報會概要

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<td>沙洲里（II）居民代表</td>
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<td>2015年7月10日</td>
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<td>元朗區議會</td>
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<td>附錄甲5</td>
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<td>2015年7月22日</td>
<td>立法會發展事務委員會</td>
<td>附錄甲6</td>
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<td>2015年7月23日</td>
<td>新界露天會經營者協會</td>
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<td>2015年7月24日</td>
<td>香港貨櫃儲存及維修商會</td>
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<td>2015年7月25日</td>
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<td>2015年7月29日</td>
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<td>2.21</td>
<td>2015年7月29日</td>
<td>香港物流協會</td>
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<td>2015年7月31日</td>
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<td>2015年8月5日</td>
<td>香港房屋委員會</td>
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<td>2015年8月11日</td>
<td>香港運輸物流學會</td>
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<td>2015年8月18日</td>
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<td>2015年8月24日</td>
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<td>2015年9月7日</td>
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<td>附錄甲7</td>
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<td>2015年9月10日</td>
<td>元朗鄰舍輔導會婦女組</td>
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<td>2.37</td>
<td>2015年9月17日</td>
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屯門鄉事委員會

部分委員關注受影響鄉村特別是亦園村的補償及安置安排，要求政府為受影響居民安排原區安置，使他們能延續原有的生活，以消除居民的憂慮。有委員認為政府應具體和明確地交代補償金額及安置安排，及就各類型的居所如永久屋、臨時屋等的收地安排。亦有委員表示政府應仔細考慮當地居民的意見，以解決問題。

部分委員詢問有關補償機制和安置問題，指出政府雖然已進行了兩個階段的社區參與，但所採納的發展方案依舊一樣，並沒有考慮居村民的意見。有委員表示政府現時沒有統一的機制去處理受影響的居民，指出亦園村是香港合法的鄉村，應該得到合理的補償和安置安排，建議採用古洞北、粉嶺北新發展區的補償及安置安排。亦有委員指出現時公屋安置所採用的經濟狀況審查機制存有問題，建議政府應該重新審視機制。

有委員關注未來洪水橋新發展區的交通設施，擔心現時西鐵線已非常擠迫，發展洪水橋將增加西鐵線的負荷。

有委員建議政府應先解決現有補償及安置、交通和房屋問題，並與村民商討和收集意見，然後才落實新發展區。有委員認為分階段發展並不恰當，所有建設應同時間進行。

最後兩位副主席總結指屯門鄉事委員會不支持洪水橋新發展區計劃，並要求政府在完成諮詢後回應及交代各委員提出的意見。

及後屯門鄉事委員會向我們提交書面意見。

城市規劃委員會

有委員詢問洪水橋新發展區未來人口及就業的估算方法，並指洪水橋新發展區連接天水圍的重要性，建議延伸環保運輸走廊到天水圍。委員指出洪水橋新發展區能有助緩解現時天水圍公私營房屋組合失衡的狀況，並詢問有關融合現有鄉村與新住宅區的方案。

有委員認為洪水橋新發展區鄰近屯門、天水圍和元朗新市鎮，應應用其策略性位置規劃為新界西北的商業和文娛樞紐，並認為高密度的商業和住宅發展應集中在兩個鐵路站旁，而區域公園應設於方便附近居民到達的位置。
2.3.4 有委員認為洪水橋現存有不少棕地作業，如建築物料及機械貯存，為香港的建築及物流業擔當重要角色，亦有委員認為多層樓宇未必能容納所有物流設施例如貨櫃倉庫。政府應小心處理棕地作業的搬遷問題，以免影響業界從業員的生計。如有需要應另覓合適的地方作替代土地。

2.3.5 有委員建議洪水橋新發展區應透過先進的廢物管理及供水系統作可持續發展模式，新發展區不應該增加現有基礎建設的負荷。

2.3.6 有委員詢問洪水橋新發展區的綠色倡議及碳監測系統，及關注新發展區可能帶來的熱島效應。有委員建議新發展區應結合現時的河道成為生態走廊。

2.3.7 城市規劃委員會第 1088 次會議記錄已經上載在城市規劃委員會網站，相關記錄載於附錄甲 1。

2.4 廈村鄉鄉事委員會

2.4.1 我們於 2015 年 7 月 2 日在廈村鄉鄉事委員會會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員的意見。

2.4.2 有委員表示新發展區將包圍現有鄉村，建議政府擴大鄉村界線，讓村民能拓展鄉村發展。有委員表示關注洪水橋新發展區和現有鄉村的融合問題，認為新發展區將影響鄉村的居住環境、風水和交通，並提出設置隔音屏以減低影響。

2.4.3 有委員認為棕地作業搬遷到多層樓宇將會產生營運及土地業權方面的問題，認為此方案不可行，建議政府不應落實此方案。有委員質疑政府就洪水橋新發展區提出的就業數字。

2.4.4 有委員要求政府分階段落實洪水橋新發展區，建議政府妥善處理收地及補償問題，並放寬公屋安置的經濟狀況審查，以原區安置受影響的居民。有委員反對政府收取祖堂地，假如政府強制收地，應作出合理補償。

2.4.5 有委員對洪水橋新發展區的交通及運輸配套表示關注，指出取消現有天影路將影響洪水橋交通，建議政府保留天影路，同時擴闊流浮山路供上、下白泥村的居民使用。

2.4.6 最後廈村鄉鄉事委員會主席作總結，表示支持政府發展洪水橋新發展區，認為社會發展是無可避免，但希望政府能回應各村代表及委員所提出的意見，特別是補償及其他關注事項，希望在大方向上能互相協調。

2.4.7 及後廈村鄉鄉事委員會向我們提交書面意見。

2.5 屯門區議會

2.5.1 我們於 2015 年 7 月 7 日在屯門區議會向各議員介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各議員的意見。

2.5.2 有議員詢問政府是否原區安置或原村遷建亦園村，當中涉及約二千名亦園村的村民。同時提議將高壓架空電纜改為隧道形式和把部分沿青山公路的輕鐵段改為架空，以擴闊青山公路。另外，亦提議用隧道形式運送垃圾到垃圾轉運站。

2.5.3 有議員希望落實新的道路連接新界西北與市區，同時建議新發展區的交通網絡包括環保運輸服務與現有的輕鐵線互相連接，以改善區內交通，並考慮將有關系統互通，避免居民因換乘不同交通系統而增加的交通費用負擔。
2.5.4 有議員詢問醫院和大專院校的規劃詳情及相關的政策支援。有議員希望洪水橋新發展區的收地工作能同步進行，而相關的醫療、交通、學校，和社區設施等能配合人口遷入。有議員提議人口入伙前，先興建洪水橋新發展區的醫院，並要求署方重新考慮消防局和警署的位置，以免兩者分隔太遠。亦有議員指出區內有多項歷史文物，希望政府發展時做好保育工作。

2.5.5 有議員表示整體上支持洪水橋新發展區，但要求政府對受影響居民作出合理補償及安置。另有議員指政府未有具體方案解決收地補償、農業復耕、搬遷及安置等問題。

2.5.6 有議員質疑洪水橋新發展區的就業數字，要求具體交代就業數字的估算方法。議員質疑洪水橋新發展區定位為新界西北的「區域經濟及文娛樞紐」將難以落實，但在落實此願景時將會出現困難。

2.5.7 屯門區議會2015年7月7日的相關會議記錄載於附錄甲2。

2.5.8 及後屯門區議會向立法會發展事務委員會就2015年10月9日舉行的特別會議提交意見書。此外，屯門區議會議員（兼屯門鄉事委員會副主席）陶鍚源向我們提交書面意見。

2.6 屏山鄉事委員會

2.6.1 我們於2015年7月8日在屏山鄉事委員會會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員的意見。

2.6.2 有委員表示洪屋村和橋頭圍附近規劃作商業及住宅發展用地，再加上現時該位置附近已有多座高樓大廈，擔心會造成屏風效應。希望重新規劃該處的土地用途，不要興建高樓大廈。如果政府需要發展土地，建議政府規劃附近的土地作為休憩用地。亦有委員認為政府忽略原居民村的意見，指天水圍西鐵站旁發展商業大廈將會影響橋頭圍的居民及鄰近鄉村，認為新發展需要與現有鄉村保持一定的距離作緩衝，以免影響鄉村環境。

2.6.3 有部分委員反對醫院的位置，認為該發展將影響附近的居民，希望政府能重新檢視醫院的位置。

2.6.4 有委員認為政府沒有照顧和關注當地原居民，如石埗村的村民，重申在第一及第二階段社區參與時已經要求擴大鄉村界線，以補償村民以往因配合該區發展而被徵收土地的損失。

2.6.5 有委員反對醫院的位置，認為該發展將影響附近的居民，希望政府能重新檢視醫院的位置。

2.6.6 就交通配套方面，有委員希望未來的環保運輸服務不會重演現時輕鐵系統的情況，要求架空或沉降式的設計，以解決現時輕鐵所帶來的交通問題。有委員認為洪水橋新發展區不能只依靠西鐵線作為主要交通運輸，因現時西鐵線的容量已近飽和，不能負荷新發展區所帶來的新增人口。希望政府能作出完善的交通配套，並提出興建連接荃灣和屯門的新鐵路。

2.6.7 有委員表示政府應落實措施改善鄉村環境，以達致城鄉共融，平衡各方的利益。有委員要求解決村內的排污問題及控制車輛的流量，以提升居住的質素。
2.6.8 此外，有委員指出物流設施的用地鄰近鄉村，希望政府能提供良好的工業及商業配套，以提供就業機會。但有委員指出洪水橋新發展區計劃興建多層樓宇以整合棕地作業，質疑這些多層樓宇與鄉村間的緩衝是否足夠，並關注貨櫃車所帶來的交通影響。

2.6.9 有部分委員表示整體上支持新發展區的發展，但認為需要顧及原居民的土地發展權益，及避免影響鄉村環境。

2.6.10 最後屏山鄉事委員會主席作總結，建議研究團隊仔細考慮各委員提出的意思，並表示該會希望洪水橋新發展區能早日落實及順利推行。

2.6.11 屏山鄉事委員會 2015 年 7 月 8 日的相關會議記錄載於附錄甲 3。

2.6.12 及後屏山鄉事委員會及屏山鄉石埗村村代表分別向我們提交書面意見。

2.7 落馬洲中港貨運聯會

2.7.1 我們於 2015 年 7 月 8 日在落馬洲中港貨運聯會會址向落馬洲中港貨運聯會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各會員的意思。

2.7.2 部分會員指出面對現時深圳前海區的物流中心及科技園的迅速發展，政府需要支持及扶助本地物流業。他們認為現時土地供應不足及成本增加，是影響本港物流業發展的主要原因。

2.7.3 有關將棕地作業遷入多層樓宇的建議，部分會員表示一些運作如重型機械及貨櫃貯存，需要地面空間，不適合遷入多層樓宇。部分會員關注把現時棕地作業搬遷到多層樓宇所帶來的問題，例如營運面積減少、租金上升、作業模式改變等，影響一些經營者不能繼續營運。建議政府發展不同類型和層數的多層樓宇，以配合不同經營者的需要。

2.7.4 有會員建議興建多層式貨車停車場，以解決貨車停泊的問題，亦提議收回土地作汽車維修和後勤支援等用地以配合業界需要。

2.7.5 有會員關注多層樓宇的實施安排，表示如果把未來發展的土地以拍賣方式出售，將會形成大財團壟斷的情況，建議政府直接將土地租予經營者發展或營運。有會員認為除了收地發展，亦希望政府考慮給予業主及經營者以換地方式來發展用地。此外，有會員認為發展地盤要有相當大小的面積及長租約，以吸引投資。

2.7.6 有會員認為貨物貯存及物流設施用地的發展不應該只集中於洪水橋地區，建議政府在其他地方規劃有關發展，例如新田地區，以紓緩洪水橋現時的交通情況及減低對居民的影響。

2.7.7 有會員認為發展洪水橋新發展區的最大阻力為該地現有的持份者，如業主和租戶等。他們希望政府從經營者的角度出發，妥善處理及安置問題，並有秩序地搬遷經營者。他們建議政府對發展土地以低價租借予經營者，並合理補償經營者因搬遷所帶來的損失。最後他們重申政府應在其他地區提供土地予貨物貯存及物流業發展。

2.7.8 及後落馬洲中港貨運聯會派代表出席立法會發展事務委員會於 2015 年 10 月 9 日舉行的特別會議，並於會上陳述意見。

2.8 田心村、田心新村及石埗路尾村居民

2.8.1 我們於 2015 年 7 月 10 日在田心村村公所向田心村、田心新村及石埗路尾村居民介紹洪水橋新發展區建議發展大綱圖，並收集各鄉村居民對洪水橋新發展區的意見。
2.8.2 有多位村民詢問有關補償及安置問題。有村民表示受影響的鄉村有不少祖屋及丁屋，將會因政府收地發展而需要清拆，希望政府能夠公平處理每個受影響的居民，與鄉村商討，作出妥善的安置及補償。有村民表示他們現在的居住環境惡劣，希望能獲得原區公屋安置。有村民認為政府應放寬公屋安置的經濟狀況審查的資格，讓受影響的村民能夠遷到公營房屋，以作原區安置。亦有不少村民提出「先安置，後清拆」的意思。此外，有村民不滿政府現階段沒有明確及具體的方案供受影響的村民參考，希望政府能夠盡快公布新發展區的落實時間表，以讓村民預早準備搬遷或原區安置。

2.8.3 有村民表示「不遷不拆」的意見，他們希望能維持現有的居住環境，讓村民能夠安居樂業。有村民指政府收地發展扼殺現有鄉村土地，原區安置受影響的村民亦未能滿足村民對維持現有生活環境的訴求，提議政府用以地換地方式作收地補償，讓村民能够建設新的住宅以繼續居住，維護原居民的利益。有村民則認為新發展區界線旁的山丘為空置土地，政府可這些土地上進行發展。有村民表示在第一階段及第二階段社區參與時已要求政府收窄新發展區的發展範圍，盡量減少在鄉村附近發展，以減低對現有鄉村居民的影響。

2.8.4 有村民擔心未來新發展區的交通問題，當中包括往來元朗及屯門，洪水橋新發展區總人口約21萬，質疑現時交通配套能否負荷洪水橋的總人口。有村民則希望政府能夠增加或改善道路建設及交通配套，以讓現有鄉村村民得益。

2.8.5 有現時於村內經營食物加工廠的經營者表示不希望搬遷或清拆。假若政府需要收地發展，希望政府能預留合適的土地，以供他們重新興建工廠以繼續營運，同時詢問政府有關搬遷及補償的安排。

2.8.6 有村民建議把現時田心村內河道旁的土地規劃作河畔長廊，以建立連貫的河畔長廊，並將田心村另一旁的土地劃作鄉村式發展。

2.8.7 及後我們於2015年9月4日再向田心村及田心新村居民作簡報會（詳見第2.33段）。田心新村關注組及石埔路尾村關注組分別向我們提交書面意見。此外，田心新村關注組、田心新村民生關注組及石埔路尾村關注組均向立法會發展事務委員會就2015年10月9日舉行的特別會議提交意見書，並派代表出席該會議。

2.9 沙洲里(II)居民代表

2.9.1 我們於2015年7月10日在沙洲里村50號地下向沙洲里(II)居民代表介紹洪水橋新發展區建議發展大綱圖，並收集居民代表對洪水橋新發展區的意見。

2.9.2 代表指出大部分村民關心補償及搬遷安排，要求政府能夠作出合理的補償，放寬公屋安置的經濟狀況審查，並讓受影響的村民能夠原區安置。同時稱大部分村民在沙洲里(II)已經居住超過30年，但擔心沒有足夠的證據以證明居住時期。

2.10 立法會議員陳婉嫻及麥美娟（應邀請）

2.10.1 我們於2015年7月10日在立法會綜合大樓向立法會議員陳婉嫻及麥美娟介紹洪水橋新發展區建議發展大綱圖，並收集兩位議員對洪水橋新發展區的意見。

2.10.2 他們指現時深圳及前海區競爭力上升，質疑政府在洪水橋新發展區預留土地作物流設施及提供大量土地作辦公室用途的成效。

2.10.3 他們認為在沒有合適的經濟政策下，洪水橋的經濟發展將難以落實，政府應建立完善的經濟政策以維持香港的長遠經濟發展。發展洪水橋新發展區不應犧牲現有的經濟活動，政府應支持及保留當區的傳統經濟活動。
2.10.4 他們亦表示政府需要提供發展空間，以支持及推廣青年創意產業。他們則認為政府需要提供合理補償及安置／搬遷安排予受影響的居民及經營者。

2.10.5 他們認為區內交通及運輸問題要妥善解決，建議另設會議連同當區議員商討。

2.11 洪屋村商會

2.11.1 我們於 2015 年 7 月 13 日在沙田政府合署向洪屋村商會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各會員的意見。

2.11.2 他們表示現時洪屋村內有約二十間工廠，包括從事食物生產、雲石切割和噴漆等活動，只有少數露天貯物倉。他們普遍關注搬遷、租金和營運成本的問題。

2.11.3 他們指出某些工種需要在工業用地上進行，如涉及重型機械和危險品的運作。即使能遷往多層樓宇，經營者往往需要大規模投資及長時間的整頓才可實行。他們亦关注往後重新申請工業牌照和滿足安全規格（如消防）問題，建議政府幫助受影響的經營者加快申請牌照。

2.11.4 他們認為香港的工業對香港經濟仍有貢獻，香港經濟不能只依靠進出口活動。有出席人仕續指出香港土地不足，經營成本增加，加上中小企經營者缺乏支持，導致危險品倉、生產廠和重型機械廠等工業經營者經營困難。他們希望政府能大力支持香港的建造業和機械工程業，以促進香港的經濟繁榮。

2.11.5 有出席人士表示洪屋村仍有村民居住，其居所位於建議發展大綱圖的醫院和專科及分科診療所用地上，建議政府應為受影響居民作原區安置。

2.11.6 他們表示擔心經營者搬遷和補償問題，認為現時成本高企，建議政府的補償方案應合情合理，以足夠經營者能重新經營業務。同時建議政府應盡力收回所有需要發展的土地，並租借或提供土地給經營者延續業務，以解決現時土地租賃問題。

2.11.7 最後，他們總結指如政府能妥善處理補償及安置方案，及幫助解決如搬遷到多層樓宇所帶來的噪音和排污問題，則支持洪水橋新發展區的落實，並希望延續業務。

2.11.8 及後洪屋村商會向我們提交書面意見。此外，該會亦向立法會發展事務委員會就 2015 年 10 月 9 日舉行的特別會議提交意見書，並派代表出席該會議。

2.12 亦園村居民

2.12.1 我們於 2015 年 7 月 14 日在屯門鄉事委員會行政大廈向屯門區議員陶锡源先生、亦園村村長及約十位村民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.12.2 有村民表示他們並不關心洪水橋新發展區的未來發展情況，目前只希望能繼續在原區居住和生活。

2.12.3 有村民不滿意政府現時的補償及安置機制，認為大部分亦園村村民的資產已超過有關的要求，並不符入住公屋的資格，批評經濟狀況審查並不合理。有村民反問是否需要辭去現有工作來符合補償及安置資格。他們要求政府取消公屋安置的經濟狀況審查，讓亦園村的村民能夠原區安置或原村遷建。有村民建議政府提供古洞北及粉嶺北新發展區的補償方案給予亦園村村民參考，讓村民了解補償方案的具體內容。
2.12.4 有村民表示他們不需要土地作農業用途，只希望政府能給予土地，供村民自由發展，如建造房屋。希望政府能解決亦園村村民的住屋需要。有村民認為政府應給予土地，讓村民能重建亦園村。

2.12.5 亦園村村長表示，如亦園村需要被清拆，希望政府能保留亦園村公所、牌坊和涼亭。這些建築及物件對亦園村有重大的意義。亦有村民希望洪水橋新發展區能與現有鄉村新舊協調及互相融合。

2.12.6 陶錫源議員指出政府應該原區安置或給予亦園村鄉村重置用地以容納約二千名的村民，並取消公屋安置的經濟狀況審查，有秩序和有條理性地處理補償及安置問題。他建議政府可考慮以「配股」形式提供住宅予亦園村村民，讓村民能共同擁有大廈的業權，全村遷入安置，有些村民贊成此建議。

2.12.7 有村民指出洪水橋新發展區沒有妥善的交通安排，認為未來的屯門南延線及北環線將會增加現有西鐵線的負荷，令西鐵線更加擠迫。他希望政府發展時能同時解決跨區上班和上學的問題，表示現時新界西北跨區工作及上學的問題嚴重，是今交通不能負荷的主要原因。他亦質疑政府所提供的就業數字，同時指出新發展區規劃沒有配合當區的人口特質，認為洪水橋新發展區是不可行和有違基本法。他表示新發展區計劃剝削亦園村村民現時的生活方式，指出基本法列明香港的制度和生活方式五十年不變。

2.12.8 陶錫源議員總結四個亦園村村民的主要意見，當中包括政府需用甲級收地補償、原區或原村安置村民、取消經濟狀況審查和以「配股」形式提供住宅。有村民期望亦園村能受惠於新發展區計劃，而不是受害者。

2.12.9 及後屯門亦園村聯村關注組向我們提交書面意見。

2.13 元朗區議會

2.13.1 我們於 2015 年 7 月 15 日在元朗區議會城鄉規劃及發展委員會會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各議員的意見。

2.13.2 有議員表示原則上支持發展洪水橋新發展區，但不同意政府強制收地，並關注現有露天倉或其他經營者的搬遷安排。有議員指出居民希望政府能提供原區安置，取消公屋安置的經濟狀況審查和提出特別補償及安置方案。有議員指洪水橋新發展區嚴重影響該區的原居民，政府應持開放的態度，制定合理的補償及安置方案，同時建議政府對民特事特辦，不要只是參考古洞北及粉嶺北新發展區的補償及安置方案，容許彈性的經濟狀況審查，讓所有受影響的居民及經營者能得到原區安置。

2.13.3 有多位議員關注交通問題。有議員擔心現時西鐵線已接近飽和的程度，洪水橋新發展區的新增人口將增加西鐵線的負荷，質疑增加每小時班次和車卡數量是否能有效紓緩現時西鐵線的情況。有議員認為政府不能只依靠西鐵線作主要交通工具，唯政府欠缺具體對外及對內的交通安排。有議員要求政府提交評估報告，交代現時及未來的交通情況，並提出西鐵線數據作參考，當中包括西鐵載客量、飽和程度和候車時間等。

2.13.4 有議員反對取消天影路的建議，建議保留或將該路改為沉降式設計。有議員認為天水圍將因洪水橋新發展區而受到影響，新發展區將增加天水圍的交通流量，如在天耀路和屏廈路，令交通擠迫的情況更加嚴重。有議員提出改善屏廈路和天華路，和擴闊流浮山道的建議，以紓緩交通擠迫問題。此外，有議員建議政府興建連接元朗與市區的公路，及重啟荃屯鐵路方案，並允許北環線連接到現有西鐵走線上的擬建洪水橋站。亦有議員提出新的鐵路連接洪水橋和深圳前海市，以促進兩地的交通連接。
2.13.5 就擬議環保運輸服務，有議員指出現時繁忙時段元朗區道路已經十分擠塞，希望擬議環保運輸服務能有完善的設計和規劃，盡可能減低對現有交通的影響。但有議員不贊成利用路面面積去興建環保運輸服務，認為會增加路面交通負荷。有議員建議政府應參考啟德發展區的擬議環保連接系統，採用高架單軌鐵路，以紓緩路面交通擠迫的情況。

2.13.6 有議員反對天水圍河道旁的樓宇發展密度，表示樓宇密度太高，對鄰近鄉村特別是廈村造成屏風效應。建議政府應降低天水圍河道旁的樓宇發展密度，作低密度的樓宇發展，並設立通風廊，以改善情況。有議員表示建議發展大綱圖上的醫院位置鄰近鄉村，加上現有現圍站旁大廈的發展密度太高，造成屏風效應，影響鄉村的空氣流通、景觀和居住環境。

2.13.7 有議員支持洪水橋新發展區的落實，表示洪水橋新發展區內加入了商業和零售的元素，同時引入不同的社區設施，如醫院和專科學校，對社區有正面的影響。有議員支持洪水橋的公私營房屋組合，及提供的約 15 萬個就業機會。有議員亦表示支持新發展區項目，但質疑洪水橋新發展區的就業數字，要求具體交代就業數字的估算方法，如物流、商業及社會服務等的就業估算。有議員建議增加流浮山的商業活動，以改善該區經濟。

2.13.8 有議員建議政府用特惠方案收地，合理補償受影響的居民。有議員希望社區設施能在居民入住前完成。有議員建議政府興建更多康樂設施給予原居民，如緩跑徑和單車徑等。有議員則希望政府能改善現有鄉村環境，如改善明渠及路燈，妥善處理雨水及污水的排放問題。

2.13.9 有議員表示新發展區內大部分土地屬於廈村，建議洪水橋新發展區改名為「廈村新發展區」。有議員建議擴大廈村鄉村界線，在廈村附近地方加設美化市容地帶。亦有議員建議政府給予每個原居民鄉村設立牌樓。

2.13.10 有議員認為洪水橋新發展區的發展犧牲非原居民村，並詢問有關農地復耕的計劃。

2.13.11 最後，委員會主席總結表示議員普遍支持洪水橋新發展區計劃。主席希望有關部門能解決交通問題，並要求政府與區內的露天倉業主及營業者溝通，妥善處理補償及安置安排。同時，主席希望政府能解決洪水橋新發展區屏風效應的問題，活化鄉村和顧及原居民的感受，並諮詢相關的持份者。

2.13.12 元朗區議會城鄉規劃及發展委員會二零一五年第四次會議相關紀錄載於附錄甲 4。

2.13.13 及後元朗區議會議員鄧慶業及陸頌雄分別向我們提交書面意見。

2.14 新界鄉議局

2.14.1 我們於 2015 年 7 月 21 日向新界鄉議局介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各議員的意见。

2.14.2 有議員表示支持洪水橋新發展區的發展，但認為政府應兼顧和平衡各方面的利益，特別是在收地補償、安置，及保留傳統權益的考慮。有議員認為政府應多加考慮原居民的立場和權益，指出原居民對新界發展貢獻良多，應該享有原有的權益。有部分議員表示洪水橋新發展區的規劃及發展對現有鄉村的得益不大，而政府在發展計劃中忽略原居民的利益，難以得到他們的支持。亦有議員要求政府在規劃、收地，及進行工程時理順風水問題。

2.14.3 有部分議員認為政府應採用甲級補償收地，合理地補償受影響的居民，亦有意見認為政府在計算收地補償金額時應考慮受影響人士的長遠利益。有議員要求政府放寬公屋安置的經濟狀況審查，讓受影響的居民得到原區安置，並以「先安置，後收地」的形式落實發展。有部分議員要求政府預留更多的緩衝區及美化市容地帶以分隔鄉村與新發展區。亦有議會擴大現有鄉村界線，以提供足夠的空間予原居民村持續發展。
2.14.4 有議員不滿洪水橋新發展區的規劃沒有顧及廈村的發展，認為新發展區令區內人口增加，導致空氣流通及交通等問題，廈村鄉的村民首當其衝受影響。他促請政府處理友恭堂風水地的事宜，因關乎整個廈村鄉的命脈，希望政府能滿足村民的要求。有議員指洪水橋新發展區約有七、八成土地屬廈村鄉，建議新發展區易名為「廈村洪水橋新發展區」，以示尊重當區。

2.14.5 有議員不滿所有厭惡性的設施包括醫院和洗衣房均被規劃在屏山鄉，對屏山鄉並不公平。有議員反對建議發展大綱圖上在鄰近橋頭圍、洪屋村和石埗村興建醫院和垃圾收集站，另有議員反對在沙江圍興建洗衣房，建議遷移這些設施到其他不影響村民的位置。

2.14.6 有議員反對在沙江圍附近的一幅私人土地在建議發展大綱圖上規劃作鄰舍休憩用地，認為新發展區有過多的休憩用地，造成土地浪費，建議政府開放及平整附近的山丘如圓頭山，以規畫作醫院及鄰舍休憩用地。

2.14.7 有議員關注受發展影響的亦園村的安置安排，促請政府給予亦園村鄉村重置用地，而同受發展影響的亦園閭、順風圍、寶明路及鍾屋村的永久屋，同樣得到鄉村重置用地。

2.14.8 有議員留意發展大綱圖上的土地用途及基建配套，有議員要求拆除現時在亦園村附近的高架電纜，改作隧道式電纜，架設架空電纜至緊鄰村的段鬆鎮線，以擴闊青山公路，改善路面交通情況和空氣質素，及建議以隧道形式運送垃圾，解決垃圾收集及運送時的臭氣問題。有議員關注新發展區可能造成的屏風樓問題，影響部分鄉村的空氣流通。有議員關注交通問題，要求政府交代具體交通配套方案以改善對外交通不足的問題。此外，有議員反對橋頭圍及洪屋村附近作高樓發展，建議該範圍規劃作低密度發展或作鄉村擴展區。亦有議員要求改善現時鄉村設施及活動場所不足的狀況。

2.14.9 新界鄉議局第三十四屆第一次議員大會暨第二次執行委員會聯席會議相關記錄載於附錄甲5。

2.14.10 我們於 2015 年 9 月 17 日再訪新界鄉議局會見部分議員（詳見第 2.37 段）。

2.14.11 及後新界鄉議局向我們提交書面意見。此外，該局向立法會發展事務委員會就2015年10月9日舉行的特別會議提交意見書，並派代表出席該會議。

2.15 立法會發展事務委員會

2.15.1 我們於 2015 年 7 月 22 日在立法會發展事務委員會上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各議員的意見。

2.15.2 有議員對洪水橋新發展區計劃採用新界東北新發展區的「加強版傳統新市鎮發展模式」有所保留，認為此舉會鼓勵發展商在區內整合土地，引起公眾產生「官商勾結」的質疑。有議員認為在「加強版傳統新市鎮發展模式」下，受影響的住戶或農戶往往只能從土地業權人或發展商取得小額的補償，認為此政策是向土地業權人或發展商傾斜。

2.15.3 有議員注意到新發展區內有多個歷史悠久的鄉村，建議政府採納有機的方式發展洪水橋新發展區，並加強鄉村與新發展區的連接性。該議員亦反對取消天影路以興建環保運輸服務，認為此舉會對該區域造成環境影響。

2.15.4 有議員指出在建議發展大綱圖上多條鄉村將會被高樓大廈包圍，擔心此規劃設計不但會限制鄉村未來的發展，亦會令鄉村文化遺產中的圍村文化難以保存。有議員建議洪水橋新發展區應與鄰近地區的發展融合，以配合鄰近地區的需要。
2.15.5 有部分議員關注新發展區計劃對現有居民、農戶、經營者的影響，特別是 5 條受清拆影響的非原居民村的村民。有議員促請政府為受影響的居民作妥善的安排，及訂出清晰的農業復耕政策予受影響的農戶。有議員關注區內的棕地作業經營者的影響，認為很多作業未必適合遷置到多層樓宇，希望政府為受影響的經營者作出適當的安置安排，使他們能在新發展區內繼續經營。

2.15.6 就有關房屋及社區設施方面，有議員認為除了發展公營租住房屋外，亦應發展居者有其屋計劃以建立新進的房屋階梯。有議員詢問新發展區是否能補足天水圍等地區缺乏的社區設施，及為新發展區的商場應避免如天水圍一樣被領展公司所壟斷。有議員則稱新發展區內需要有更多土地作免費幼稚園用途，以配合未來政府落實十五年免費教育的政策。

2.15.7 有關就業機會方面，有議員詢問洪水橋新發展區計劃如何估算出 15 萬個就業機會，及發展計劃如何能解決天水圍就業機會不足的問題，特別是草根階層的就業機會。有議員質疑新發展區所提供的就業能否為合適日後當區及天水圍的人口特質。亦有議員詢問新發展區日後的跨區就業情況。有議員認為新發展區需要有良好的交通配套設施以帶動就業人口至其經濟及就業中心。

2.15.8 至於交通方面，有多位議員均質疑預計的交通運輸系統是否足以應付將來新增的人口及就業機會及商業活動。有議員估計在 2030 年西鐵線的載客量將會超過負荷，為緩解西鐵線的擠迫情況，建議政府興建新跨海鐵路，並透過興建中部水域人工島以連接香港島及新界西北地區。有議員則建議在洪水新發展區建立完善行人路網絡，以提升區內連接性。亦有議員諮詢新發展區是否已預留地方作興建港深西部快速軌道的車站，以連接新發展區與深圳前海地區。

2.15.9 會議決定再召開一次特別會議（詳見第 2.44 段），以收集更多市民的意見。

2.15.10 立法會發展事務委員會 2015 年 7 月 22 日相關的會議記錄載於附錄甲 6。

2.16 新界露天倉經營者協會

2.16.1 我們於 2015 年 7 月 23 日在元朗夏村路露天倉飯堂向新界露天倉經營者協會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集各會員的意見。

2.16.2 有會員詢問建議發展大綱圖與初步發展大綱圖的分別之處。有會員表示現時在洪水橋的回收業佔約 20 公頃的土地，指出洪水橋建議發展大綱圖上並沒有土地預留給回收業，建議政府將部分土地規劃作回收業用地。

2.16.3 有會員擔心搬遷到多層樓宇所帶來的影響，例如營運模式改變、收費和營運成本上升等問題。有會員認為發展多層樓宇不能解決棕地問題，指政府所預留的 24 公頃土地根本不能容納現時洪水橋約 100 公頃的棕地作業。他們指出一些業務只能在工業及特殊土地上營運，而且多層樓宇不可載載重型機械和重型機器，這些操作都需要在地面上進行。此外，搬遷到多層樓宇亦會造成多個問題，例如降低營運效率、增加營運時間和減低營運空間等，大大增加成本，令經營者失去原有的優勢。

2.16.4 有會員認為只有大財團才有能力搬遷到多層樓宇繼續營運，中小企業因成本問題不能繼續營運和生存，希望未來能維持現在的營運模式，並在現有地方作業。有會員希望政府能協助香港的運輸業，認為現時的運輸業已經給大財團控制，政府的行政失當令租金和成本上漲，發展將令經營者無法繼續經營。

2.16.5 有會員擔心收地補償的問題，表示現時洪水橋大部分的經營者都不符合補償的資格，希望政府放寬資格，同時考慮批出短期豁免書給經營者，使他們能在搬遷後繼續營運。有會員
表達「不遷不拆」的訴求，認為政府的做法令經營者無法繼續經營，希望政府仔細考慮落實模式。亦有會員擔心牌照問題。

2.16.6 多位會員建議政府優先安置受影響的經營者，並幫助控制租金和成本。有會員希望政府能特事特辦，交代補償及遷遷等具體方案，妥善安置所有持份者，以及協助申請或延續牌照。

2.16.7 主席擔心洪水橋新發展區落實後露天倉的營運模式將會受影響，同時認為 24 公頃的土地不能容納現時洪水橋的露天倉，希望政府能參考傳統工業大廈發展模式，以低價出租地方予受影響的經營者，減低其營運成本，亦提出在遷遷時安排臨時用地予經營者繼續營運，並詳細向業界公布和解釋補償及安置安排。

2.16.8 及後新界露天倉經營者協會向我們提交書面意見。此外，該會向立法會發展事務委員會就 2015 年 10 月 9 日舉行的特別會議提交意見書，並派代表出席該會議。

2.17 香港貨櫃儲存及維修商會

2.17.1 我們於 2015 年 7 月 24 日在屯門望后石內河碼頭向香港貨櫃儲存及維修商會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各會員的意見。

2.17.2 有會員表示現時洪水橋貨櫃貯存及維修業的營運模式主要為租借土地作放置貨櫃和提供貨櫃維修服務等，為香港貨櫃碼頭提供支援服務，以紓緩貨櫃碼頭交通擠塞的情況，節省時間及成本。他們稱現時洪水橋總共約有 40,000 至 50,000 個貨櫃，當中約三分之二是裝有貨物的貨櫃，其餘的三分之二是空置的貨櫃。雖然近年貨櫃貯存及維修業市場減弱，但由於香港貨櫃碼頭的用地緊湊，需要在其他地方處理空置貨櫃及提供維修服務，因此在洪水橋的貨櫃貯存及維修作業對香港的港口服務業仍有重要的功能。

2.17.3 有會員認為在香港發展如新加坡的多層式貨櫃貯存大廈是不可行的，因香港最多只能堆疊約 7 至 8 個的空置貨櫃，而新加坡最多能堆疊約 15 個，並表示縱使技術上可行，仍擔心多層樓宇的成本和效率問題。

2.17.4 有會員指出建議發展大綱圖只預留約 24 公頃土地作貨櫃貯存及維修等用途並不足夠，另一方面則預留更多的物流設施用地，認為政府土地分配不公。有會員稱物流業和貨櫃貯存及維修業是互相依靠和支持的，建議政府應規劃更多土地作貨櫃貯存及維修用途，並興建物流區和貨櫃貯存區，給予受影響的經營者在該處繼續營運，及在有關用地未發展完成時安排受影響的經營者在其他地區作臨時安置。有會員認為應在遠離住宅區的地方興建貨櫃場，以減少重型貨車與私家車爭路的情況。有會員希望貨櫃場周邊的環境能得到改善，及提升貨櫃貯存及維修業的形象，使該行業能長遠發展。

2.17.5 有會員認為政府有關新發展區的落實模式及符合遷置的條件，指出政府多年來並沒有支持貨櫃貯存及維修業的發展和經營，現希望政府能優先照顧受影響的經營者。

2.17.6 及後香港貨櫃儲存及維修商會向我們提交書面意見。

2.18 香港規劃師學會／香港園境師學會／香港城市設計學會／香港建築師學會／香港測量師學會／工程界社促會

2.18.1 我們於 2015 年 7 月 25 日在展城館向香港規劃師學會、香港園境師學會、香港城市設計學會、香港建築師學會、香港測量師學會、及工程界社促會的會員介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各會員的意見。諮詢會就多項議題包括創建綠色城市、促進經濟活力及就業、融合自然、文化、園境資源的休憩空間、及優化交通基建和改善交通情況等邀請參與者發表意見。
2.18.2 有關新發展區的特殊工業的規劃及安排，有些參與者表示，面對現時香港物流服務需求增加，對洪水橋新發展區的物流及港口後勤、貯物用地是否足夠容納所有現時在該區的經營者抱有質疑。有些參與者建議重置物流設施的細節包括種類和模式，及現有經營者的多少能遷置到未來的物流設施、遷置條件及實際安排。有些參與者希望了解多層樓宇的實施安排，如由發展商負責興建還是由政府負責，及關注多層樓宇將來的實施、管理和維修。

2.18.3 有關商業發展方面，有些參與者認為擬建洪水橋站附近只有數座商業大廈、酒店，和商場，難以吸引發展商投資，以發展具活力的商業中心，認為政府應考慮將物流設施及商業用地融合，以為未來的土地發展提供彈性。

2.18.4 有關物流設施的細節包括種類和模式，及現有經營者有多少能遷置到未來的物流設施、遷置條件及實際安排。有些參與者希望了解多層樓宇的實施安排，如由發展商負責興建還是由政府負責，及關注多層樓宇將來的實施、管理和維修。

2.18.5 就保護自然環境及景觀資源方面，有些參與者關注網格地帶在洪水橋新發展區是否得到保留。有些參與者認為高密度發展將影響莊園的綠色景觀，觀景廊難以發揮作用。有些參與者認為應加強洪水橋與鄰近地方如西面的蓮花山的連接，設立更多的生態徑或文物徑把區內各類法定古蹟和歷史建築與附近的自然資源連接起來。有些參與者認為網格地帶在洪水橋新發展區難以惠及天水圍居民。

2.18.6 有參與者認為洪水橋新發展區應提供多些有趣味性的遊樂場，其設計及日後管理應更多從使用者的角度出發。有些參與者認為增加公共運輸的接駁點及公共交通配套，但有其他參與者認為新發展區的位置對發展住宅及經營團體有利。有些參與者對 Beefaroni 河和洪水橋的連接，設立更多的生態徑或文物徑把區內各類法定古蹟和歷史建築與附近的自然資源連接起來。有些參與者認為網格地帶在洪水橋新發展區難以惠及天水圍居民。

2.18.7 就其他有關城市設計的意見方面，有些參與者支持洪水橋新發展區由南面的網格地帶貫穿到北面的屯門河而形成的綠化幹道，但認為屯門河河道的河水污染問題可能會影響市民活動。有些參與者認為現有的鄉村與新發展區之間應有緩衝地帶，亦有參與者認為應提供更多地方作耕種活動。有些參與者認為在城市設計的角度而言，區域廣場的面積太大，除非有特別的設計概念，否則建議將區域廣場劃分成數個細小的廣場。有些參與者認為商店街的成效存疑，建議政府重新規劃用途。

2.18.8 對於取消天影路的方案，有多位參與者持不同的意見。有些參與者認為此舉能改善河道、休憩空間，及住宅區的連接，及認為如不取消該行車路，河道單車徑的設立將難以實現。但有其他參與者不贊成取消天影路的建議，認為此舉會削弱天水圍與洪水橋之間的交通，及嚴重影響水資源的交通。亦有參與者認為沿河的環保運輸服務會與行人及單車人士造成衝突，間接影響河畔長廊的活力及連接性。

2.18.9 有參與者認為有關環保運輸服務的細節，如營運模式、載客量、車輛種類等，並認為政府應優先處理現時該區公共運輸系統的情況，延長輕鐵線的服務範圍至洪水橋以加強與屯門及屯門河的融合，使整個輕鐵系統更為全面。有參與者指出洪水橋的經濟及就業中心需要利用環保運輸服務運送上班人士前往該區工作（特別是從擬建洪水橋站），因此認為此經濟及就業中心的成功與否將十分取決於環保運輸服務的載客能力及效率。

2.18.10 有參與者關注洪水橋新發展區與周邊地區特別是屯門河的融合。有些參與者認為洪水橋與屯門河只有兩條連接道路，希望兩區在屯門河河段之間有多些連接路。有些參與者認為屯門河的規劃研究亦應進行，建議將環保運輸走廊向南伸延以加強兩區的連接。
2.18.11 有參與者認為新發展區的物流設施將會增加在該區行走的大量重型車輛數量，認為應安排分隔私家車與重型車輛的措施，及認為物流大廈的上落貨物活動頻繁，需要有大量空間予車輛停泊。

2.18.12 有參與者認為洪水橋新發展區鄰近深圳前海和香港國際機場，位處具策略性位置。他認為研究團隊應重新思考新發展區的定位包括如何配合深圳前海區發展，吸引內地公司到該區發展，以抓住「一帶一路」政策所帶來的機遇。亦有參與者詢問新發展區是否已預留地方作興建港深西部快速軌道的車站。

2.18.13 及後香港規劃師學會、香港城市設計學會，及香港測量師學會向我們提交書面意見。此外，香港測量師學會亦向立法會發展事務委員會就 2015 年 10 月 9 日舉行的特別會議提交意見書。

2.19 土地及建設諮詢委員會轄下規劃小組委員會

2.19.1 我們於 2015 年 7 月 28 日在土地及建設諮詢委員會轄下規劃小組委員會的會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員的意見。

2.19.2 有委員認為新發展區計劃整合區內棕地以更好地利用土地資源，但希望政府能提供更多有關實施機制及政策的資料。

2.19.3 有委員認為規劃為特殊工業包括港口後勤、貯物、工場及物流設施等用地過多，認為香港面對內地城市在有關行業上的激烈競爭，是否有需要预留如此龐大的土地作該等用途，反之作商業及辦公室的用地卻不足，建議政府提供彈性容許特殊工業用地作辦公室用途以回應市場環境的改變。

2.19.4 有委員認為政府在市區以外的地方提供大量就業機會的規劃目的，但質疑約 15 萬個就業機會是否實質可行，認為該建議成功與否須取決於其他因素如房屋政策，特別是公營房屋的供應及「加強版的傳統新市鎮發展模式」的落實機制。

2.19.5 有委員認為基於洪水橋新發展區優越的地理位置，可透過現有道路網絡快速到達深圳及前海，15 萬個就業機會是可行的。該委員續指洪水橋新發展區計劃除了以房屋供應及締造綠色城市為重點外，更應重視經濟發展，提供不同種類的就業機會以配合不同階層的市民的需要及推動新界西北勞動人口的流動性。

2.19.6 有委員支持環保運輸走廊的建議，認為能避免如輕鐵系統在交通交匯點與行車路產生的衝突。但有意見認為環保運輸服務應採用現有的輕鐵系統來減省換乘的需要。

2.19.7 有委員認為政府需要保留現有文化遺產及鄉村文化，並提供足夠的連接道路以方便遊客參觀。

2.19.8 有多位委員就有關建議發展大綱圖上的建議土地用途提出意見。有委員認為新發展區應容許較高的樓宇高度，以改善行人環境及空氣流通。有委員認為可減少公共運輸交匯處的數目。有委員認為區域廣場的面積過大，但有委員認為區域廣場將會是洪水橋市中一個重要休憩空間，就如港島區的維多利亞公園。有委員建議改劃擬建洪水橋站附近的教育及相關用途用地，及認為在鄰近市中心位置發展公營房屋，由於其可改動性較低，或會影響日後市中心的擴展計劃。亦有意見認為市中心應提供更多面積較大的單位以吸引青年人入住。

2.19.9 有關實施安排方面，有委員指在建議發展大綱圖上的地塊面積較大，認為難以鼓勵發展商優化有關地盤的建築物布局和設計。亦有意見認為政府應就「加強版的傳統新市鎮發展模
式」的落實機制提供更明確的指引以鼓勵私人發展商參與。有委員認為政府應有合理的實施安排以補償及安置受影響居民。

2.20 環保團體

2.20.1 我們於 2015 年 7 月 29 日在沙田政府合署向一共 5 個環保團體包括長春社、綠色力量、香港觀鳥會、嘉道理農場暨植物園公司、及世界自然基金會香港分會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們的意見。

2.20.2 有關位於新生新村的鷺鳥林，有環保團體代表指根據建議發展大綱圖，鷺鳥林的位置被約十層高的物流設施和科技企業園所包圍，雖然政府已在鷺鳥林旁設施鄰舍休憩用地作緩衝區，但認為空間仍然不足夠。建議政府應把鷺鳥林周邊現劃作其他指定用途的用地也規劃為綠化地帶，並連接鄰近港口西部公路旁的兩個綠化地帶，或擴大鷺鳥林旁的鄰舍休憩用地的面積。此外亦建議沿鷺鳥飛行路線兩旁的企業及科技園用地，限制建築物高度以階梯式設計沿飛行路線方向遞減，及在發展邊界加設緩衝區，以減低對鷺鳥飛行路線的影響。

2.20.3 有環保團體代表指該鷺鳥林是近期才形成，認為政府應改善鷺鳥的居住環境，以增加鷺鳥的數目，並吸引鄰近地區的鷺鳥前往。亦有意見指鷺鳥對人類的活動非常敏感，希望政府能提出措施以盡量隔阻市民進入鷺鳥林的綠化地帶範圍。而在鷺鳥繁殖的季節，亦即每年三月至七月的時段，避免在鷺鳥林附近作建築工程。亦有意見希望建立生態走廊，將鷺鳥林連接至港深西部公路旁的兩個綠化地帶。

2.20.4 有環保團體代表建議將天水圍河道的混凝土排水渠修復為天然河道，以改善河道的生態環境，並可參考衞務署的環保河道的生態水力學研究，以制定活化天水圍河道的方案。

2.20.5 有環保團體代表關注環保運輸服務的安排，指出擬議的環保運輸服務把商店街和河畔長廊分隔，市民難以從商店街到達河畔長廊，亦認為環保運輸服務會造成景觀和視覺影響。

2.20.6 有關農業用地方面，有環保團體表示現時在發展區內有不少鄉村仍有耕作活動，希望政府能保留區內約 7.6 公頃的耕地，以維持現有的耕作活動。另有代表關注糧地轉作農業用途可能需要解決的土地污染問題。有環保團體代表認為在美化市容地帶內的社區園圃並不足夠，提議在區域公園內設置社區園圃，以推廣社區耕作。有環保團體代表表示水耕活動可在已平整的地方上進行，但不建議在傳統農業用地上進行以保育泥土。

2.20.7 有環保團體代表擔心在落實洪水橋新發展區時，現有的糧地作業將會搬到鄰近地區如流浮山，破壞當地的環境和生態，希望政府正視並妥善處理糧地擴散至其他鄉郊地方的問題。

2.20.8 及後長春社、綠色力量、香港觀鳥會、嘉道理農場暨植物園公司、及世界自然基金會香港分會向我們提交書面意見。

2.21 香港物流協會

2.21.1 我們於 2015 年 7 月 29 日在沙田政府合署向香港物流協會代表介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會員的意見。

2.21.2 會員對於建議發展大綱圖上 37 公頃土地劃為物流設施表示強烈支持。他們指現時香港缺乏土地予高增值物流業發展，貨倉的租金亦不斷上升。他們認為洪水橋的地理位置理想，而該區亦為物流業提供足夠的勞資人口。
有會員認為在建議發展大綱圖上每幅面積約2公頃的物流設施用地並不理想，若扣除連接各層的行車道，多層樓宇可利用的實際面積將會很低，不合符經濟能益。建議把物流設施用地擴大至約5公頃，並引入共用車道概念，以提升實用率。

有會員提出綜合物流大廈的建議，在地下樓層設置貨櫃倉庫用作放置貨櫃，在頂層設置辦公室、物流學院、和訓練中心等，方便員工在區內進修以提升業界的知識及技術水平，配合高增值物流中心的理念，並建議將有關用途納入物流設施用地的第一欄用途，以助將來發展。此外，有會員建議增設用地作危險品倉庫和冷凍倉。亦有會員認為該區附近應预留土地作支援服務設施，如廢物回收、車輛維修及清潔等。

就其他配套設施方面，有會員支持興建單車徑及建議在區內增設康樂設施，如籃球場，以方便在該區上班的人士。有會員希望政府能因應該區的物流業發展而提供相應的基礎建設支援，如完善的電力和互聯網、道路公共交通網絡。

至於落實模式，有會員認為統一管理的物流園比較可取及有效率，政府可在興建物流園時作主導及統籌，把政府發展及私人發展的土地分開，以解決土地供應問題，並引入外資，吸引其他國家的公司到洪水橋開設物流中心。

有會員關注大綱圖內的24公頃物流設施用地是否足以容納所有受新發展區影響的經營者，希望政府能盡早落實發展時間表。有會員詢問政府從物流業就業人數的估算方法。有會員建議將洪水橋現有的露天貨櫃場搬遷到香港貨櫃碼頭或其他就近地區，以騰出空間作物流設施用地。

我們於2015年7月30日在顧問公司艾奕康有限公司辦公室向橋頭圍工業區內的經營者介紹洪水橋新發展區建議發展大綱圖，出席的經營者包括美珍醬油葉子廠有限公司、聯邦航空貨運有限公司和大昌行集團有限公司，並諮詢及收集會上各經營者的意見。

美珍醬油葉子廠有限公司代表表示該公司已有約100年的歷史，在洪水橋的工場現時主要作食品生產及批發，並指該地現時涉及多個不同的土地用途，包括工業、鄉村式發展和農業等。他們了解計劃內的多層樓宇的建議，但指他們的運作需要地面室外空間，未必適合在多層樓宇內進行。他們表示雖明白政府若落實新發展區發展，搬遷是無可避免的，但希望政府能盡早公佈實施安排，特別是發展及收地時間表，以便他們在投資上（如購買新機器）能及早作出安排，及與股東策劃未來的发展方向及營運計劃。他們表示已參考了新界東北有關的業務補償安排，但認為該資料並足夠，未能解答他們的問題。他們希望政府能提供合理的收地補償及安置安排，使其業務能延續下去。

聯邦航空貨運有限公司代表表示現時該工廠位於麗達集團大廈，佔用其中三層的位置，工廠的主要運作包括包裝、貯存和物流等。公司代表指現時貨櫃車需要停泊在地面樓層，並依靠電梯搬運貨物到不同的樓層。她希望了解新發展區的落實時間表，及擬議物流設施用地的分配方法，以更好地策劃公司未來的發展。
2.22.4 大昌行集團有限公司代表表示他們位於洪水橋的廠房落成不久，只作營運用途，並不是投資項目。他表示擔心搬遷和資金流轉的問題，認為政府應在收地前已提供土地予受影響的經營者，讓工廠能順利交接管營運。他指基於未來土地價格和市場競爭等不確定因素，希望政府能盡早公布補償及發展時間表，並要求無縫交接管，以延續業務。

2.22.5 及後美珍醬油葉子廠有限公司向我們提交書面意見。

2.23 新生村及新生新村居民
2.23.1 我們於 2015 年 7 月 31 日在新生村村公所向新生村及新生新村及附近的居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們的意見。
2.23.2 有不少居民關注補償及安置安排及新發展區的發展時間表，他們希望政府能具體及清晰地交代有關方案。有居民要求放寬公屋安置的經濟狀況審查，讓受影響的居民能原區安置。
2.23.3 有居民則擔心在凍結人口登記時未能出示所需的有效文件而不能獲得原區安置及補償。有居民則表達原村安置的意願。
2.23.4 有居民關注交通問題，擔心將來的交通配套不足以負荷新發展區的新增人口，及認為在發展施工時前往該區的工程車輛的及工人增加，會影響當地的居民的生活。
2.23.5 有沙洲里（II）的居民到來參與居民大會並表示不溼因發展區域公園的關係而需要清拆沙洲里（II）。她指村內現時大部分的居民都是老人家，有些更在該村居住了數十年，不願搬遷到其他地方居住，希望政府能重新規劃區域公園的設計，以保留沙洲里（II），讓村民安居樂業。
2.23.6 及後廈村鄉新生村村代表鄧智友向我們提交書面意見。

2.24 香港房屋委員會
2.24.1 我們於 2015 年 8 月 5 日在香港房屋委員會會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員的意見。
2.24.2 有委員表示支持洪水橋新發展區發展以滿足香港的房屋需求，但建議政府多聆聽各持份者的意見，包括原居民和當地經營者，因為他們的利益會直接受影響，政府需要透過溝通及解釋，以滿足他們的訴求。另指出鄰近洪水橋的圓頭山一帶的風景優美，可考慮作康樂用途，及認為洪水橋南面如泥圍及鍾屋村附近地區有潛力作洪水橋新發展區的擴展。
2.24.3 有委員對新發展區的設施配套及發展次序表示關注，指出根據以往經驗，政府會先發展公屋，然後才落實各種社區設施，但此模式會產生不同種類的問題，如青少年及老人問題，藉此希望政府不要重蹈覆轍，應盡早規劃社區設施如老人院，並鼓勵各種私營的社區服務，以配合房屋的發展。另外，該委員質疑擬建洪水橋站的載客能力及公私營房屋比例的合理性，希望政府具體及清楚解釋洪水橋的交通配套，例如可能興建來往屯門的連接路的方案。
2.24.4 有委員建議洪水橋新發展區使用綠色健康城市的概念，同時認為可參考日本和韓國的方案，宣傳及推動由市民主導的社區，促進民主自主及關心社區發展。此外，該委員希望政府介紹活化河道的方案。另外，該委員指出青少年的發展是十分重要的，希望政府能考慮青年中心及幫助青年組織的發展，以提供更多活動予青少年。該委員亦詢問公私營房屋比例及就業種類的配對，建議政府能考慮整體發展，規劃遠離住宅區的位置作骨灰龕用途。
2.24.5 有委員質疑規劃發展密度的標準，並希望政府考慮增加新發展區的就業機會及人口，亦認為計劃應該加強天水圍與洪水橋的連接，並且盡量在鄉村周圍發展休憩用地而不是發展密度高的大廈，以減低對鄉村的影響。同時希望政府可重新檢視擬建洪水橋站的位置和道路的設計，及在新發展區內道路和「美化市容地帶」的比率。該委員要求政府給予進一步資料，例如第一階段發展範圍、公營房屋用地的面積、和公營房屋設計等供房屋委員會參考。該委員亦表示希望政府能在 2024 年前供應公營房屋給予市民。

2.24.6 有委員支持發展洪水橋新發展區，能有助解決房屋需求問題。該委員亦指出現時輕鐵線容易引致交通意外發生，希望政府能為環保運輸服務提出一個安全的設計。另有委員表示洪水橋的商業價值很高，應規劃跨境配套，例如司機休息及車輛等候區等，但在建議發展大綱圖上並沒有規劃這些配套。該委員亦詢問政府如何能把洪水橋發展成為「區域經濟及文娛樞紐」。

2.24.7 有委員表示希望了解鄰近港深西部公路的港口後勤、露天貯物及物流設施用地，稱現時香港國際機場旁已計劃發展物流中心及科技園等用地，擔心市場競爭會影響洪水橋的物流中心及科技園的地位，希望政府能分析洪水橋的優勢之處，同時表示擔心港口後勤、貯物及物流設施的營運方案，如發展模式及租金問題等，希望政府給予經營者選擇，並且研究發展用地的需要及彈性，指出如果沒有經營者願意繼續營運，則會造成土地浪費的問題，政府需要預留彈性以改變土地用途，例如改為住宅用地等。該委員亦詢問公營房屋地積比率的準則，認為公營房屋的地積比率可以高於私營房屋的地積比率。

2.24.8 有委員表示現時建議發展大綱圖上已規劃租住公屋及居屋的土地，擔心此安排會限制不同種類的公營房屋的計劃發展彈性，以配合未來房屋需求的改變，希望政府能提供彈性去規劃公營房屋的土地，從而允許未來租住公屋及居屋比例的修改。該委員同時指出建議發展大綱圖上鄰近天華路的住宅用地應重新規劃，建議建築用地應要鄰近集體運輸系統，以方便居民。另外，該委員表示私人棕地經營者會因成本問題不會主動發展及興建公營房屋用地，要求政府先收集棕地經營者的意向，以確定發展方案，同時亦提出政府需要在洪福邨附近發展高密度住宅，並詢問政府新界東北的收地及落實的經驗。

2.24.9 有委員稱現時天水圍社區設施不足及樓價高昂，建議政府提供資助地方予機構在洪水橋新發展區興建就業訓練中心，讓市民進修增值，以配合未來洪水橋不同的工作種類。同時指出洪水橋需要不同的社區設施，希望政府支持及鼓勵社區組織及私人機構，提供不同類別的社區設施，並不只是集中興建房屋。

2.24.10 有委員同意現時建議發展大綱圖上租住公屋及居屋的地積比率，認為現時洪水橋公屋的建議地積比率已經足夠，並不贊成進一步增加。此外指出現時規劃的公屋用地十分擠迫，及遠離擬建洪水橋站和現有天水圍站，建議政府應改善布局，更巧妙地利用土地。該委員建議重新檢討區域公園的設計，包括市民的使用量，稱鄰近地區的區域公園的使用量不高，不能充分利用土地，建議綠化空間與住宅用地融合，以改善建築物布局及市民的生活空間。該委員亦對新增職位及就業錯配問題表示關心，並詢問政府如何可以或以 24 公頃的土地去整合現時約 190 公頃受影響的棕地作業，擔心是否會犧牲部分的經營商。最後他指出發展計劃的主要成功因素在於洪水橋新發展區的份額，希望政府能尊重及聆聽各持份者的意見。

2.24.11 有委員質疑政府洪水橋新發展區如何能夠體現綠化的概念，並指出臨街商店對市民有一定吸引力，並能帶動社區經濟的活力，同時建議政府可考慮興建地下步行街，以增加市民的活動範圍。另外，該委員希望政府能規劃及改善單車徑網絡，以改善單車徑的連接性。該委員亦認為現時物流業的發展已走下坡，不明白政府為何仍把物流業作核心發展。
2.24.12 有委員認為發展的成敗在於政府與持份者的溝通，指出安置及收地方案十分重要，政府需要有全面的計劃以發展洪水橋新發展區，同時稱現時香港的科技園用地十分少，難以推動行業在香港發展，並留意到現時香港的物流業開始下滑，擔心物流業經營者會因成本問題不能搬遷到多層樓宇以繼續營運，導致空置的情況產生，希望政府能在規劃上預留彈性，以供將來改變土地用途作其他發展。關於政府儲備用地方面，有委員指出政府應該清楚列出土地的用途和計劃，以讓鄰近鄉村的村民知道及了解未來的發展方向。他亦對區內就業機會增加而所帶來的交通問題表示關注。

2.24.13 有委員詢問擬議的區域供冷系統會否強制區內所有商業樓宇使用，及詢問新發展區會否採納智能城市的概念。他亦指出政府應該要考慮區內人口的社會經濟特質，是否能支持區內的商業經濟發展，及對就業及社區服務提供的影響。有委員希望政府能以圖像形式展示新發展區在不同年份發展的變化，以更清晰理解新展區的發展。同時指出新發展區內存在跨區就業的問題，因此擔心該區的就業錯配問題。該委員亦留意到建議發展大綱圖上有些住宅發展用地上已標示附帶有『商業』用途，認為應重新檢視『商業』的標示，建議改為『非住宅』以容納更多不同種類的用途。此外，他建議以『資助房屋』取代『居屋』的標示，以表示該發展將會由香港房屋委員會或香港房屋協會興建。他亦指出發展會否預留土地作宗教用地及會否利用经活化的河畔長廊作水上活動之用。

2.25 **香港工程師學會**

2.25.1 我們於 2015 年 8 月 6 日香港工程師學會會址向香港工程師學會介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集各會員的意見。

2.25.2 有關交通配套方面，有會員表示關注洪水橋新發展區對外交通連接的問題，指出新發展區內將會有大量需要跨區工作的市民，因此繁忙時段的交通十分重要，希望政府有適當的集體運輸計劃安排。亦有會員關注港深西部公路交通負荷的問題。

2.25.3 有會員指出現時洪水橋有大量廢物回收場、物流設施和貨櫃場，擔心這些經營者的搬遷問題，及希望政府就棕地問題的解決方案。有會員稱現時香港已有科技園，對於在洪水橋新發展區計劃作科技園發展的成效存疑。

2.25.4 有會員對跨區就業問題表示關注，並將現時香港醫院數量不足，加上洪水橋將會有大量新增人口，詢問政府有關興建新醫院的安排。

2.25.5 有會員指出現時在洪水橋有多條鄉村，希望政府能提出計劃加強鄉村和新發展區的連繫，例如興建單車徑。同時，有會員表示支持洪水橋新發展區提供康樂設施，如運動場和體育館等，並認為是海灣有潛力發展水上活動。另有有會員詢問有關天水圍河道活化方案。

2.25.6 及後香港工程師學會向我們提交書面意見。此外，該會亦向立法會發展事務委員會就 2015 年 10 月 9 日舉行的特別會議提交意見書。

2.26 **公眾論壇**

2.26.1 我們於 2015 年 8 月 8 日於天主教崇德英文中學進行第三階段社區參與公眾論壇，當天有約 550 人出席，參與者當中有當區區議員、鄉事委員會委員、村代表、港口後勤及露天倉業经营者、地區關注組等。在論壇上，他們主要對規劃概念、交通基建、棕地作業、補償及安置、以及實施安排等議題提出意見。
2.26.2 有參與者要求擴大現時的「鄉村式發展」土地用途，以滿足原居民對小型屋宇的未來需求。他們又指出在鄉村附近作高密度發展將造成屏風效應，影響村民生活環境，尤其是橋頭圍旁的商業及住宅發展。有參與者要求保留原村社區及屏山鄉的風水帶，並降低鄰近發展密度及高度。有村民要求擬議醫院及垃圾收集站需要遠離石埗村及洪屋村，並建議搬遷到洪水橋的山丘旁。亦有參與者要求保留沙洲里（II）。

2.26.3 有參與者認為洪水橋新發展區以及元朗區其他發展項目所帶來的新增人口將影響區內的交通，表示現時西鐵線已接近飽和，擬建洪水橋站將增加西鐵線的負荷。他指政府欠缺具體對外對內的交通安排，認為新發展區不能只依靠西鐵線作為主要交通工具，並質疑增加班次和車卡數量能否有效緩解現時西鐵線擠迫的情況。他們建議政府改善現時道路網絡，及落實屯荃鐵路和北環線方案。

2.26.4 有參與者要求洪水橋新發展區提供足夠的社區設施，包括學校、安老院、運動場及社區會堂等，以適時服務新發展區包括洪福邨的人口。有參與者關注是否有足夠的教育用地以應付人口增長，及認為教育用地應鄰近商業中心，以方便市民在職培訓。有村民要求為鄉村規劃停車場。有參與者要求保留初步發展大綱圖上的農業用地作重耕用途。

2.26.5 有參與者對新發展區能否吸引私營機構在該區設立辦公室表示有所保留，亦有意見認為洪水橋新發展區應加強與珠江三角洲的連繫，以促進經濟發展及創造更多就業機會。有參與者詢問未來15萬個就業如何估算出來，並認為新發展區提供的職位不太適合天水圍居民的特質，認為應該提供更多低技術職位。根據過往經驗，雖然新發展區內有不同的就業機會如商業、酒店及工業，但仍有超過五成的市民需要跨區工作，現有鐵路及道路網絡將不能負荷新發展區的新增人口。

2.26.6 有參與的亦園村村民要求原村安置及「先安置,後清拆」，並保留村公所、牌坊及涼亭。他們亦要求政府放寬公屋安置的資產審查，及希望政府盡早為居民及寮屋進行凍結登記，並撤銷村民必須居住於1982年登記的住用構築物才可合乎安置資格的限制。有參與者促請政府盡早公布補償及安置方案予受影響的棕地業主參考及提供意見，並解釋有關的土地營運模式，如將會由政府發展抑或私人發展。有參與者認為政府應該預留土地作環保回收業之用。

2.26.7 有參與者對新發展區能否吸引私營機構在該區設立辦公室表示有所保留，亦有意見認為洪水橋新發展區應加強與珠江三角洲的連繫，以促進經濟發展及創造更多就業機會。有參與者詢問未來15萬個就業如何估算出來，並認為新發展區提供的職位不太適合天水圍居民的特質，認為應該提供更多低技術職位。根據過往經驗，雖然新發展區內有不同的就業機會如商業、酒店及工業，但仍有超過五成的市民需要跨區工作，現有鐵路及道路網絡將不能負荷新發展區的新增人口。

2.26.8 有參與者認同意見不適合擺放重型建築材料及機械，需要大型露天貯物空間作貯存用途。他們認為政府需要先預留土地作重耕用途，才進行清拆發展，以保護棕地業主不受影響。有參與者促請政府盡早公布補償及安置方案予經營者參考及提供意見，並解釋有關的土地營運模式，如將會由政府發展抑或私人發展。有參與者認為政府應該預留土地作環保回收業之用。

2.26.9 公眾論壇上收集到的意見摘要載於附錄丙。而當日的活動照片輯錄於附錄丁。
有會員指物流業是香港其中一個重要經濟之柱，為本地經濟作出重大貢獻，並為社會創造大量就業職位，包括管理人員、貨櫃場操作員、貨櫃車司機及倉庫工人等。他們認為香港位於各個亞洲城市的中心點，擁有優越的策略性地理位置，加上作為免稅港及與內地和其他城市有緊密的連繫，認為香港政府若能如新加坡及杜拜政府一樣在基建、土地及人力資源方面提供協助，相信香港能發展為一個成功的區域物流中心。此外，有會員指出香港應抓緊近年電子商貿發展迅速的機遇，進一步推動物流業發展。

有會員指出現時香港的物流設施土地短缺，令物流業經營困難，加上海內及地區國家如新加坡的激烈競爭，政府需要預留足夠的港口後勤、露天倉及物流設施用地，以保持香港的競爭力及促進經濟發展。亦有會員關注勞工短缺，以及就業與人口分布錯配所引致的交通問題，希望政府能給予解決方案。

有會員指出現時洪水橋有大量棕地，有些作業是能夠搬遷到多層樓宇，但有些則基於運作問題不能而要遷往別處，或會由於成本問題而不能繼續營運。他們關注政府是否足夠的土地容納所有作業，及是否已制定落實發展方案。

會員普遍認為每幅面積約 5 公頃的物流設施用地最為合適。有會員建議政府在洪水橋新發展區興建多層停車場予重型車輛停泊。有會員表示建議發展大綱圖上物流設施用地沒有明確標示物流種類，例如空運、船運或陸路運輸等，因不同的物流種類需要不同大小的營運空間及設計，希望政府能更全面考慮有關的土地規劃。

及後，香港運輸物流學會派代表出席立法會發展事務委員會於 2015 年 10 月 9 日舉行的特別會議。

2.28
香港物流發展局基建支援小組

2.28.1 我們於 2015 年 8 月 18 日在添馬政府總部向香港物流發展局基建支援小組介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員的意見。

2.28.2 委員普遍歡迎洪水橋新發展區提供更多用地予物流業。但有意見認為洪水橋新發展區需要一個清晰的定位和願景，使洪水橋新發展區對比於香港其他設有物流設施的地區如落馬洲、葵涌、青衣、屯門和香港國際機場更具優勢。有委員認為電子商貿發展迅速，對區域配送中心有很大需求，希望政府能提供足夠的政策及設施支援物流業面對市場需求上的改變。

2.28.3 有委員指出現時洪水橋有約 190 公頃的棕地，但新發展區只預留約 24 公頃的土地作搬遷及置受影響的棕地作業，認為政府應更詳細的棕地作業資料及確保有足夠的土地安置他們。有委員認為政府是否己制定發展方案以處理不能搬遷的棕地經營者，亦有委員質疑有關發展區約 37 公頃預留作高增值物流設施用地是否足夠應對現時及未來的需求。

2.28.4 有委員關注新發展區的落實時間表，指出現時內地推出「一帶一路」政策以發展經濟，認為本地物流業需抓住這個機遇。若洪水橋新發展區能及早落成，加上配合香港的優勢，將幫助香港物流業的發展，故此希望政府加快發展的速度。

2.28.5 有委員認為 15 萬個就業機會是如何估算出，其中有哪些職位能配合未來洪水橋人口的技術，及有多少居民能在本區就業，他認為政府應吸取以往新市鎮發展的經驗，建設洪水橋新發展區為一個能自給自足的地方。

2.28.6 最後主席總結各委員的建議，指出在制定洪水橋新發展區的方案前，政府應充分諮詢各持份者的意見。同時政府需關注物流業發展的變化，以適時檢視發展方案，並提供彈性以配合未來的轉變。
2.29 天水圍居民（應邀請）

2.29.1 我們應元朗區議員陸頌雄及立法會議員麥美娟的邀請，於 2015 年 8 月 24 日在天水圍天恆邨巴士總站旁出席居民會議，向天水圍居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們的意見。

2.29.2 兩位議員均對取消天影路的建議表示關注，指出取消天影路將影響天水圍居民，促請政府清楚交代交通安排，不要影響天水圍北的交通情況。他們亦關注西鐵線的擠迫情況，認為興建洪水橋站將會影響西鐵線的負荷，並表示不同意政府提出的緩解交通問題的方案，包括興建專門的及提升西鐵服務等。以連接荃灣及屯門的鐵路系統，以應付天水圍、元朗及屯門的新增人口。他們表示希望洪水橋新發展區的人口入伙和社區設施興建能夠同步進行，避免天水圍的情況再次發生。此外，他們要求政府能盡快公布受影響居民的補償及安置安排，並妥善處理補償問題。

2.29.3 有居民關注商店街的經營模式，指出天水圍的商場大部分給大財團壟斷，希望洪水橋新發展區能提供更多商場商店，提供機會予小商店經營，以保護小商店的生意及本土經濟。有居民表示天水圍只有私營商店，希望洪水橋新發展區能興建政府街市，讓居民有多種選擇。另外，有居民建議在洪水橋興建生產中心，如食品製造及紡織工業，希望政府能考慮興建新的鐵路，如連接荃灣及屯門的鐵路系統，以應付未來洪水橋、元朗及屯門的新增人口。他們表示希望洪水橋新發展區的人口入伙和社區設施興建能夠同步進行，避免天水圍的情況再次發生。此外，他們要求政府能盡快公布受影響居民的補償及安置安排，並妥善處理補償問題。

2.29.4 有居民表示關注就業問題，希望洪水橋新發展區能夠提供多元化的就業機會，以配合不同階層市民的就業需要。

2.29.5 有居民指天水圍醫院並不提供全科服務，希望預計的洪水橋醫院能分擔天水圍醫院的壓力，以舒緩公立醫療服務緊張的情況。

2.29.6 此外，有居民指出現時洪水橋及元朗的旅遊巴沒有適合的泊車位置，建議在洪水橋增加旅遊巴停泊位置。另有意見指政府需要檢討《香港規劃標準與準則》內的泊車設施標準，在洪水橋新發展區提供更多的泊車位數量。

2.30 丹桂村、和平新村寮屋居民關注組（應邀請）

2.30.1 我們應丹桂村及和平新村寮屋居民關注組的邀請，於 2015 年 8 月 29 日在位於洪水橋的玫瑰堂活動中心向丹桂村及和平新村居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們的意見。

2.30.2 關注組在 2015 年 7 月至 8 月期間用問卷方式訪問了 66 位居民，結果表示大部分居民擔心新發展包括大型商場及酒店帶來的租金及物價上升問題。他們亦關注交通及鄉村融合的問題，並希望延長研究的社區參與多三個月的時間，以收集更多意見。

2.30.3 有居民對青山公路以南的地區被剔出新發展區範圍表示歡迎，但指出洪水橋新發展區將帶來大量人口，認為政府提出的交通建議如增加西鐵車廂數量及班次等未能解決西鐵線的擠迫問題。

2.30.4 有居民詢問政府如何能確保新發展區內有足夠的臨街商店或小商店，因發展大型商場會令小商店消失，並擔心新發展區會對現有傳統鄉村造成影響，希望政府能改善丹桂村及和平新村連接新發展區的交通，以維持鄉村間的連繫。另有居民建議改善村內的設施，包括道路及排水系統。
2.30.5 有居民詢問在洪水橋新發展區的港口後勤及物流用地會否提供危險品倉庫，並關注其安全問題。有居民認為新發展區及附近的公營房屋發展將會對丹桂村造成屏風效應，擔心空氣流通問題會影響居民。

2.30.6 有居民表示關注政府在丹桂村附近的綠化地帶發展公營房屋的計劃，希望政府能給予詳細的解釋。

2.31 亦園村居民

2.31.1 我們於 2015 年 8 月 30 日在亦園村村公所向亦園村居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們的意見。

2.31.2 陶錫源議員指村內居民收入少，難以承擔外面的住宅租金，要求政府預留土地予亦園村所有村民作原村安置，建議政府考慮「城中村」的概念，興建多層樓宇安置受影響村民。他亦建議在收地後讓居民建造更高的樓房，並完善社區配套。亦有村民建議以地換地方案，要求政府盡快落實安置安排，以達到「先安置、後發展」，讓村民能安居樂業，及照顧村內長者的住房需要。

2.31.3 有村民認為洪水橋新發展區不需參照新界東北新發展區的發展模式，政府應特事特辦，為洪水橋新發展區的受影響居民訂立合理的補償及安置方案。有村民不滿政府在新發展區用低價收農地，高價賣地給私營發展商。有村民認為政府應盡快落實安置安排，以達到「先安置、後發展」，讓村民能安居樂業，及照顧村內長者的住房需要。

2.31.4 亦園村村長希望政府能做到以村還村，並保留村公所，亦園村牌坊和涼亭，及盡早進行人口凍結調查，以保障現有居民權益。

2.31.5 有村民關注到洪水橋新發展區將來的交通問題，以新界西北未來 7 至 8 年的人口增長，加上新界西北未來 7 至 8 年的就業機會，會進一步加劇西鐵線的擠迫情況。有村民表示洪水橋新發展區是不

2.31.6 有村民擔心新發展會帶來屏風效應，影響風水，更可能帶來污水，道路擠塞等其他問題。另有意見認為應將該區的高壓架空電纜改為隧道形式，和架空部分輕鐵段，以擴闊青山公路。

2.31.7 及後屯門亦園村聯村關注組向我們提交書面意見。

2.32 天水圍社區發展陣線、關注綜援低收入聯盟、社區工藝發展關注組、天姿作圍、土地正義聯盟、及街坊工友服務處

2.32.1 我們於 2015 年 9 月 4 日在天水圍天悅邨悅發樓地下向天水圍社區發展陣線、關注綜援低收入聯盟、社區工藝發展關注組、天姿作圍、土地正義聯盟、及街坊工友服務處介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集各團體對新發展區的意見。
2.32.2 有團體代表建議規畫方案在考慮提供就業機會外，應照顧本地的勞動人口結構，特別是天水圍的基層市民。同時響應政府發展「多元經濟」的意願，建議於洪水橋新發展區內預留土地，發展小型製造工場或社區生產中心，讓多元經濟惠及不同階層的市民。有代表詢問有關新發展區內的商店街的營運模式、管理方法和設計概念，希望能容納小商戶經營生意。

2.32.3 有團體代表要求保留現時在新生新村及其他發展區範圍內的常耕農地。另希望政府能在初步發展大綱圖上劃作「農業」用地，並規劃作生態農業區，供農民延續耕種活動。另有意認為政府應檢討復耕制度，主動提供土地及援助受影響的農戶。

2.32.4 有團體代表建議規劃方案在初步發展大綱圖上劃作「農業」用地，並規劃作生態農業區，供農民延續耕種活動。另有意認為政府應檢討復耕制度，主動提供土地及援助受影響的農戶。

2.32.5 有團體代表反映現時深圳福田及前海區已有物流發展，認為新發展區預留太多土地作物流設施用途。有團體代表要求保留現時在新生新村及其他發展區範圍內的常耕農地，並計劃作生態農業區，供農民延續耕種活動。另有意認為政府應檢討復耕制度，主動提供土地及援助受影響的農民。

2.32.6 有團體代表引用天水圍作例子，指出由於環境、規劃及土地問題，今天水圍缺乏經濟活動及就業機會，建議政府在洪水橋新發展區內預留土地作，為未來發展提供彈性，以配合社會及人口需要的改變。

2.32.7 有團體代表關注區內的交通配套問題。亦有意願希望政府在洪水橋預留土地作宗教機構用途。

2.32.8 最後有團體認為政府應尊重不同持份者的需要，並希望延長諮詢時間，讓社會凝聚共識。

2.32.9 有團體代表反對「加強版的傳統新市鎮发展模式」，認為此措施鼓勵地產及發展商在洪水橋囤積土地，等待洪水橋新發展區落實以謀取暴利。促請政府盡早進行凍結登記，以保障受影響居民的權益，並妥善安置受影響的居民及農民。

2.33 田心村及田心新村居民

2.33.1 我們於 2015年 9 月 4 日在舊廈村鄉鄉事委員會址向田心村及田心新村居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.33.2 會上村民主要提出了兩大訴求，包括要求政府盡早進行凍結登記以保障他們免受發展商迫遷；及放寬公屋安置的經濟狀況審查制度，讓受影響居民能得到安置及補償。

2.33.3 有村民指他們已在田心新村居住多年，對田心新村有濃厚的感情，並不想政府收地發展。有村民表示他們一家住了三、四代人，政府會否提供補償及安置予所有村民。同時指洪水橋新發展區的發展令當區租金上升，擔心在鄉村清拆後，不能尋找合適的居住環境及地點。有村民希望政府能公布詳細的補償方案和資格予村民了解。有村民提出「不遷不拆」的要求；亦有村民要求停止新發展區計劃。

2.33.4 有村民表示田心新村內有「九世祖屋」和不少丁屋，詢問政府會否全部清拆這些具有歷史價值的建築物，表示希望政府能提供重置鄉村的安排及保留現有鄉村的祖屋和丁屋。另有村民不滿收地作休憩用地用途。
2.33.5 有村民指出洪水橋新發展區仍在規劃階段，已經有發展商及大財團開始收地或買地，對村民造成滋擾，質疑政府監管不足。他們指現時洪水橋的私人土地大部分已供發展商收購。村民希望政府能妥善安置受影響的鄉村村民，如原區換屋、原區換地和原區搬村等，給予土地供村民發展。

2.33.6 有村民表示擔心洪水橋新發展區的落實時間，包括清拆及地盤平整的時間表，指出政府每次社區參與時都沒有明確答案，認為政府應該盡早公布實施安排及補償方案讓村民有所準備，及提出「先安置、後清拆」的要求。

2.33.7 有村民指出洪水橋新發展區對鄉村並沒有任何的好處，鄉村內有很多的原居民，對香港的經濟有重要的貢獻，但政府在洪水橋收回大部分的土地作住宅及商業發展，使鄉村被高樓包圍，對原居民並沒有幫助。同時認為政府在第一及第二階段社區參與時沒有考慮原居民的意見，在建議發展大綱圖上沒有反映到需要改善的地方。

2.33.8 會後有田心新村的居民代表向我們提交 94 份的意見書。有關的意見已整合並紀錄於本報告內。

2.34 環境諮詢委員會

2.34.1 我們於 2015 年 9 月 7 日在環境諮詢委員會的會議上介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集會上各委員對洪水橋新發展區的意見。

2.34.2 有委員質疑在洪水橋新發展區北部興建物流、企業及科技區的規劃概念，認為大嶼山的地理位置更為適合，因為鄰近小蠔灣及香港國際機場，能綜合物流及其他相關行業。同時，認為整合現時棕地作業到多層樓宇會因租金問題而難以取得成功。有部分委員關注港口後勤、貯物及工場用途所產生的空氣污染及噪音問題，認為會影響鄰近的鄉村及北部住宅及商業中心。有委員質疑創造 15 萬個就業機會的可行性。

2.34.3 有部分委員關注洪水橋新發展區環境影響的緩解措施，有委員表示擔心新發展區的發展會對鄰近的傳統鄉村造成景觀及視覺上的影響，特別是東部河畔長廊及屏廈路一帶的高層住宅發展。有委員指雖然留意到建議發展大綱圖上已採納如觀景廊及通風廊的特別設計以減低影響，但建議政府需要在環境影響評估內進一步探討在園境及視覺方面對附近鄉村的影響。亦有委員指現有鄉村為新發展區帶來不同的好處，包括作綠色走廊及加強洪水橋新發展區的景觀，建議政府要小心規劃及採用全面的措施，例如預留足夠的緩衝區，採用階梯式大廈設計及建築物後移以避免影響鄉村。另有多個建議重新規劃位於河畔長廊旁的住宅區，以保持現有鄉村原有的和諧河道景觀。

2.34.4 有關活化河道方面，有委員留意到於區域公園及區域廣場之間的一段河畔長廊在新李屋村及田心村附近被中斷，建議政府考慮收回私人土地作河畔長廊。此外，沿河道應種植本地品種的植物以促進生態連接，但本地植物供應有限，應盡早落實機制以確保有足夠的植物配合新發展區的發展。另有委員提出參考渠務署有關活化河道的研究，以探討休憩用地及已活化的河道除了美觀以外的實際用途及生態價值。另有多個建議重新規劃位於河畔長廊旁的住宅區，以保持現有鄉村原有的和諧河道景觀。

2.34.5 有委員建議鄰近新生新村鷺鳥林的大廈建築物等高度可採用階梯式設計，擴闊單位休憩用地走廊以保護鷺鳥飛行路徑。亦有意見希望政府能持續管理及保養綠化地帶，否則土地將會被荒廢。
2.34.6 有委員建議在活化後的天水圍河道及后海灣／流浮山一帶提供旅遊景點和配套設施，以創造協同效應及就業機會。而傳統鄉村亦有寶貴的歷史及文化價值，能透過創新設計及商業設施，發展為重要的旅遊景點，亦可解決洪水橋傳統鄉村及新發展區的兼容性問題。有委員建議零售活動集中在商業中心，並連繫本地文化及歷史，以滿足本地居民的需要和吸引遊客。有委員表示河畔長廊及綠色運輸走廊應要延伸至附近的旅遊景點，例如香港濕地公園和流浮山。

2.34.7 有委員表示欣賞研究團隊的努力，在建議發展大綱圖上綜合創新設計和規劃概念。另外指出洪水橋新發展區首批人口將在 2024 年入伙，研究團隊應有足夠的時間在傳統配套設施上引入創新理念及科技。委員表示政府應進一步考慮在新發展區設計節能建築，以發展綠色社區。同時稱新發展區需要有效分配土地以融合新發展區及周邊的自然環境，例如生態徑以連接河畔長廊、區域公園和其他休憩用地。另有意見指休憩用地可發展社區園圃供市民使用。

2.34.8 有委員歡迎在新發展區採用不同的綠色設計和設施，並提議設立水源和能源消耗基準作未來規劃用途，促使「智慧城市」的概念能夠融入整體的設計。同時指新發展區的單車徑和行人道網絡需有良好的連接性和方便不同年齡層的市民。亦有委員要求主要行人道需預留風雨設計。有委員建議探討地下空間作物流或工業用途，並考慮合併公用設施，例如新圍污水處理廠和沖廁水配水庫，以有效利用土地資源。

2.34.9 最後，主席表示多謝研究團隊出席介紹洪水橋新發展區建議發展大綱圖，並總結各委員的意見。他指出新發展區需要完善的連接系統，例如綠色運輸走廊、單車徑及行人道，以方便市民來往各新發展區的主要活動中心。亦表示政府應重新設計及規劃河畔長廊，以改善區域公園及區域廣場之間的連接。另外，沿河道的新住宅發展需要採用階梯式設計，及為附近的鄉村提供足夠的緩衝區。最後希望政府延伸河畔長廊及綠色運輸走廊至附近的景點，包括流浮山，以促進旅遊業，為該區帶來更多的商業活動及就業機會。

2.34.10 環境諮詢委員會第 208 次會議相關的會議記錄載於附錄甲 7（只提供英文版本）。

2.35 元朗鄰舍輔導會婦女組

2.35.1 我們於 2015 年 9 月 10 日在鄰舍輔導會屯門／元朗鄉郊中心向元朗鄰舍輔導會婦女組介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集居民對洪水橋新發展區的意見。

2.35.2 有居民表示希望發展計劃能在洪水橋輕鐵站一帶增加社區設施，包括街市及社區設施服務大樓，並指根據以往經驗，區內的休憩設施的建造進度十分緩慢。有居民則詢問洪水橋綜合大樓的落成時間。有居民建議未來洪水橋區域公園能參考維多亞公園，用作舉辦不同活動如展覽、嘉年華會和年宵市場，亦建議在車站附近設置夜市、美食街和商店來促進經濟發展和創造就業。

2.35.3 有關交通方面，有居民指現時洪水橋的交通已超負荷，擔心道路設施不足以配合日後發展，建議發展駕空運輸系統來減少地面道路擠迫的情況。有意見認為建議環保運輸服務不妨實際，並擔心會收取昂貴的交通費用，建議增加巴士路線。

2.35.4 有居民關注物流作業的安置安排，擔心多層式工業大廈會增加物流業的經營成本。有居民則希望日後多層式工業大廈能確保環保原則，減少碳排放和噪音，優化行業運作，推行現代物流，以減少對鄰近居民的滋擾。另有居民指隨著區內的物流作業陸續遷移到其他地區如荃灣和青衣，現時的交通配套需改善以方便居民前往其他地區工作。

2.35.5 有居民希望新發展區新建的樓宇不會造成屏風效應。亦有居民建議將現時的架空電纜改設於地底，以確保城市美觀。
2.35.6 有关補償方面，有居民詢問政府能否容許受影響居民將其牌照屋轉移到其他地區。有居民詢問收回祖屋的補償方案，認為新發展區計劃能保留靈糧堂卻不能保留其祖屋的做法不公，並反對政府參照新界東北的補償方案，指私人發展商提出的價錢比政府的補償還要高。有居民表示現時所住的地方因附近的私人發展而引致水浸，希望政府盡快收地，並提供合理補償。有居民表示受到發展商迫遷，促請政府盡快進行人口凍結調查以保障他們的權益。

2.35.7 有從事耕作活動的居民表示發展計劃會影響本地農業，要求政府提出方案以維持農業發展和提供復耕計劃予受影響農戶。他指在初步發展大綱圖上有部分地方劃為農業用地，但在建議發展大綱圖上被剔除，希望政府交代箇中原因。他建議利用近山邊的政府土地供農民作復耕用途，因一些私人土地曾作棕地發展，令土地不宜耕種，並認為流浮山地區適宜作農業發展。希望政府收回農地，以較長的年期（如30至50年）租予他們耕作。有居民詢問農業復耕計劃會否參照菜園村個案，為受影響農戶重新提供農地耕作。

2.35.8 此外，有居民希望新發展區內有「一條龍」的教育設施，以減輕家長安排子女教育的煩惱。在醫院選址方面，有居民建議在洪天路旁增加綠化地帶作緩衝。

2.35.9 會後有亦園村及蒲瓜嶺的居民代表分別向我們提交339份及51份的意見書。有關的意見已整合並紀錄於本報告內。

2.35.10 及後聚賢社婦女組向我們提交書面意見。

2.36 立法會議員麥美娟及元朗區議員陸頌雄及劉桂容

2.36.1 我們於2015年9月15日在立法會綜合大樓向立法會議員麥美娟及元朗區議員陸頌雄及劉桂容介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.36.2 他們對取消天影路的建議表示關注，指將來有關的巴士路線會因改道而需增加約兩分鐘的車程，令居民不便，而改用其他道路取代天影路的成效不大，希望政府能夠提出其他方案以解決所帶來的影響。建議政府考慮保留或改建成新發展路。他建議把環保運輸走廊移向屏廈路、自發路及自發路西段，以服務新發展區及現有鄉村，同時用作緩衝區用途。他們亦詢問取消天影路的時間表。

2.36.3 有關其他交通問題方面，他們指現時在繁忙時段天水圍的交通擠塞情況嚴重，擔心洪水橋新發展區將帶來更多的新增人口，使天水圍西鐵站不勝負荷，希望政府在新界的鐵路以及地鐵以外，考慮其他的交通配套設施連接天水圍及市區，及改善天水圍北與天水圍西鐵站的交通連接。此外，他們建議興建道路連接天影路及未來新建的醫院，以加強洪水橋與天水圍的連接性。

2.36.4 他們提出希望政府能吸取天水圍的發展經驗，於發展洪水橋新發展區。他們提出現時天水圍的街市被私人發展商壟斷，建議政府在天水圍及洪水橋區興建綜合大樓，當中包括停車場、熟食市場及政府街市，供市民選擇。同時在規劃新發展區時應同時考慮天水圍的需要，如社區設施及交通配套，並提供重型貨車停車場。他們希望洪水橋新發展區的規劃能與天水圍的融合。

2.36.5 他們指現時新界西北只有元朗劇院作康樂文娛用途。建議政府在新界西北設立更多的表演場地予市民及團體使用，舉辦傳統文化活動如國術舞蹈／舞獅，特別是與本土文化及城鄉共融主題有關的活動及學校畢業典禮等。

2.36.6 及後麥美娟議員、陸頌雄議員、及劉桂容議員（與另外兩位元朗區議員一同聯署）向我們提交書面意見。
2.37 新界鄉議局

2.37.1 繼 2015 年 7 月 21 日與新界鄉議局進行的諮詢會議，我們於 2015 年 9 月 17 日再訪新界鄉議局，並收集各委員對洪水橋新發展區的意見。

2.37.2 有議員指出洪水橋新發展區的新建築物將造成屏風效應，並影響現有鄉村的環境及風水。有議員希望政府能夠關注鄉村的防洪措施，改善現有鄉村排水及其他設施，以幫助鄉村發展。此外，政府應保留鄉村傳統習俗及文化遺產，建議保留及連接鄉村文化遺產作歷史文物徑及商店街以促進城鄉發展。亦有意見要求保留友恭學校。

2.37.3 香港新發展區規劃及工程研究

2.37.3.1 維修及建設新發展區的規劃及工程研究

2.37.3.2 各委員認為新發展區的規劃及工程研究應考慮鄉村的發

2.37.3.3 有議員反對在石埗村旁規劃垃圾收集站及建築用途，不滿把厭惡性行業如垃圾收集站及建築用途設置於鄉村周邊。

2.37.3.4 香港新發展區規劃及工程研究

2.37.3.5 有委員指出政府沒有提供任何安置方案予受影響的村民，亦沒有統計受影響鄉村的數目。包括永久屋及臨時屋的村民，希望政府能提前土地作鄉村遷置用途，以安置受影響的村民。有議員指現時住宅市場價格高昂，政府需要有合理的補償方案，包括考慮收回的土地的潛在利益。有意見認為政府應該遵守甲級補償收回發展土地。有議員認為現行補償制度不公，受影響的村民需通過經濟狀況審查，政府應考慮受影響鄉村居民的安置安排。有議員認為政府應該先安置及補償受影響的村民，然後才發展洪水橋新發展區。

2.37.5 有多位議員指政府沒有照顧原居民的利益，認為新發展區將會剝削鄉村未來發展權利。他們希望政府能提前土地作鄉村遷置用途，以配合原居民的生活需要及供鄉村未來發展，並為鄉村興建康樂設施及商場。有議員認為可考慮容許村民在其鄉村式發展用地改劃作密度較高的住宅及商業用地以解決村民的居住問題及推動新發展區發展。有議員建議在近加設商店街，以促進街道的活力和使鄉村亦能受惠於該區發展。有議員則希望政府能夠尊重及支持鄉村歷史，認為鄉村與政府要互相支持。

2.37.6 有關實施安排，有委員表示希望政府在同一階段收地，以確保公平對待所有業權人。在收集公眾意見後，政府應就新發展區的建議作出具體的修訂，以維持公平的城鄉發展原則，在發展同時改善鄉村的環境，並考慮原來發展區的意見。

2.38 香港新發展區規劃及工程研究

2.38.1 我們於 2015 年 9 月 18 日在香港新發展區規劃及工程研究報告上附件 A 應該記載的補償及安置安排的意見。有議員指政府沒有提供任何安置方案予受影響的村民，亦沒有統計受影響鄉村的數目。包括永久屋及臨時屋的村民，希望政府能提前土地作鄉村遷置用途，以安置受影響的村民。有議員指現時住宅市場價格高昂，政府需要有合理的補償方案，包括考慮收回的土地的潛在利益。有意見認為政府應該遵守甲級補償收回發展土地。有議員認為現行補償制度不公，受影響的村民需通過經濟狀況審查，政府應考慮受影響鄉村居民的安置安排。有議員認為政府應該先安置及補償受影響的村民，然後才發展洪水橋新發展區。
提供重要的空間以作特殊用途。有成員建議在規劃企業及科技區時，可考慮大廈地面樓層高度設計為約 6 至 7 米，其他樓層高度約 4 米。有多位成員亦提供了其公司現時使用的樓面面積（包括地面樓層的面積）及員工數目作發展參考。

2.38.3 有關人力資源方面，有成員指出業界需要高技術的員工。有成員關注檢測和認證企業進駐洪水橋在招聘員工方面的問題。

2.38.4 有成員關注擬議企業及科技區的營運模式，例如將會由政府出租或以賣地形式出售土地。有成員表示希望政府採用租賃的方式交予經營者發展。有成員詢問約 9 公頃的企業及科技區用地將如何分配予有關的行業如檢測和高新科技。有成員表示企業及科技區鄰近香港國際機場及高壓電纜，擔心飛行航線及高壓電纜會影響檢測及認證的電磁測試。

2.38.5 有成員表示洪水橋新發展區將會帶來約 21 萬的總人口，關注人口與就業會導致交通問題，提出洪水橋新發展區亦依賴現時新界西北交通網絡，希望政府加強洪水橋對外交通的連繫。有成員詢問洪水橋鐵路站的完工時間，並關注該站與企業及科技區的交通連接。有委員詢問企業及科技區的落實時間表。

2.38.6 有成員總結指不同的檢測及認證業類別有不同的營運要求，希望政府考慮各成員的意見，例如適當的樓層高度、地面樓層面積及有關電磁測試受影響的問題。

2.39 北區廠商會創會會長（應邀請）

2.39.1 我們於 2015 年 9 月 18 日在北角政府合署向北區廠商會創會會長高劍清先生及高家豪先生介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意见。

2.39.2 他們表示關注新界西北的交通情況。指出繁忙時段時輕鐵線及西鐵線已十分擠迫，建議政府改善現時輕鐵設施及擴闊月台及增加車廂數目。同時建議西鐵線連接至荃灣及落馬洲，以進一步加強與各區的交通連繫，並表示北環線需要於 2020 年前落成，以解決就業人口跨區工作所涉及的交通需求問題。他們指現時洪水橋新發展區需先建立足夠的交通配套，然後才發展工業用地，以配合提供就業機會。

2.39.3 他們指現時本地工業經營困難，認為政府需要提供支援以幫助工業發展，如政府可以興建工業大廈出租予經營者。有關多層式工業大廈的裝備及設計方面，他們指根據過往經驗，多層式工業大廈必須設有多部大型升降機及寬闊的樓層通道以配合有關的行業運作，包括搬運貨物及大型機械。同時指出工業區會因應環境變遷而自行發展及作出平衡，不需要規劃土地作特定用途。政府只需保留土地作工業區，亦希望政府能夠工業區設置餐廳以方便工人用膳。他們認為洪水橋新發展區的工業用地需要有完善的交通配套，及需要擴闊道路以避免交通擠迫情況。

2.39.4 他們希望政府在落實洪水橋新發展區時能妥善照顧受影響的工業經營者，安排中轉及重置土地予經營者延續經營，並指希望政府能夠盡快落實新發展區。

2.39.5 及後北區廠商會創會會長高劍清先生向我們提交書面意見。

2.40 立法會議員易志明及物流業界代表（應邀請）

2.40.1 我們於 2015 年 9 月 22 日在添馬政府總部向立法會議員易志明及物流業界代表介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.40.2 有出席者指現時洪水橋約有 60 至 80 公頃的棕地進行物流業相關的業務，質疑 24 公頃的港口後勤、貯物及工場用地能否容納現時所有的棕地經營者。建議政府把港口後勤用地搬遷到鄰近港口碼頭及機場的土地，以釋放 24 公頃土地作物流設施用途。
2.40.3 有出席者表示現時物流業面對工人短缺及昂貴租金的問題，希望政府能協助物流業發展。

2.40.4 為有效使用土地，有出席者建議物流設施用地應規劃為每塊約 5 公頃，或引入共用車道供兩個或以上的物流設施使用。有出席者則認為內地及香港電子商務增長迅速，物流設施需要尖端及良好的設計，並配合自動化設備，以幫助物流業的發展。

2.40.5 有出席者建議物流中心內配備不同的支援設施，例如危險品倉、停車場、汽車維修、冷庫、汽車清潔及餐廳，同時提供足夠的車位供重型車輛停泊。

2.40.6 及後立法會議員易志明向我們提交書面意見。

2.41 石埗村居民

2.41.1 我們於2015年9月23日在石埗村村公所向石埗村居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.41.2 有多名村民表示反對在石埗村旁規劃垃圾收集站及醫院，認為會嚴重影響村民的生活，及認為政府應先取得村民的同意才能作出規劃，不應剝削村民發展鄉村的權利。有村民稱石埗村在該區發展時已作多次貢獻，包括西鐵線及洪福邨發展，不滿政府建議把厭惡性用途如垃圾收集站及醫院設置於該村附近。他們希望政府能重新審視建築物的位置改作鄉村式用途，給予石埗村作擴展區，讓石埗村持續發展，達至城鄉共融。

2.41.3 有村民認為新發展區計劃沒有顧及原居民的利益，希望政府能考慮石埗村未來的發。有意見認為政府可考慮容許丁屋向高空發展。

2.41.4 有村民指出石埗村內有些土地因防洪措施而不能發展，希望政府能夠擴展鄉村範圍供鄉村未來發展。有村民表示新發展區將剝削鄉村未來可發展的範圍，因石埗村人口在未來會有增加，新發展區會限制村民未來發展鄉村的權益。他們希望政府能先收集所有鄉村的意見才發展，並預留土地合理安置受影響的村民，並檢視「新界小型屋宇政策」。

2.42 沙洲里（II）居民

2.42.1 我們於2015年9月25日在沙洲里50號地下向沙洲里（II）居民介紹洪水橋新發展區建議發展大綱圖，並諮詢及收集他們對洪水橋新發展區的意見。

2.42.2 有村民表示不滿沙洲里（II）的命名方法，指出現時沙洲里（I）的居民較後期才搬遷到沙洲里居住，因此認為他們的位置作為沙洲里（I）並不合理，希望政府能夠解釋命名方法。有居民指沙洲里（II）需要因新發展區而清拆，但沙洲里（I）卻得到保留，不合符公平原則，認為政府應該一視同仁，村民的意願是不遷不拆。

2.42.3 有村民指出現時村內大部分村民年紀老邁，已沙洲里亦已經居住數十年，鄰里和睦，只希望能在沙洲里繼續居住，不希望搬遷至其他地方。有村民表示沙洲里規劃作未來區域公園，認為此土地用途好處不大，建議政府保留現有鄉村，讓村民留在沙洲里生活。

2.42.4 有部分村民關注落實及補償安置方案，認為政府仍沒有制定具體及詳細的補償安置方案供村民參考。他們希望政府能盡早進行人口凍結登記，以保障現有居民的利益，同時盡快公佈落實安排，讓居民能夠在發展前盡早作出預備。

2.42.5 有村民則表示公營房屋安置方案並不符合居民的需要，指出公營房屋是供有需要協助的市民居住，此安置方案只會減少公營房屋的供應數量，並不合符情理，建議政府應按居民的需要而制定補償及安置方案。亦有村民認為政府應該豁免公屋安置的經濟狀況審查，及讓居民以較高的租金租住較大的公屋單位或購置居屋。
2.43 立法會議員陳克勤及梁志祥，及新界社團聯會（新社聯）

2.43.1 我們於 2015 年 10 月 5 日在立法會綜合大樓向立法會議員陳克勤及梁志祥，及新界社團聯會（新社聯）介紹洪水橋新發展區建議發展大綱圖，並收集他們對洪水橋新發展區的意見。

2.43.2 有出席者建議在擬建洪水橋站周邊規劃更多混合用途發展及政府合署以促進該區的商業活動，並應鑲接住宅與商業發展以加強連繫。有出席者提議透過單車徑、行人道及道路以加強天水圍與洪水橋的連接性。有出席者則表示希望在新發展區北部規劃次商業中心，以方便不同社區的居民。

2.43.3 有出席者希望政府不要凍結現時傳統鄉村邊界，並預留足夠的緩衝區作鄉村未來發展區。

2.43.4 及後梁志祥議員（與另外10位元朗區議員一同聯署）及新社聯分別向我們提交書面意見。

2.44 立法會發展事務委員會（特別會議）

2.44.1 我們於 2015 年 10 月 9 日的立法會發展事務委員會特別會議上聽取市民對洪水橋新發展區的意見。當日有合共21個團體代表／個別人士就「洪水橋新發展區規劃及工程研究—建議發展大綱圖」陳述意見。

2.44.2 有運輸及物流業代表要求政府在洪水橋新發展區提供更多的物流用地以回應業界需求。他指由於部分物流操作系統和建築設備／材料的體積龐大，難以放置在多層樓宇內。希望政府為受影響的經營者提供重置用地，並建議設在沒有生態價值及遠離住宅區的空置土地。亦有意見認為新發展區所預留的24公頃土地作港口後勤及貯物用途並不足夠，應在其他地區，例如昂船洲附近一帶的用地，作港口後勤及貯物用途。為方便物流業進行人力培訓，應預留用地，以發展物流業訓練及研究學院。有露天倉營運代表表示新發展區計劃的遷置安排會損害經營者利益，要求政府提供更多土地作露天倉用途，並建議政府安排於洪水橋營運的露天倉作業使用濱海附近的土地。此外，有建造業建議在新發展區的建築工程計劃上引入可持續發展、低碳的建築材料和建築模式，及提供更多誘因，鼓勵業界發展商為其在擬議新發展區的建築項目取得銀級建築認證。

2.44.3 有團體代表關注新發展區將來的交通問題，特別是西鐵線的承載力的問題。他指隨著新界西北地區發展和人口增長，加上建議增加的15萬個就業機會，西鐵線擠迫的情況會進一步加劇，因此指洪水橋新發展區是不能持續發展。有出席的議員亦對交通問題表示關注，促請政府考慮興建新道路以舒緩西鐵的交通問題。此外，有議員認為洪水橋新發展區與其他地區之間的交通連繫不足，建議加強洪水橋新發展區與鄰近地區特別是天水圍的連繫，以解決天水圍商業及社區設施不足的問題。

2.44.4 有關注農業復耕的團體代表要求政府在新發展區近山邊的政府土地作復耕用途。有出席議員指考慮該政府土地的就業機會，西鐵線擠迫的情況會進一步加劇，因此指洪水橋新發展區是不能持續發展。有出席的議員亦對交通問題表示關注，促請政府考慮興建新道路以舒緩西鐵的交通問題。此外，有議員認為洪水橋新發展區與其他地區之間的交通連繫不足，建議加強洪水橋新發展區與鄰近地區特別是天水圍的連繫，以解決天水圍商業及社區設施不足的問題。

2.44.5 有受影響鄉村的村民代表表示不滿政府收地，要求政府妥善安置受影響的村民和提出合理補償。有村民代表要求政府安排原區安置，「地換地，屋換屋」，並給予更多其他選擇方案如免補地價購買居屋。此外，他們要求放寬公屋安置的經濟狀況審查，認為不應訂下條

AECOM

34 2016年9月
件來限制受影響持份者所得到的補償。亦有意見要求政府及早進行凍結人口登記，確認村民上公屋及獲取補償的資格。有議員表示對部分團體代表提出的意見有同感，認為某些補償安排已不合時宜，政府應考慮適時給予檢討。

2.44.6 有測量師界代表認為新發展區的土地規劃須有靈活性，以配合未來地區發展。另有意見認為新發展區計劃應採用加強版的傳統新市鎮發展模式，以加快房屋土地供應。

2.44.7 新界鄉議局代表表示新發展區計劃在鄉事會層面的諮詢不足，建議政府進一步諮詢屯門鄉事委員會、廈村鄉鄉事委員會及屏山鄉鄉事委員會，建議分配土地作鄉村停車場用途。他擔心在鄉村旁邊的興建高層大廈將造成屏風效應及影響排水，及認為元朗區的交通設施不足以應付人口增長。他亦指新發展區計劃應顧及廈村鄉的風水帶，以尊重傳統和歷史。另建議政府為受影響村民安排「先安置，後清拆」，以及放寬公屋安置的經濟狀況審查。

2.44.8 立法會發展事務委員會 2015 年 10 月 9 日特別會議的會議紀錄載於附錄甲 8。

2.45 公眾書面意見

2.45.1 在第三階段社區參與中，我們共收到 1224 份公眾書面意見。在公眾書面意見中，有 8 套相似的信件，總結如下。

2.45.2 亦園村村民認為發展應以人為本，以民眾的意願和利益為依歸，亦園村的清拆並非自願性質，村民並不希望搬離理想鄉村。希望政府能夠預留土地作興建全新的亦園村，以安置受影響的村民。同時要求政府撤銷公屋安置的經濟狀況審查及撤銷村民必須居住於 1982 年登記的住用構築物才合乎安置資格的限制，亦要立即為新發展區的寮屋作現況登記，以凍結區內寮屋情況。

2.45.3 蒲瓜嶺村村民認為發展應以人為本，以民眾的意願和利益為依歸，蒲瓜嶺村的清拆並非自願性質，村民並不希望搬離理想鄉村。另外蒲瓜嶺村村民都希望獲得公屋安置，但認為現時政府的安置清拆政策過分嚴苛，要求政府撤銷公屋安置的經濟狀況審查及撤銷村民必須居住於 1982 年登記的住用構築物才合乎安置資格的限制，亦要立即為新發展區的寮屋作現況登記，以凍結區內寮屋情況。

2.45.4 田心新村村民要求政府放寬公屋安置的經濟狀況審查，村民在政府凍結人口登記前住滿田心新村兩年可獲得原區安置，亦希望盡早進行人口及寮屋凍結登記。

2.45.5 石埗村村民反對在石埗村附近興建醫院及垃圾收集站，認為擬議洪水橋醫院位置的交通不便及影響鄉村環境，指出天水圍西鐵站附近有大量土地，政府可考慮搬遷醫院到該位置。同時在石埗村附近規劃垃圾收集站並沒有顧及石埗村村民的居住環境，把原有的休憩用地改作其他用途也不正視石埗村的居住需要。

2.45.6 橋頭圍村民反對在橋頭圍工業區興建約 40 層高的商業大廈，造成屏風效應，加劇熱島效應，並會阻擋光線及減慢風速，危害橋頭圍村民的健康，同時建議政府規劃橋頭圍附近的區域作休憩用途。

2.45.7 有市民反對在洪福邨對面規劃垃圾收集站，認為擬議垃圾收集站位於交通樞紐旁，所產生的污水及氣味影響區內的公共衛生，並直接影響洪福邨居民的健康。同時指出洪福邨內已經設有垃圾收集站供住戶及商戶使用，洪福邨沒有需要使用規劃中的垃圾收集站，卻要承受垃圾收集站所帶來的衛生環境問題，對洪福邨的居民不公平。
石埔路尾村村民要求政府放寛公屋安置的經濟狀況審查，以「先安置、後收地」為原則。同時要求政府給予在凍結人口登記時期滿兩年的石埔路尾村村民原區安置，亦希望盡早進行人口及寮屋凍結登記。村民希望政府能在網上公開收地及發展日誌資料，讓村民能夠計劃及預備未來生活。

有市民反對興建洪水橋新發展區，在 714 公頃的總面積中只有三分之一是用作興建住宅。政亦沒有提出創造 15 萬職位的數據。他們質疑新發展區並不是為了香港人，而是為了將香港和深圳融合。

除了個別人士的意見外，下列組織和機構也對研究提供了書面意見：

- 洪水橋商會
- 屏山鄉洪屋村村代表
- 屏山鄉橋頭圍原居民村代表
- 屏山鄉石埗村村代表
- 錫隆圍村代表
- 隴村鄉新生村村代表
- 天水圍社區發展陣線／關注綜援低收入聯盟／社區工藝發展關注組／天姿作圍
- 天主教香港教區
- 屯門鄉事委員會
- 公共巴士同業聯會
- 洪屋村商會
- 新社聯
- 民建聯
- 聚賢舍婦女組
- 邓創輝公民社會服務處
- 中華傳道會佳音堂
- 流浮山區居民協會
- 洪水橋老人聯會
- 香港農業聯合會
- 道路安全研究小組
- 職業訓練局
香港地產建設商會
持續智庫
Waters Economics
新界露天倉經營者協會
洪水橋發展區聯村關注組
OOCL HK Branch
天水圍南分區委員會
香港地貌岩石保育協會
皇家特許測量師學會
香港物流協會
尚城業主委員會
建港規劃顧問有限公司
工聯會
崇明護老之家
青松觀
領賢規劃顧問有限公司
香港專業及資深行政人員協會
HSK Concern Group
北區廠商會創會會長
Tange Associates Asia Pte Ltd
社區工藝及生產發展關注組
Urban Strategies Inc.
香港鐵路有限公司
嘉道理農場暨植物園
流浮山深灣畔業主立案法團
香港地產行政師學會
長春社
香港規劃師學會
萬寶行國際有限公司
陳錦敏亞洲有限公司
世界自然基金會香港分會
杜立基規劃顧問有限公司
屯門亦園村聯村關注組
弘域城市規劃顧問有限公司
自由黨
天水圍民生關注平台
綠色力量
環保觸覺
九龍巴士（一九三三）有限公司
創建香港
香港觀鳥會
璃環有限公司
香港工程師學會
新界鄉議局
廈村鄉鄉事委員會
屏山鄉鄉事委員會
Kiu Tau Wai Concern Group
泰悅集團有限公司
美珍醬油業子廠有限公司
石埔路尾村關注組
香港貨櫃儲存及維修商會
永聯五金鑄造廠
蘇記重櫃場
順風圍村代表
➢ 田心村村代表
➢ 田心新村關注組
➢ 香港測量師學會
➢ 香港規劃師學會
➢ 香港城市設計學會
➢ 園境・願景
➢ 公民黨
➢ 街坊工友服務處
➢ 香港綠色策略聯盟
➢ 瑞豐華庭業主立案法團
➢ 堅麗建材香港有限公司
3 公眾意見總結

3.1 概要

3.1.1 在第三階段社區參與活動中，我們得到公眾熱烈的回應。透過公眾論壇，及與法定／諮詢機構、專業團體、相關持份者、本地居民關注組及業務經營者的會議，我們收集到對建議發展大綱圖和洪水橋新發展區項目的意見。除此之外，我們通過郵寄、傳真和電子郵件方式，收到1,224份書面意見，當中包括支持和反對洪水橋新發展區項目的意見。

3.1.2 元朗區議會原則上支持洪水橋新發展區計劃，但希望政府能解決相關問題如交通問題，對村民及露天倉經營者的影響，提供合適和合理的補償及安置方案，並放寬原區安置的經濟狀況審查，讓經營者及非原居民能夠妥善安置。有政黨、顧問公司和專業團體，包括香港規劃師學會、香港專業及資深行政人員協會、香港工程師學會等，表示支持新發展區計劃。另外，有238位市民的書面意見表示支持新發展區計劃，他們認為新發展區計劃能為香港帶來經濟發展的需要，以及提供大量就業機會。他們亦支持採用「加強版傳統新市鎮發展模式」發展洪水橋新發展區。另一方面，我們亦從第三階段社區參與中收集到不同公眾及界別的其他意見，包括屯門區議會主要是代表受新發展區計劃影響的本地居民和業務經營者，及新發展區內外的關注組。

3.1.3 在不同的簡報會和會議中，參與者主要的關注在於住宅和棕地作業的遷拆，以及在新界西北區內擠塞的交通情況。此外，我們亦收集到不同議題的意見，內容環繞新發展區的需求和定位、經濟發展、物流業設施、企業科技發展、就業機會、房屋組合、政府、機構或社區設施、交通基建、棕地運用、生態及環境保育、文化遺產、產業設施、市場設計、產業發展密度、與現有鄉村融合、城市農耕、農戶復耕及補償、住宅及業務經營者的補償及安置／遷置安排、發展模式及時間表、與及社區參與安排等，以下是總結從第三階段社區參與活動中收到的意見和研究團隊的回應。

3.1.4 因應第三階段社區參與就建議發展大綱圖的意見，及詳細技術評估的結果和建議，我們對建議發展大綱圖再作出修訂，以下的回應會就主要的修訂作出介紹，相關修訂亦列於附錄戊。

3.2 新發展區的需求和定位

3.2.1 有支持的意見指洪水橋新發展區具有策略性地理優勢，能透過现有及擬議的公路和鐵路，直達香港國際機場和深圳蛇口、前海一帶，認為洪水橋新發展區的規劃能配合深圳前海的發展，發揮香港在生產性服務業上的優勢，與前海企業產生協同效應，亦為香港未來與內地經濟互動發展作策略性布局，促進香港社會的持續發展。

3.2.2 有意見指出內地現時推出「一帶一路」政策以發展經濟，香港亦應盡快提供更多土地以配合這個大趨勢，以帶動香港經濟發展。同時認為洪水橋新發展區能夠儘早落實，加上配合香港的優勢，這將提供一個機會以幫助香港經濟發展，希望政府能加快落實的速度。

3.2.3 但是亦有意見指發展洪水橋新發展區的目的應該單純為香港人，而不是輔助深圳的經濟發展，以加速深圳和香港融合。亦有意見指不滿擬議發展大綱圖上只有少部分土地作住宅發展，而當中更有一半為私人屋宇，不能解決市民的住屋需求。

3.2.4 另有意見認為新發展區內的文娛設施不足，難以定位為新界西北的「區域經濟及文娛樞紐」。

我們的回應
3.2.5 利用洪水橋新發展區位於新界西北的策略性位置，及現有和擬建的鐵路和公路連接香港國際機場及香港和深圳各地區，洪水橋新發展區定位為新界西北的“區域經濟及文娛樞紐”，將會發展成為一個支援香港社會和經濟增長的新一代新市鎮。秉承了創造一個可持續發展、以人为本和均衡社區的規劃原則，洪水橋新發展區將規劃和建造為一個供香港市民適宜生活、工作、學習和娛樂的理想地方，當中包括住宅、商業、政府、機構或社區設施、物流業及工業等，不同的土地用途組合將會構成一個“區域經濟及文娛樞紐”，並創造不同性質和種類的工作，供洪水橋及鄰近地區的居民選擇，詳情見下文第3.6.5-3.6.8段。

3.2.6 在規劃洪水橋新發展區的政府、機構或社區設施時，我們已經檢視了各地區的實際環境和限制，並按照《香港規畫標準與準則》及不同政府部門的建議，來規劃該等設施，同時亦考慮了周邊發展如天水圍新市鎮和擬議的元朗南發展的需求。在考慮到第三階段社區參與所收集的意見，我們於經修訂的建議發展大綱圖中已擴大了擬建洪水橋站附近的政府用地以提供更多樣化的文娛設施包括劇院，另外亦在擬建洪水橋站西加人另一幅政府用地，主要提供青年設施。在發展區近天水圍北部的位置，亦加設了政府用地予興建不同的設施，詳情見下文第3.8.9段。新發展區內的學校、專上教育、醫院、診療所、法院、表演場地、政府辦公大樓、街市、社區會堂、體育中心及其它社會設施，不單是為新發展區未來的人口而設，同時更照顧天水圍、屯門及元朗新市鎮的居民，及計劃中的元朗南發展，亦促進洪水橋新發展區成為新界西北的“區域經濟及文娛樞紐”。

3.2.7 關於洪水橋旨在為內地人士服務的意見很大程度上是出於誤解。洪水橋新發展區定位為香港市民的新一代新市鎮，新發展區將會是應付香港未來中長遠房屋發展需求的主要土地來源之一，並提供土地予各種商業、特殊工業及社區設施發展。新發展區總人口約218,000（新增人口為176,000），有合共約61,000個住宅單位，我們在新發展區經修訂的建議發展大綱圖中保持了51（公營）：49（私人）的房屋單位比例，與天水圍整體一併考慮的公營：私人房屋比例則約為69（公營）：31（私人），以達至一個區域性的適當平衡。

3.3 經濟發展

3.3.1 有意見認為缺乏合適的經濟政策下，擬議洪水橋新發展區的經濟發展將難以落實，政府應該要建立完善的經濟政策以維持香港長遠經濟發展。同時洪水橋新發展區計劃不應犧牲及清除所有現有經濟活動及清除所有現有經濟活動，政府並應支持保留傳統本區經濟用途。

3.3.2 有建議在擬建洪水橋站周邊規劃更多混合用途發展以促進該區的商業活動，並應連接住宅與商業發展以加強連繫。有意見表示關注建議發展大綱圖上的教育及相關用途用地，認為該位置鄰近擬建洪水橋站旁，具有較高商業價值，建議政府重新規劃該土地作混合式用途，包括住宅及商業發展，以促進洪水橋的經濟發展及商業活動，並搬遷教育及相關用途用地到其他位置。

3.3.3 有意見認為在天水圍河道旁將會發展住宅，經濟和就業則集中在洪水橋新發展區的南面，而北面的流浮山只有少量的商業活動，認為洪水橋新發展區不能有利於天水圍居民，故建議洪水橋的北面加設商業及政府設施如停車場、街市及游泳池等。

3.3.4 有意見指出天水圍河道旁將會發展住宅，經濟和就業則集中在洪水橋新發展區的南面，而北面的流浮山只有少量的商業活動，認為洪水橋新發展區不能有利於天水圍居民，故建議洪水橋的北面加設商業及政府設施如停車場、街市及游泳池等。

3.3.5 有意見指出天水圍西鐵站旁有一些商業、商業及住宅和住宅用途用，但後者佔地與商業用途接近，這樣的分配未能提供足夠的商業規模，難以令該處成為“地區商業中心”或解決天水圍經濟活動不足的問題。

AECOM

2016年9月
3.3.6 有意見擔心增設酒店及大型購物中心會令洪水橋變成遊客區，導致物價和租金上升，影響本區居民生活。有居民表示關注擬議商店街的經營模式及經營類型，指出若果是領展或大發展商經營，可能會令小商戶因高昂的租金而不能經營。

3.3.7 有意見希望政府能進一步擴展流浮山一帶的商業用地，配合該區的旅遊發展。

我們的回應

3.3.8 「香港 2030：規劃遠景與策略」研究審視在新界拓展新發展區的需要，並建議落實新發展區的發展，以應付長期房屋及經濟需求以及提供合適的就業機會。洪水橋新發展區，是促進經濟增長的「十大基礎建設項目」之一。新發展區的規劃，是所有相關政策局／部門協作的成果，政府會配合落實新發展區計劃的需要，適時制定及推進各項落實措施。

3.3.9 為了進一步利用擬建洪水橋站的策略性位置以促進經濟發展，我們重整了擬建洪水橋站周邊的土地用途，以加強商業規模及促進住宅與商業發展的連繫。在經修訂的建議發展大綱圖上已將原本在車站旁的教育及相關用途用地向南面遷移，而該用途部分改劃作商業用途，以進一步加強車站周邊的經濟發展及商業活動。另一部分則改劃作政府用途，主要作發展青年設施。而環保運輸服務車廂會設在一幅物流設施用地之內，以提升土地使用效率，而釋放原址的用地則作為多層政府設施用途，包括不同技術部門的營運及服務設施。

在經修訂的建議發展大綱圖上，保留了擬建洪水橋站兩旁的兩個公共運輸交匯處，分別作跨境及本地運輸交匯處，以配合洪水橋「區域經濟及文娛樞紐」的地位，跨境運輸交通可利用鄰近的港深西部公路直接到達深圳前海區，藉此加強香港及深圳的連繫，市民亦可利用本地運輸交匯處前往市區及鄰近地區，如天水圍、屯門及元朗等，以方便市民日常生活。倘若將兩個運輸交匯處合併，可能對部分地區道路構成負荷。儘管如此，兩個運輸交匯處的底層均與區域廣場連接，乘客可方便地轉乘不同的交通系統。

3.3.10 為了回應增加洪水橋新發展區北面商業及政府設施的意見，在經修訂的建議發展大綱圖上，亦重整了發展區北面的部分規劃，以建構一個「本區服務中心」。我們建議在新發展區北面原本劃作「地區休憩用地」的地方，改為政府用地予興建不同的設施，當中包括社區會堂、診療所、垃圾收集站及其它社區設施。擬議用地位於現時天華路南面，天水圍居民能夠容易到達該位置，藉此加強天水圍與洪水橋的互動，有利於洪水橋與天水圍的居民，並有助促進洪水橋新發展區北面的經濟活動。此外，沙江圍附近一幅原本劃作露天公共運輸交匯處的用地現已改劃作「商業發展暨公共運輸交匯處及公共停車場」用途以增加新發展區北面的商業及社區設施、促進該區的經濟活動及供洪水橋與天水圍的居民使用。

3.3.11 除了預留土地作全面商業及零售發展，新發展區內亦設有商店街，以加強街道的活力，為居民提供另類的購物體驗和選擇。在經修訂的建議發展大綱圖上，我們建議延伸河畔住宅區及市中心商業區的商店街。

3.3.12 我們保留了建議發展大綱圖中在流浮山規劃的商業用地，該用地會設有公共停車場，以促進該區的經濟及商業活動及提升該區的旅遊業。擬議環保運輸服務亦已延伸到新發展區的北部，讓遊客可以直達來往擬建洪水橋站。

3.4 物流業設施

3.4.1 香港物流協會支持洪水橋新發展區計劃為香港物流業提供發展空間。現時香港對物流服務的需求增加，他們希望政府能加強洪水橋新發展區位於區域物流中心的地位，以配合未來物流業發展的需求。他們建議政府採納「智慧型物流園」的發展概念，利用資訊科技，優
化及提高物流运作的效率。該會認為物流業需要大量員工以支持其運作，如貨櫃場操作員、貨櫃車司機及倉庫工人等，能創造就業機會。但現時香港的物流業存在著土地及人手不足的問題，希望洪水橋新發展區能解決這方面的問題，以提升香港的競爭力。

3.4.2 反相，有團體指現時深圳福田及前海物流業發展迅速，加上香港租金高昂，物流業務者未必會投資在洪水橋的物流設施，因此認為政府預留太多土地作物流設施用途。

3.4.3 業界普遍認為建議發展大綱圖上每幅面積約 2 公頃的物流設施用地並不理想，若扣除連接各層的行車道，多層工業大廈可利用的實際面積將會降低至一半以下，不合符經濟效益。由於不同營運規模對地塊面積的需求不一，建議將部分地塊合併，讓地塊面積增加至約 5 公頃，及使用共用車道，以提高實用率。

3.4.4 業界同時關心區內物流設施的連接性。提議興建綜合用途物流設施，包括在設施內設置物流學院、訓練中心和辦公室等，以配合高增值物流中心的理念及提高實用率，另外建議洪水橋區的商業大廈應規劃貨物裝卸區，以配合物流業及提高營運效率。

3.4.5 有意見表示關注洪水橋新發展區的落實模式，指出洪水橋新發展區雖表示首批人口會在 2024 年入伙，但計劃沒有提及興建物流設施的時間表。亦有意見表示關注就業與居民入住時間的配合，建議政府盡快確實未來發展方案。另外有意見認為洪水橋有潛質發展成為區域物流中心，可建設綜合用途的物流設施，希望政府能作全面考慮及分析，並加設周邊配套，如車輛維修及清潔，讓洪水橋成為一站式的物流園。

3.4.6 有意見希望了解鄰近港深西部公路的港口後勤、露天貯物及物流設施用地，稱現時香港國際機場旁已經開始發展物流中心及科技園等用地，擔心市場競爭影響洪水橋的物流中心及科技園的地位，希望政府能分析洪水橋的優勢之處。

我們的回應

3.4.7 物流業是香港的傳統支柱工業，一直以來對香港的經濟發展和就業作出顯著的貢獻。在 2014 年 12 月公布的香港港口發展策略 2030 研究中，建議促進物流設施的發展，有助香港發展為區域物流樞紐及供應鏈基地。洪水橋新發展區計劃提供足夠土地支持現代物流和科技工業，以維持香港的經濟競爭力。洪水橋新發展區毗鄰深圳，並高效連接大珠江三角洲地區。政府正籌劃屯門西繞道，把屯門 40 區以隧道形式連接至屯門青田路及港深西部公路。擬議的屯門西繞道公路，可把洪水橋新發展區連接到屯門至赤鱲角連接路、香港國際機場和港珠澳大橋，及香港潮汐大橋及其香港口岸。在全港層面上，洪水橋新發展區將為促進香港的經濟增長賦予動力。利用其處於香港與深圳主要貨運和客運路線的策略性位置，新發展區將提供空間以容納不同的經濟用途，包括現代物流、創新科技及檢測認證。配合香港發展為區域物流樞紐及供應鏈基地，我們於經修訂的建議發展大綱圖中預留約 37 公頃的土地作現代物流設施，而預留土地作現代物流發展已獲得相關政策局／部門支持，政府會全力落實發展，並會在下一階段確定發展模式。

3.4.8 物流業代表在第三階段社區參與中均表示約 2 公頃的物流設施用地並不理想，每幢多層工業大廈均需要興建供車輛上落的行車道，擔心內部可用面積不足，並降低多層工業大廈的實用率。有見及此，經修訂的建議發展大綱圖上已擴展每幢物流設施用地的面積，由每幅約 2 公頃的土地面積增加至約 3.5 至 4.8 公頃的土地面積，以有助物流業的發展及增加多層工業大廈的實用率。

3.4.9 另外，了解到物流業所需要的各類形配套設施，有助下一步更詳細的規劃及制定物流業發展地帶的許可用途。留意到香港物流業為配合科技發展而不斷更新營運模式，我們會在詳細規劃時預留更大彈性。

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3.5 企業科技發展

3.5.1 有意見指出香港已有科創園，對於在洪水橋新發展區計劃作企業及科技園發展的成效存疑，亦擔心市場競爭會影響洪水橋的科創園的地位。

3.5.2 此外，有業界關注擬建企業及科技區的營運模式，例如會否由政府出租或以賣地形式出售土地。有意見表示希望政府採用賣地的方式交予經營者發展。

我們的回應

3.5.3 設立企業和科技園是為了容納不同類型的經濟用途，例如創新科技、檢測和認證、數據中心、現代工業及其他相關行業和非污染工業用途。這些用途將會是洪水橋新發展區就業機會的主要來源，幫助擴闊香港的經濟基礎。

3.5.4 我們於經修訂的建議發展大綱圖中仍然預留約 9 公頃土地作企業和科技園，而預留土地已獲相關政策局支持，政府當局會在下一階段確定發展模式。

3.6 就業機會

3.6.1 有意見指出市民跨區工作的問題，並以天水圍為例，大量市民需要前往市區工作，引致交通問題。認為洪水橋新發展區需要提供不同種類的就業機會，以配合不同階層的市民，特別是基層市民的就業需要，以減低跨區工作的人口及交通負荷。但同時有意見認為政府和顧問公司忽視及錯誤理解地區就業機會和跨區就業的基本關係，指出每區都有特定的跨區就業人口比例，而該比例不會因區內就業機會多寡而減少。

3.6.2 有意見質疑洪水橋新發展區計劃所帶來約 15 萬的就業機會，希望政府能夠提供具體資料解釋有關的估算方法，及就業與人口的配對，以帶出洪水橋新發展區與其他新發展區不同之處。

3.6.3 有意見認為鄰近天水圍的發展特色分區二應加入更多商業及零售元素，增加整區的就業機會，為該區特別是天水圍北的居民提供更多就業機會和選擇。

3.6.4 有經濟顧問認同洪水橋新發展區能作為「區域經濟及文娛樞紐」及支持洪水橋新發展區將為促進香港的經濟增長賦予動力。但他們認為新發展區預計能帶來的就業機會估算偏高，可能難以達成。他們建議若要達成就業機會的目標，可增加規劃人口，透過提升私人住宅的比例改善公營和私營房屋組合，以吸引更多商業和勞動人口到洪水橋新發展區。

我們的回應

3.6.5 由於洪水橋新發展區處於香港和深圳主要貨運和客運的策略性位置，區內將包含不同的經濟活動。擬建洪水橋站鄰近的地區將發展成一個「區域經濟及文娛樞紐」作辦公室、酒店、零售設施和其他商業用途，以及裁判法院和政府辦公室等。圍繞現有天水圍站的地方將發展為一個同時服務天水圍新市鎮的「區間商業中心」，融合商場和辦公室大樓的發展區。區內西西北部直接連接港深西部公路的地區已預留作「物流、企業和科技區」及工業區，提供地方發展廣泛的工業／特殊工業用途如創新科技研究中心、測試和認證、資料儲存中心及相關行業和非污染工業用途（包括高增值物流活動、港口後勤、貯物及工場用途）和一般工業活動。約 37 公頃土地已特別預留作物流及相關設施，而 9 公頃土地則預留用作企業及科技園。

3.6.6 透過提供一籃子合適及多元化的商業、工業、社區及政府用地，洪水橋新發展區將提供空間容納各式經濟及社會活動。就業機會數目在經修訂的建議發展大綱圖上約為 150,000 個，當中商業約 75,000 個，特殊工業約 61,000 個及社區服務約 14,000 個。這將有助解決就
業機會過分集中在主要市區的問題，並促進本土社區的活力，以應付天水圍的職位短缺，從而緩解從新界至市區的交通走廊的交通擠塞。同時，洪水橋新發展區亦會規劃環保運輸服務，連接擬建洪水橋站、現有天水圍站及天水圍北部及流浮山，以加強洪水橋新發展區的流動性，以及方便附近居民到新發展區工作。

3.6.7 以上各項經濟範疇的活動會製造一系列廣泛的工種，涵蓋高技術以至一般技術的類別，並需要不同教育程度的員工。當中，零售、餐飲、娛樂、酒店、一般工業、港口後勤及物流業，需要大量一般技術水平及教育程度的員工以支援行業的運作，有關的職位包括文員、售貨員、餐飲服務員、酒店房務員、倉務員、貨車司機、保安員等。再者，現有天水圍站毗鄰將設有洪水橋新發展區其中一個擬議的商業中心。洪水橋新發展區所創造的就業機會將可幫助紓緩天水圍居民失業或就業不足的問題。

3.6.8 為回應第三階段社區參與的公眾意見，我們於洪水橋新發展區北面建議規劃政府用地予興建不同的設施，當中包括社區會堂、診療所、垃圾收集站及其它社區設施。此外，沙江圍附近一幅原本劃作露天公共運輸交匯處的用地現已改劃作「商業發展暨公共運輸交匯處及公共停車場」，用途以增加新發展區北面的商業及社區設施，除了可以服務及提供更多經濟選擇予天水圍居民，亦可提供更多就業機會。同時在流浮山亦規劃了商業用地，並設有公共停車場，以促進該區的經濟及商業活動及提高該區的旅遊業。擬議環保運輸服務亦已延伸到新發展區的北部，讓遊客亦能直接往來擬建洪水橋站、現有天水圍站及天水圍北部。

3.7 房屋組合

3.7.1 有意見支持洪水橋的公私營房屋組合，並認為公私營房屋組合比天水圍新市鎮好，但亦有意見質疑政府所提出的公私營房屋比例，即公私營房屋比例各佔一半，認為公營房屋比例需要高過私人房屋比例。

3.7.2 但亦有意見認為洪水橋新發展區應進一步增加私營房屋，使包括天水圍在內的公私營房屋比例達至 60 比 40。有意見指公屋及居屋有明显的對象組群，在規劃房屋組合時，應將兩者區分出來，並建議增加居屋比例，讓更多真正希望置業的人士受惠。

3.7.3 有意見認為洪水橋新發展區應該再增加整體的房屋供應，提升區內人口，以增加區內的勞動力。

我們的回應

3.7.4 雖然有意見希望進一步增加房屋供應，但我們必須指出洪水橋新發展區已規劃成一個能自給自足擁有平衡房屋和就業組合的社區，讓本區市民能節省跨區工作的工作時間。除了在新發展區內預留土地作房屋發展，我們亦預留了足夠的土地作經濟用途。洪水橋新發展區將會成為新界西北的一個就業中心，解決工作過份集中在主要市區的問題。此外，新發展區內要預留足夠的土地作不同的政府、機構及社區設施以配合人口增長。

3.7.5 為了發展一個和諧社區，我們在新發展區內已規劃了不同種類的住宅發展，應付市民的不同需求、期望和負擔能力。新發展區的其中一個規劃目標是要締造一個均衡的社區，避免造成如天水圍般被公營房屋主導的單一住宅發展，這概念由初步發展大綱圖開始一直沿用至今。我們在經修訂的建議發展大綱圖中建議維持一個 51（公營）：49（私人）的房屋單位比例，與天水圍整體一併考慮的公營房屋比例則為 69：31。這安排是為了達至一個區域性的適當平衡。為了回應公眾指避免將公營房屋聚集在同一個地方的意見，我們在修訂建議發展大綱圖時已經檢討過公營房屋的分布。
3.8 政府、機構或社區設施

3.8.1 有意見對社區設施配套及發展次序表示關注，指出根據以往新市鎮落實的經驗，政府會先發展公屋，然後才興建各種社區設施，但此模式會產生多種的問題，如青少年及老人問題，希望政府不要重蹈覆轍，應盡早規劃社區設施如老人院，並鼓勵各種私營的社區服務，以配合房屋的發展。

3.8.2 有立法會議員及區議員均指出現時天水圍街市供私人發展商壟斷，建議政府在洪水橋新發展區北面興建政府綜合大樓，當中包括停車場、熟食市場及街市等，以服務天水圍及洪水橋的市民。同時政府在規劃時應考慮天水圍的利益，並配合社區及交通設施，亦需要提供重型車輛的停車場。有意見要求新發展區有多種社區設施如游泳池，亦有團體要求在洪水橋新發展區预留政府用地，以發展小型製造業工場或社區生產中心，為市民提供空間製造不同的產品，讓多元經濟惠及不同階層的市民。

3.8.3 公眾普遍歡迎在新發展區內提供醫院和診所的服務，但石埗村及洪屋村村民反對在鄉村附近興建醫院，石埗村村民亦反對石埗村以北的垃圾收集站，認為這些是厭惡性設施，會影響鄉村居住環境及風水，要求政府應考慮重新規劃醫院位置。同時有市民反對在洪福邨對面的垃圾收集站，認為擬議垃圾收集站會影響附近居民包括洪福邨居民的健康。

3.8.4 有意見認為現時規劃對屏山居民不公平，所有基建設施也不能惠及屏山鄉。亦有意見不滿將天華路與屏廈路間的私人土地劃為「鄰舍休憩用地」。

3.8.5 有意見表示不滿一隅近沙洲里村的住地由初步發展大綱圖上所建議的「機構或社區」用途改劃為「鄉村式發展」用途，認為此項改動不利有意擴展當區社會服務特別是安老院舍服務的團體日後的擴展計劃。另有意見認為現時規劃預留為原區安置的公共房屋用地，以配合一個私人建議安老院舍服務的計劃。

3.8.6 有意見指建議發展大綱圖上的「政府用地（儲備）」,應列明用途和計劃，以讓鄰近鄉村的村民知道及解未來的发展方向。有意見認為政府應該在洪水橋新發展區內預留政府用地作緩衝地帶，為未來規劃發展提供彈性，以配合社會及市民的需要。有意見則認為現時香港土地供應不足，有關的政府儲備用地應要重新規劃作其他用途，例如住宅及商業用途，以解決香港房屋供應問題，同時促進該區的經濟活動。

我們的回應

3.8.7 洪水橋新發展區將會分階段發展，首批發展將會是原區安置的房屋用地，以原區安置受洪水橋新發展區影響的合資格居民，預期首批人口在 2024 年起入伙，商業及社區設施如安老院舍及診療所等亦會同步發展，目標在 2037／2038 年完成整體發展。我們將會注意及確保為新發展區的入住居民適時提供土地興建各項社區設施。有關發展時間表的詳情見下文第 3.18.8段。

3.8.8 我們在修訂建議發展大綱圖時，已經檢視了各地區的實際環境和限制，並按照《香港規劃標準與準則》及相關部門的建議，在不同位置預留土地作政府、機構或社區用途。新發展區內的學校、專上教育、醫院、診所、法院、表演場地、政府辦公大樓、街市、社區會堂、體育中心及其它社區設施，不單是為新發展區未來的人口而建，同時亦照顧天水圍、屯門、元朗新市鎮及規劃中的元朗南發展的居民。

3.8.9 在第三階段社區參與中，我們收集到公眾意見指出天水圍社區設施不足，並缺乏街市及停車場等生活設施。有見及此，在修訂的建議發展大綱圖上我們重整了發展區北面的部分規劃，以建構一個「本區服務中心」。我們把天華路與屏廈路原本劃為「鄰舍休憩用地」的土地重新規劃作政府用地及興建不同的設施，當中包括社區會堂、診所、垃圾收集站及其它社區設施，以服務及提供更多選擇予天水圍居民，並加強天水圍與洪水橋的連繫。
另外，為了滿足日後居民的日常所需，新發展區內會增設三間街市，其中兩間擬設於租住公屋用地內，亦會研究在一個方便易達的「政府」用地內設立大型街市以服務有關區域。我們會就這些街市的確置位置作進一步研究。現時元朗及屯門區一共有六個公眾游泳池（其中兩個設有嬉水池）。此外，另一個位於天水圍的泳池場館正進行規劃。考慮到洪水橋新發展區的新增人口，區內的泳池數目仍符合《香港規劃標準與準則》游泳池場館的供應標準要求。

3.8.10 我們並於泥石流規劃商業用地及停車場，同時服務泥石流及天水圍的居民。擬議環保運輸服務亦已延伸至天水圍北，為居民提供便捷的運輸服務以連接天水圍，擬建洪水橋站、天水圍及泥石流，並有助解決區內交通擠迫的情況，以及方便附近居民到新發展區使用這些設施。此外，沙洲附近一幅原本劃作露天公共運輸交匯處和公共停車場用地現已改劃作「商業發展暨公共運輸交匯處和公共停車場」用途以增加新發展區北面的商業及社區設施及促進該區的經濟活動。

3.8.11 在醫療設施方面，為確保滿足市民的醫療需求，醫管局定期檢討轄下醫療機構的服務能力和實際狀況，以規劃重建或擴建現有醫院和興建新醫院。目前，位於天水圍的泥石流新醫院的興建工程正在進行，落成後預計可提供約150張住院及日間病床。長遠而言，鑑於屯門及元朗區人口急劇增加和老化，預期新界區的醫療服務需求會因而顯著上升，醫管局計劃興建位於泥石流的林和區新醫院，以滿足區內的服務需求。除此之外，為應付日後新界西北新增人口對醫療設施的需求，我們於洪水橋新發展區規定用地，擬建林和區醫院。此外，在銅樅圍旁的原區安置之用，對盡早落實新發展區計劃以安置合資格的清拆戶尤其重要，因此該公屋用地的建議仍然保留在經修訂後的建議發展大綱圖上。在制定新發展區的方案時，我們已考慮到社會對安老宿位的需要，並已在新發展區的三個項目中設有安老院舍。
3.8.14 在經修訂的建議發展大綱圖上已預留足夠的政府用地，並提供彈性作未來發展，我們將與不同的政府部門商討，以落實這些政府用地的用途。

3.9 運輸基建

3.9.1 有市民擔心洪水橋新發展區所帶來的人口增長將影響該區的交通問題，並認為政府欠缺具體對外對內的交通安排。有意見指出現時西鐵線已接近飽和的程度，擬建洪水橋站將增加西鐵線的負荷，政府不能只依靠西鐵線作主要交通工具。

3.9.2 有意見質疑增加每小時班次和車廂數量能否有效舒緩現時西鐵線的情況。有立法會議員要求政府提交評估報告，交代現時及未來的交通情況，並提供西鐵線數據作參考，當中包括西鐵載客量、載客率和候車時間等。有意見表示增加每小時西鐵線的班次和增加車廂數目並不能改善西鐵線擠迫的問題。

3.9.3 有眾多意見表示關注取消天影路的問題，指出天影路對現時交通非常重要，現時亦有巴士路線途經天影路連接天水圍北及天水圍西鐵站，取消天影路將增加約兩分鐘的巴士路程，影響天水圍居民的交通時間，故反對取消現有天影路的安排，希望政府保留或沉降現有天影路，以繼續供車輛駛行。

3.9.4 廈村鄉難事委員會對洪水橋新發展區的交通配套表示關注，建議政府保留天影路，同時擴闊流浮山路供上、下白泥村的居民使用。有意見希望落實新的道路連接新界西北與市區，同時建議新發展區的交通網絡需要與現有的輕鐵線互相連接，以改善區內交通。

3.9.5 另外有意見指現時繁忙時段，天水圍的交通問題嚴重，希望政府能考慮其他的交通配套連接天水圍及市區，有區議員特別提出天耀路和屏廈路路口擠塞的問題。要求洪水橋新發展區項目能帶動相關的改善措施。

3.9.6 有意見表示關注洪水橋與天水圍的連接和交通配套，建議發展大綱圖上沒有標示洪水橋與天水圍之間的連接，希望政府能考慮改善現時交通問題。另有意見認為政府需要改善現時新界西北依賴輕鐵線作主要交通配套的問題，並且加強洪水橋與天水圍的連接。

3.9.7 有區議員提議將高壓架空電纜改為隧道形式和把部分輕鐵段架空，以擴闊青山公路。

3.9.8 有意見對環保運輸走廊的擬議路線提出意見，建議改善該路線以更方便村民日常使用往返西鐵站及其它地區。有意見亦表示關注環保運輸服務可能與行人和單車人仕造成衝突。

3.9.9 有意見希望政府在規劃新發展區的行車路時能考慮與現有鄉村車路的連接，以方便村民進出，及避免村內一些現在車路／出入口因周圍一些新發展而被中斷。亦有用意表示關注洪水橋發展區內的重型車輛的停泊安排。

3.9.10 有立法會議員及專業學會會員詢問新發展區是否已預留地方作興建港深西部快速軌道的車站，以連接新發展區與深圳前海地區。

我們的回應

3.9.11 我們在新發展區研究之內進行了對交通及運輸影響評估，以評估擬議發展對未來交通運輸在策略性、區域性和地區性運輸網絡的需要和對交通所造成的影響。有關的評估定出了配合新發展區發展所需提供的公路基礎設施，並提出了初步設計方案；此外，亦提出了新發展區須加入鐵路站、公共運輸交匯處、單車徑和行人道等公共交通設施。「物流、企業和科技區」內會預留重型車輛的停泊位置以應付需求。有關的交通影響評估還確定在進行建議的公路改善工程後，公路系統可應付新發展區的交通需求。新發展區的規劃亦具有彈性，
使區內可以引入環保交通工具。評估所得的結論是，在交通和運輸方面而言，新發展區的發展在技術上是可行的及不會構成不可接受的交通影響。

3.9.12 透過改善現有道路和新建道路，新發展區將會有一個完善的道路網絡。建議的道路網絡將充分地連接發展區內所有的土地，並能方便地連接到鄰近區域如天水圍和現有策略性公路。在新發展區內亦建議增設公共運輸交匯處，以服務擬建的住宅、商業和工業地區。同時在新發展區內將興建新的單車徑，以加強現有的單車徑網絡，並在新發展區內構成一個完善的單車徑系統。新發展區的各條主幹線會座落於新發展區市中心的週邊以減低空氣和噪音污染。其中重型車輛將利用港深西部公路及新興建的道路進入物流區及有關設施，使大部分重型車輛的流量主要集中在新發展區的西面。由於在新發展區內的其他道路上的重型車流量將顯著減少，使區內的交通及環境狀況得以改善。

3.9.13 我們留意到一些就落實新界西北新發展項目後對策略性公路基建的關注。政府正籌劃屯門西繞道，把屯門 40 區以隧道形式連接至屯門青田路及港深西部公路，以應付新界西北區日益增加的路面交通需求。為了加強新界西北對外交通的暢達性，政府會爭取資源就連接北大嶼山和元朗的十一號幹線進行可行性研究。

3.9.14 在鐵路運輸方面，根據運輸及房屋局於 2015 年 7 月 17 日向立法會交通事務委員會所提交有關新界西北運輸基建規劃的文件，沙中線項目建造工程將帶來服務改善的契機。透過建造新軌道，沙中線將會把馬鞍山線由大圍經紅磡、連通西鐵線，直至屯門，形成一條「東西走廊」。西鐵線列車車廂數目已於 2016 年 1 月起由 7 卡陸續增至 8 卡，當西鐵線全面以 8 卡運作後，西鐵線整體載客量可提升至少 14%，有助解決西鐵線列車擠迫的情況。經考慮「東西走廊」沿線的消防安全要求和車站月台的長度等，預計「東西走廊」（包括現有的西鐵線）的最高載客能力最終可達每小時每方向 28 班次，而每班次由 8 卡車組成。以此計算，可載客量將比 2015 年時以 7 卡車每小時每方向 20 班次運作增加 60%。長遠而言，政府會適時就新界西北地區 2031 年以後的鐵路運量進行研究，以應付運輸需求。

3.9.15 雖然洪水橋新發展區會帶來新增人口及交通需求，但藉著相關的道路建設及交通服務，以及西鐵載客能力的增加，同時洪水橋新發展區將提供大量就業機會，令不少當區及其他新界居民可在新發展區內就業，而減少前往市區（即香港島及九龍）上班的需要。因此，新發展區研究的交通及運輸影響評估預計西鐵的服務將可以應付洪水橋新發展區的交通需要。至於其他運輸設施，如長途巴士路線，將會在適當的時候檢討。

3.9.16 為配合未來的新發展及改善周邊地區包括天水圍與新發展區的融合，區內交通網絡會作出重組以提升效率及容量，這包括建設新道路、改動一些原有道路及在天水圍河道上加建行人橋樑。天影路會被替代而其功能將會由擴闊後的屏廈路及新規劃的道路（D1 路及 D3 路）取代，以確保有效地連接新發展區與其鄰近地區。至於替代天影路後，現有巴士路線可改行屏廈路或天慈路來往天恆邨和天水圍站，而不需使用天水圍區內道路。此外，日後居民亦可選擇使用擬議的環保運輸服務，往來天水圍北部及現有天水圍站及新建洪水橋站。交通及運輸影響評估指出替代天影路的建議因有其他替代道路的配合，在交通層面上屬可以接受。

3.9.17 現時靠天水圍河道而建的天影路是建於比兩旁為高的路堤上，毗連天水圍的住宅發展，構成一定的噪音及空氣污染，其築堤的設計將天水圍與西面的發展分隔，亦成為居民靠近河畔的障礙。天影路在新發展區的新交通網絡下亦會被替代，藉此釋放土地資源及更有效運用，包括提供河畔長廊，並將新設計的環保運輸服務引入貼近天水圍，令天水圍與相鄰新發展區融合為整體發展。天影路被替代後，將減少道路噪音及空氣污染對附近居民的影響。新發展區會採用完善的河道活化設計，在河道加設的河畔長廊，開設行人道及單車徑，成為天水圍居民及日後新發展區居民共享的天然資源。
3.9.18 至於將天影路改為行車隧道的建議，初步研究顯示，由於各種實地限制，包括天水圍河道、地下公共設施（污水主幹渠及食水管）、行車路的容許坡度以及現有道路接駁位置，改為行車隧道的天影路將不能接駁至洪天路／屏廈路交界處。使用行車隧道的車輛將不能經洪天路／屏廈路交界處，轉入屏廈路及天福路。因此，其接駁新發展區北部／天水圍北至發展區南面（特別是現有天水圍站）的功能存疑。

3.9.19 為了回應有關現時繁忙時段天水圍嚴重的交通問題，我們在經修訂的建議發展大綱圖上建議於洪屋村及橋頭圍西興建一條新路連接洪天路，以提供更方便及直接的連接至現有天水圍西鐵站及附近村落並減輕屏廈路一帶的交通問題。此路亦可提供另一道路前往擬建醫院，亦為附近的村落提供額外接駁。

3.9.20 經修訂的建議發展大綱圖中已预留用地作環保運輸走廊，以貫穿新發展區內的發展，連接現有天水圍站、擬建洪水橋站和現有的輕鐵站。該走廊包括一個隧道式或路面式環保運輸服務、行人道和單車徑，會與行車道交匯的位置以不同水平作高低分隔（有關設計有待詳細研究）。環保運輸服務車站亦會設有行人過路設施（有關設計有待詳細研究），以提供方便及安全的行人及單車環境。環保運輸走廊提供有效及快速的交通穿梭服務，把住宅羣連接到主要設施。為了回應有關環保運輸走廊建議路線的意見，我們已調整環保運輸走廊的路線，使之更貼近現有鄉村，以更方便村民乘搭。

3.9.21 我們已盡量保留現有鄉村的道路，盡可能減少發展對現有居民的影響，並同時為現有鄉村加入新的道路連接，方便現有居民進出。我們將在廈村（包括祥降圍）及新李屋村內加建路口以連接到未來發展及新建道路。此外，上文第3.9.19段所述洪屋村及橋頭圍西連接洪天路的新道路，亦會為洪屋村及橋頭圍提供額外的接駁。另外，正如上文第3.8.12段所述，在石埗村以北亦新增了一條連接路。田心村南亦加設了一條新路連接至擬建洪水橋站。

3.9.22 就有關擴闊流浮山路的建議，當現時的露天貯物及港口後勤用地經整合及遷置後，相關的交通流量會得以紓緩。根據對擬建道路網絡的技術評估，現有流浮山道能應付將來的交通需求。然而，在經修訂的建議發展大綱圖上，我們亦建議延伸了一條擬建連接路至深灣道，以加強流浮山一帶的交通連接，流浮山路的交通流量將會因應減少，因此，流浮山路並不會擴闊。

3.9.23 就有關將高壓架空電纜改為隧道形式和把部分輕鐵段改為架空，以擴闊青山公路的意見，由於有關將受影響地區的高壓電纜改以隧道形式置於地下的工程在技術上非常困難，故署方已在規劃上作出配合，務求令現有的高壓電纜不會受新發展影響。至於把相關輕鐵系統改為架空的方案，由於該段輕鐵系統曾經過深灣西部通道及洪天路等路段，在技術上存在相當的困難。

3.9.24 根據《鐵路發展策略 2014》，港深西部快速軌道的整體財務可行性成疑，故此該策略並不包括這個方案，鑑於前海地區的大規模發展可能為跨境運輸需求帶來顯著的增長，政府當局會密切留意前海的發展情況，及日後跨境運輸需求的任何顯著增長及發展參數的變化，另行研究興建一條連接香港及前海的跨境快速軌道（或其他運輸項目）的可行性，以及其經濟和社會效益，好讓香港能把握前海的發展機遇，以互利雙贏為目標。

3.10 棕地運用

3.10.1 公眾普遍支持善用棕地作發展，有意見認為應只利用棕地作發展，以減少對現有居民及農民的影響。但棕地上的現有經營者則普遍提出遷置及補償的關注，詳情見下文第3.17.1-3.17.3段及我們於第3.17.5-3.17.10的回應。
3.10.2 合約編號 CE 2/2011 (CE) 有綠色團體擔心洪水橋新發展區的落實模式，稱在發展時期棕地作業有機會遷移至鄰近地區如流浮山的未開墾土地，並破壞當區的環境和生態，並表示不希望發展棕地影響現時鄉郊地方和使棕地作業的範圍擴散到其他地方。

我們的回應

3.10.3 在新發展區範圍內，估計發展會影響約 190 公頃「棕地」，即是已改作貨櫃貯存、貨倉、建築物料／機器貯存、修車場、物料回收場、鄉郊工場等用途的新界鄉郊私人土地，當中夾雜不少的牌照屋、寮屋，以及其他臨時構築物。這些棕地作業沒有充分利用土地資源並可能破壞環境。洪水橋新發展區的一個主要目標，就是通過綜合規劃及提升基礎設施，將現有已遭一定程度破壞的鄉郊土地，改為更合適的用途。這些棕地不少涉及經濟活動，提供香港仍有需要的服務，並為區內居民帶來就業機會。要將棕地密集的地區作新市鎮發展，必須提供全面的基礎設施和社區設施配套，以進行收地清拆及作出適當的補償遷置安排。將零散的棕地作個別發展，缺乏整體規劃和基礎設施和配套，將難以支援包括公營房屋等的高密度發展。

3.10.4 為了避免現時的棕地作業轉移至其他地區及進一步擴張，在落實洪水橋新發展區時，我們會分階段清拆及提供土地以容納受影響的棕地作業，在經修訂的建議發展大綱圖上已預留約 24 公頃的土地作港口後勤、貯物及工場用途，政府會積極探討將部分棕地作業搬進擬議的多層樓宇，以有效利用土地資源。政府已經於 2016 年年中展開有關在多層樓宇經營棕地作業的可行性研究，研究範圍包括擬建多層樓宇的概念設計、規劃、技術和財務評估，以及探討營運和管理的可行模式。

3.10.5 我們在新發展區研究中進行了環境影響評估。報告經已在 2016 年 6 月 30 日提交環保署署長作審核，該報告指出因項目而產生的正面環境效益包括將大範圍面積的棕地改為更有效的用途。現時這些棕地帶來的多種環境影響，包括空氣質素／塵埃及噪音、景觀及水質影響。將這些棕地整合及容納於多層樓宇能減低棕地對環境的影響及改善生態質素。

生態、環境保育及河道改善

3.11.1 綠色團體指出建議發展大綱圖上的鸚鵡林被約十層高的物流設施和科技及企業園包圍，雖然政府已在鸚鵡林旁規劃鄰舍休憩用地作緩衝區，但認為空間仍然不夠。建議政府應在鸚鵡林周圍的其他指定用途用地都規劃作「綠化地帶」，並連接附近港深西部公路旁兩個「綠化地帶」，倘若建議是不可行的，亦希望政府能擴大鸚鵡林旁「鄰舍休憩用地」的面積至與鸚鵡林相同的面積。另外提議物流設施和科技及企業園的建築高度可使用階梯式設計，並在發展邊界加設綠色緩衝區，以減低對現有鸚鵡林的影響。

3.11.2 綠色團體指出現有鸚鵡林在近期形成，認為政府需要改善鸚鵡的居住環境，以增加鸚鵡的數目，並吸引鄰近地區的鸚鵡前往，希望政府能考慮綠色團體的意見，改善附近發展的設計。同時指出鸚鵡對於人類的活動非常敏感，希望政府能盡量隔絕市民進入鸚鵡林的綠化地帶範圍，特別是在鸚鵡繁殖季節，即 3 月至 8 月的時段。

3.11.3 綠色團體對活化天水圍河道的建議表示歡迎，但希望有更詳細的活化方案以改善河道的生態。環境諮詢委員會委員及部分田心村村民指出建議發展大綱圖上的擬議河道改善及美化計劃未有在新李屋村及田心村內延續，故建議政府在田心村位置規劃作遙遠的河畔長廊。

3.11.4 有綠色團體留意到在建議發展大綱圖上的「綠化地帶」比現時在分區計劃大綱圖上的為少，但政府沒有交代箇中原因。
我們的回應

3.11.5 我們在新發展區研究中進行了環境影響評估。報告經已在 2016 年 6 月 30 日提交至環保署署長作審核，報告已小心考慮擬議發展對各方面包括生態的潛在影響，並制訂了適當的緩解措施，包括在經修訂的建議發展大綱圖總體上透過其佈局保留鷺鳥林、濕地彌償區和在「綠化地帶」及「鄉村式發展」內的棲息地，以避免對生態及生物種類造成影響。

3.11.6 在 441 公頃的新發展區發展土地中，大部分為棕地（約 190 公頃），環境影響評估報告的生態研究指出超過 98% 為低生態價值的棲息地。新生新村的鷺鳥林是區內較高生態價值的棲息地，新生新村的鷺鳥林是小白鷺和池鷺築巢的地方，根據香港觀鳥學會於 2015 年向漁農自然護理署提交的鷺鳥林統計報告，在該處紀錄到 4 個鷺鳥巢。而研究顧問於 2012 年的勘查指近乎所有的鷺鳥都是向鷺鳥林的東北方向飛行。為加強保護現有新生新村的鷺鳥林，於經修訂的建議發展大綱圖上已重新規劃該範圍的土地用途，包括遷移附近的擬議電力支站，並擴闊鷺鳥林附近的鄰舍休憩用地，這鄰舍休憩用地將只容許靜態的休憩用途，有助維持空曠的地方以保護鷺鳥飛行路徑。在施工期間，主要工程將會在鷺鳥繁殖季節（即 3 至 8 月）以外進行，以緩緩潛在噪音／震動及視覺上的干擾，並提供隔音屏以減輕干擾（如沿工程界線設置圍板保護鷺鳥林）。

3.11.7 我們同意不僅要活化和美化现有河道，而且要讓公眾能夠享用。我們建議沿被活化的河道興建河畔長廊。沿河畔長廊設置行人道、單車徑，環保運輸服務、臨街商店和餐廳，使長廊成為一個方便到達而又能讓市民享受舒適環境的地方。行人道和單車徑將繼續沿河道讓市民可以欣賞新發展區的景緻。

3.11.8 回應田心村村民及環境諮詢委員會的意見，我們在經修訂的建議發展大綱圖上已重新研究美化河道的走線，建議拉直田心村一段相關河道，調整田心村的「鄉村式發展用地」範圍，擴大「地區休憩用地」，以便沿擬議河道發展一條連綿貫通南至北的河畔長廊，由天水圍連接到新發展區的南部。

3.11.9 新發展區的規劃理念之一是盡量避免影響「綠化地帶」，並與休憩用地網絡連成一體。故新發展區內的「綠化地帶」，在參考環境影響評估內的園境影響評估結果後，除了一些生態價值較低及／或位於建議的洪水橋市中心內的土地而需要配合發展之外，其餘會盡量予以保留。新發展區的環境影響評估經已就有關樹木保留作出詳細分析及建議，透過進行概括劃分樹木調查，已對現有樹木的潛在影響作出評估。在新發展區範圍內沒有錄得任何古樹名木，概括劃分樹木調查顯示大多數的樹木屬於質量參差不齊的常見樹種，偶有品質較為優良的樹木，會建議予以保留。施工期間，會小心保護新發展區內這些將會保留的現有樹木。至於工程無法避免影響的樹木則會移植。如有樹木要移除，會種植新樹作補償。關於補種的樹木數量和種樹地點，會在詳細設計和落實發展的階段決定。

3.12 文化遺產

3.12.1 新界鄉議局提出必須保留鄉村傳統習俗及文化遺產。廈村鄉議局有鄉村代表表示新發展區規劃應顧及廈村的風水帶，須尊重村民的傳統和歷史，特別是友恭堂（鄧氏宗祠）的歷史價值。亦有代表表示新發展區內大部分土地屬於廈村，建議洪水橋新發展區改名為廈村新發展區。

3.12.2 有建議提出連接鄉村文化遺產作歷史文物徑及商店街以促進城鄉發展。此外，有意見希望政府能夠保護文物，包括有特色的古建築及村內的文化遺產。有村民亦表示受影響鄉村內有不少古屋、祖屋，有些已有百多年歷史，是新界歷史的見證，希望政府能夠保留。
我們的回應

3.12.3 新發展區的建議發展大綱圖中擬議的文物徑集中於廈村,讓市民能步行欣賞珍貴的文化遺產。這條文物徑以現有天水圍站作為起點,連接現有的屏山文物徑,以促進元朗區的文化旅遊。建議的文物徑將經過 2 個法定古蹟（鄭氏宗祠及楊侯宮）及 4 個評級的歷史建築（土宏書室、廈村市關帝廟、廈村市門樓、及東頭村舊鄉村學校）。文物徑有利於推廣該地區的歷史風貌,並提供了一個安全及有效的設施供遊客遊覽和欣賞眾多具重要文化的地方。洪水橋新發展區內還有其他歷史建築和具重要文化的地方,遊客可以利用新發展區內完善的單車徑和行人道網絡參觀這些景點。至於建議興建籃球場的的市集和牌坊以促進當地的文化,我們將會在詳細設計階段中再作檢討。

3.12.4 我們完全同意需要尊重洪水橋寶貴的文化和歷史資源,新發展區的主要規劃原則之一是尋求發展與文物保育之間的平衡。位於新發展區內的法定古蹟及獲評級的歷史建築將不會受新發展區方案影響。考慮到公眾意見,我們在經修訂的建議發展大綱圖上已再次檢視擬議文物徑及生態徑,以確保文物保護和發展得以協調,並方便市民及遊客遊覽和欣賞。

3.12.5 回應村民的意見,我們在經修訂的建議發展大綱圖上擴闊了沿風水帶及在友恭堂（鄭氏宗祠）前面的「鄰舍休憩用地」,以加強保護風水帶不被阻擋,並提供更寬敞的公共空間,可考慮作舉辦各類型鄉村傳統、慶典及文化活動的場地。根據新發展區的環境影響評估內的文化遺產影響評估,在研究範圍內,有 2 個法定古蹟及 7 個已評級的歷史建築物（其中一座位於洪屋村的歷史建築物現已拆除）。新發展區計劃不會影響任何法定古蹟及已評級的歷史建築物。由於個別村民所指的祖屋,根據顧問公司的文物建築評估,有關建築物為田心新村內未評級的文物建築,不具有重要的文物價值及在新界地區甚為普遍,加上該建築物位處新發展區比較中心的位置,無可避免會受到新發展區計劃的影響。

3.13 城市設計及發展密度

3.13.1 有公眾及專業團體建議進一步增加新發展區商業用地的發展密度。當中,有建議重新考慮區域樞紐的密度、樓宇高度和混合用途,以增加空間作商業和住宅發展,並以大小適當的區域廣場取代過大的區域廣場。

3.13.2 有團體指出不應規限建築物高度不得高於 35 至 40 層,此舉未能提供足夠彈性以達致更好的建築物設計及視覺效果。由於區域樞紐的地位十分重要,應預留空間發展約 50 至 60 層高的地標性商業樓宇,高於區內平均 40 層的住宅發展。

3.13.3 有意見認為政府應審慎調整該新發展區的住宅地積比率,以提供更多住宅,滿足市民住屋需要。有土地擁有人或其代表就個別地塊提出具體建議,建議包括提高住宅使用地積比率,及改劃其他擬議土地用途如「工業」作私營住宅發展,並有區議員指出洪屋村河道旁的樓宇發展密度過高,影響視野,亦有環境諮詢委員會委員則指出新發展區的住宅樓宇會包圍鄰近傳統鄉村,擔心對這些鄉村造成視覺影響。
3.13.6 有團體指出「區域經濟及文娛樞紐」與「地區商業中心」的連繫被石埗村及新李屋村分隔，而河畔長廊經區域公園的部 分又被西鐵線緊急通道阻隔，故建議重新審視並加強洪水 橋新發展區東面的連接。有田心村村代表及環境諮詢委員會委員留意到建議的河畔長廊 在新李屋村及田心村內的一段被中斷。他們建議重新審視設計，以提供一條連貫的河畔長 廊由天水圍連接到新發展區的南部。

我們的回應

3.13.7 洪水橋的東面是天水圍新市鎮、西南面是屯門新市鎮，與西面的圓頭山形成了一個山景，而大欖山群則為東南面提供了一個綠化景觀。后海灣和流浮山鄰近的郊區位於新發展區的 北面，由南至北走的河道連接后海灣及天水圍，貫穿整個新發展區。洪水橋新發展區整體 規劃和設計框架採用獨特的背景而制定。主要市中心位於擬建洪水橋站附近，而第二樞紐 將位於現有天水圍站附近，建議商業住宅混合發展並配備各種社區設施。因應第三階段社 區參與的公眾意見，在新發展區北部，亦擬建一個「本區服務中心」。物流、企業及科技 園等特殊工業位於新發展區的西北面，而區域公園和主要康樂設施位於新發展區的中央。

新發展區採用梯級式的建築高度概念和發展密度結構，高度和密度最高的發展集中在商業 中心，往流浮山和后海灣區的高度和密度會逐漸降低，於自然採光、通風及視覺上有改善。各項發展的建議發展密度，亦是衡量不同的考慮因素而定的，包括如何善用土地資 源、提供充足的政府、機構或社區設施、所規劃基礎設施的負荷能力，以及良好的城市設 計框架等。此外，建議的建築物高度已經參照空氣流通評估、香港規劃標準與準則及香港 城市設計指引來規劃。

3.13.8 新發展區研究亦進行了空氣流通評估，以評估新發展區現時的風環境及各發展用地上的擬 議建築物高度對行人道上風環境可能造成的影響。評估的結論是，只要採取適當的通風措 施（如通風廊），預料對整體通風情況不會有很大的影響。新發展區的城市設計按評估考 慮了按盛行風方向設定風道／通風廊或道路網的走線，使新發展區內有一個完善的通風廊 系統，如主要道路、鐵路走廊、步行街、河道和休憩用地等，加強區內的空氣流通。同 時，新發展區劃設非建築用地／建築物間距及後移距離；擬建採用交錯的建築物排列方 式；闢設平台花園；利用架空平台式設計；採用流線型建築輪廓及梯級式平台設計等措 施，以改善通風情況。

3.13.9 在第三階段社區參與時，有公眾意見表示希望進一步增加洪水橋新發展區商業發展密度， 亦有個別人士建議提升住宅用地的容積比率。我們在平衡不同因素及進行各有關技術評估 後，在經修訂的建議發展大綱圖上，就擬建洪水橋站－帶位置，保留了其中最高 9.5 的商 業地積比率，這個地積比率比一般新市鎮的發展密度為高，以突顯「區域經濟和文娛樞紐」的地位。另外，正如上文第 3.3.9 段所述，在經修訂的建議發展大綱圖上，我們重整了 在擬建洪水橋站附近的「商業」用地，以進一步加強車站周邊的經濟發展及商業活動。為 了回應有團體有關建築物高度限制的意見，我們在經修訂的建議發展大綱圖上已重新檢視 在擬建洪水橋站附近的商業用地的建築物高度限制，以達致更佳的建築物設計及視覺效 果，有助加強洪水橋新發展區作為「區域經濟和文娛樞紐」的概念。

3.13.10 關於住宅用地的發展密度，我們保留了其中最高 6.5 的地積比率（6 住宅及 0.5 非住宅）。為 使洪水橋新發展區成為可持續發展的地區及根據相關基礎設施的容量，我們在經修訂的 建議發展大綱圖上已提出合適的商業樓面面積、住宅單位數量、及就業／人口數目，以發 展成「以人為本」的平衡社區，這亦是本研究的主要規劃原則，進一步提升該新發展區的 商業及住宅地積比率可能會導致基礎設施不能負荷。

3.13.11 關於住宅用地的發展密度，我們保留了其中最高 6.5 的地積比率（6 住宅及 0.5 非住宅）。 為使洪水橋新發展區成為可持續發展的地區及根據相關基礎設施的容量，我們在經修訂的 建議發展大綱圖上已提出合適的商業樓面面積、住宅單位數量、及就業／人口數目，以發 展成「以人為本」的平衡社區，這亦是本研究的主要規劃原則，進一步提升該新發展區的 商業及住宅地積比率可能會導致基礎設施不能負荷。

3.13.12 關於住宅用地的發展密度，我們保留了其中最高 6.5 的地積比率（6 住宅及 0.5 非住宅）。 為使洪水橋新發展區成為可持續發展的地區及根據相關基礎設施的容量，我們在經修訂的 建議發展大綱圖上已提出合適的商業樓面面積、住宅單位數量、及就業／人口數目，以發 展成「以人為本」的平衡社區，這亦是本研究的主要規劃原則，進一步提升該新發展區的 商業及住宅地積比率可能會導致基礎設施不能負荷。

AECOM

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用途時，須考慮到各土地用途的合宜分布及不同的相關因素。有關一幅沿青山公路的擬議「公共屋宇–租住公屋」地帶，我們在制定新發展區的公私營房屋比例時，已考慮包括整體區域性的人口及房屋組合等因素，以配合及滿足區內不同人口對不同類型房屋的需要，修改有關建議將影響新發展區計劃的房屋組合及分布。至於另一幅位於洪志路的住宅用地，據了解有發展項目已交規劃及地政署審議。考慮到該項目的土地交易申請已接近完成，因此在經修訂的建議發展大綱圖上我們保留了土地交易的發展參數，以配合附近環境的格局。

3.13.13 至於天水圍河道旁的擬議住宅發展，擬議地積比率是 5 至 5.5 倍，預計建築物高度為 28 至 35 層，比在天水圍河道對岸的現有住宅發展（地積比 6 倍及建築物高度 37 至 39 層）一般為低。擬議住宅發展與天水圍新市鎮由闊 100 米的河道和河畔長廊分隔。在西面，已加入了沿 D2 道路幅寬 5 米的規定，以增加新建的住宅大廈與現有鄉村之間的分隔距離，以及沿 D2 道路設置美化市容地帶（約 5 至 50 米）作為緩衝區。我們亦進行了空氣流通影響評估，以確保區內有良好的通風。為進一步回應公眾及環境諮詢委員會在第二階段社區參與的關注，我們在經修訂的建議發展大綱圖上已把布局和土地用途重新編排，在河道旁加設休憩用地，以改善空氣流通。

3.13.14 為進一步回應村民對於圍繞現有村落的高層建築發展的關注，在經修訂的建議發展大綱圖上，我們適量再增設美化市容地帶作發展與保留鄉村的緩衝區，詳情見下文第 3.14.10 段。在鄰近橋頭圍及洪屋村的地盤亦已加入 6 米的「非建築用地」，以增加建築物與現有鄉村的距離，詳情見下文第 3.14.10 段。為回應環境諮詢委員會委員的意見，我們在經修訂的建議發展大綱圖上拉直田心村河道的走線，並沿擬議河道發展一條貫通南北的河畔長廊，詳情見上文第 3.11.8 段。

3.13.15 新發展區的環境影響評估包括景觀及視覺影響評估，確定了作出建議的緩解措施後，新發展區在建築期間及建成後的景觀及視覺影響屬可以接受。環境影響評估指出考慮到項目範圍屬鄉村性質，項目的發展將於根本上改變現有的視覺和景觀特色。然而，由於現有的棕地都是破舊及雜亂無章的，視覺和景觀的變化應為正面的改善。項目的發展將會產生新的景觀資源、綠化和市容美化種植、沿街道的高質素樹木及沿著地區幹道和道路的植被，及新的休憩用地和河畔長廊的樹木和植被，將改善地區的景觀質量。

3.13.16 在擬建洪水橋站旁的區域廣場除了作公眾交流的文娛空間，亦提供消閒、零售、和餐飲配套設施。它亦會是日後策略性鐵路的土地儲備。至於有意見認為區域廣場的面積過大，重新設計後的環境運輸走廊的走線後，在經修訂的建議發展大綱圖上，區域廣場的面積已減少至 4.7 公頃。

3.14 與現有鄉村融合

3.14.1 新界鄉議局指出原居民對新界發展貢獻良多，在規劃新發展時，政府應該考慮原居民的立場和應該享有的權益。有鄉村代表指出洪水橋新發展區將會削弱及影響鄉村未來發展權利，鄉村未來會有新增人口，強烈要求政府在鄉村附近预留土地作鄉村擴展區，供鄉村未來發展。

3.14.2 厚福鄉事委員會要求政府擴大鄉村界線，讓村民能拓展土地，他們不滿新發展區將包圍現有鄉村，影響鄉村的居住環境、風水和交通，並提出設置隔音屏障以減低噪音污染。有關委員亦表示關注洪水橋新發展區和現有鄉村的融合問題。

3.14.3 屏山鄉事委員會認為政府沒有照顧和關注當地原居民，重申在第一及第二階段社區參與時已經要求擴大鄉村界線，以補償村民以往因配合該區發展而被徵收土地的損失，不滿當局一直沒有作出回應。他們特別指出洪水村和橋頭圍附近規劃作商業及住宅發展用地，並作高密度發展，再加上現時該位置附近已有多座高樓大廈，將影響鄉村環境。他們希望政
府重新規劃該處的土地用途，並保持現時情況，及預留一定的距離作緩衝，以免影響鄉村環境。

3.14.4 石埗村及洪屋村反對在鄉村附近興建醫院及垃圾收集站等厭惡性設施，認為這些設施會影響鄉村居住環境及風水，並指出天水圍及洪水橋山丘附近有大量空置土地，政府應考慮重新規劃醫院位置。

3.14.5 多位鄉村代表表示不滿洪水橋新發展區項目沒有提出改善鄉村環境及協助其發展的方案。有建議要求政府提供鄉村環境改善的工程，包括交通、街道照明及服務等，以改善鄉村及周邊社區設施。

3.14.6 有環境諮詢委員會委員指出新發展區的高層住宅大廈會包圍鄰近傳統鄉村，擔心對這些鄉村造成視覺影響，建議政府考慮提供足夠的距離作緩衝區。香港工程師學會指出現時洪水橋有大量的鄉村，認為政府沒有任何方案以融合鄉村和洪水橋發展，希望政府能提出計劃以有效連接鄉村和洪水橋發展，例如興建單車徑。同時表示支持洪水橋新發展區提供康樂設施，如運動場和體育館等，並稱可考慮在後海灣提供水上活動，但擔心港深西部公路旁的工業區會對鄰近居民造成影響。

3.14.7 有村民表示他們所居住的是永久村屋而並不是臨時屋，他們要求政府具體交待遭遷拆後的補償及安置的安排。有村民要求原村安置。

我們的回應

3.14.8 在規劃洪水橋新發展區時，我們已盡可能保留現有於洪水橋內的鄉村，以減少對現有居民的影響。在制定發展區的規劃方案時，除了田心村（見第 3.11.8 及 3.14.9 段）所有在洪水橋新發展區內的「鄉村式發展」地帶已按照現時的分區計劃大綱圖保留新發展區計劃內，並已反映在經修訂的建議發展大綱圖上，而所有在洪水橋新發展區內的現有鄉村式發展地帶的面積都已超過相關的認可鄉村範圍，而現時鄉村式發展地帶內仍有土地可作小型屋宇發展。

3.14.9 我們稍微調整了部分「鄉村式發展」地帶的界線，納入了一些合資格又剛剛落在「鄉村式發展」地帶界線外的現有房屋（包括擁有建築許可證或批准建造小型屋宇的新批地段）。

3.14.10 在制定洪水橋新發展區的建議發展大綱圖時，經已在保留的鄉村及新發展地帶之間設立緩衝區，然而部分村民在第三階段社區參與就這方面仍然表示關注。回應村民的關注，在經修訂的建議發展大綱圖上我們重整了部分鄰近現有鄉村的土地用途，並增設「美化市容地帶」作發展與鄉村的緩衝區。除了原先已規劃在鳳降村、祥降圍、錫降圍、新屋村、東頭村、羅屋村、廂村市、舊李屋村及新生村的美化市容地帶外，在經修訂的建議發展大綱圖上，沿新李屋村、石埗村、橋頭圍及洪屋村邊緣再增設了「美化市容地帶」。因應洪屋村和橋頭圍對北面發展的關注，我們在相關地盤加入了 6 米「非建築用地」的要求，以確保新建築物與現有鄉村保持一定距離，減低對鄰近居民的影響。

3.14.11 就石埗村及洪屋村對垃圾收集站及醫院的關注，正如上文第 3.8.12 段所述，由於我們重整了石埗村北面位置的土地用途及調整了一條擬建連接路的走線，垃圾收集站會遷移至新發展區較北的位置，原址規劃作「教育」用地，而擬建連接路前面會增設美化市容地帶以作新發展與石埗村的緩衝區。至於醫院的位置，請見上文第 3.8.11 段我們的回應，醫院用地的面積經已減少，我們在經修訂的建議發展大綱圖上調整了醫院用地的界線及周邊用地的布局，增設了緩衝區，醫院與鄉村的距離經已進一步拉遠。
3.14.12 考慮到廈村村民對天水圍河道邊擬議住宅發展的意見，我們在經修訂的建議發展大綱圖上已重新研究了河道的走線，建議拉直田心村一段相關河道，以增加通風廊／觀景廊，並確保空氣流通及不會造成屏風效應。詳情請見上文第 3.13.13 段我們的回應。

3.14.13 此外，我們亦保留了區內現有的風水帶。正如上文第 3.12.5 段所述，我們在經修訂的建議發展大綱圖上已重新研究了風水帶及在友恭堂（鄧氏宗祠）前面的「地區休憩用地」，以加強保護風水帶不被阻擋，並提供更多的公共空間，可考慮作舉辦各類形鄉村傳統、慶典及文化活動的場地。

3.14.14 回應田心村村民的意見，正如上文第 3.11.8 段所述，我們在經修訂的建議發展大綱圖上已重新研究了美化河道的走線，建議拉直田心村一段相關河道，擴大「地區休憩用地」，以便沿擬議河道發展一帶連接南至北的河畔長廊。由天水圍連接到新發展區的南部，讓居民更容易沿長廊到達擬建洪水橋站一帶的區域廣場及北面的區域公園，沿河畔長廊更設有單車徑，以加強發展與現有鄉村的融合性。

3.14.15 另外，為了加強新發展區和現有鄉村的融合及提倡步行，我們在經修訂的建議發展大綱圖上已在新發展區北面加設了一條 10 米闊的步行街，以便更方便附近廈村鄉的村民使用新發展區北面的商業及社區設施。

3.14.16 我們亦已進行了排水影響評估，並將會改善區內排水系統，當中包括蓄洪湖泊、防洪堤壩計劃及地下貯水缸儲存雨水作預防水浸的措施，以應付發展區的需要。我們將會藉洪水橋新發展區計劃以改善現有鄉村的環境。同時，我們亦建議於鄉村附近規劃社區設施，以服務現有鄉村的居民。

3.14.17 此外，我們在風降村及青磚圍附近已經預留了土地作鄉村遷置區，以安置在鄉村遷移政策下合乎資格的受影響村民。

3.15 城市農耕、農戶復耕及補償

3.15.1 有農戶及地區團體表示現時新生新村範圍內有活躍及常耕農地，政府在初步發展大綱圖上曾經預留一幅「農業」用途地帶作復耕用途，不明白為何在建議發展大綱圖把該地帶取消並把原有位置規劃作其他用途，同時希望政府能夠原址保留現有常耕農地，供農民延續耕種活動。

3.15.2 此外，有村民表示他們一直務農維生，希望能以地換地、以屋換屋，繼續耕作及建議政府撥出附近山邊，由藍地至廈村的一片狹長土地作復耕之用，及重建牌照屋。有村民指政府在新發展區計劃，導致部分農戶受損後，部分農戶受損及農作物遭破壞。

3.15.3 有團體希望政府能考慮現時生活水平及社會通脹等因素，增加重置農用屋的特惠津貼補償，並關注新發展區內現有少量農戶在諮詢階段時被土地業權人率先中止租約的問題，建議政府在收到有關農民租戶的求助後，盡快派員到有關農地進行評估，讓他們在收地時得到應得的補償。

3.15.4 有團體對政府所提出的「特殊農地復耕計劃」表示質疑，指出政府未有公布復耕農地的面積等，而根據以往經驗復耕計劃向來成效不彰，由於只有少量官地為復耕農地，導致配對出現大量變數，如私人土地業權人未必願意出租土地作農業用途。

3.15.5 有環保團體認為在「美化市容地帶」作社區園圃不足夠，提議區域公園內亦應設有開放式農地，以推廣社區耕作，並指出現時擬議區域公園的位置已有鄉村和耕作活動，建議政府應保留部分非原居民村的範圍，希望不要損失任何現有的耕作活動，同時政府也可以提供更多土地作農業用途，以維持現有耕作活動。有意見提出城鄉共生，建議在傳統村落旁預留土地推廣農耕及相關活動，亦可以此支持及推廣青年創意產業。
我們的回應

3.15.6 在 2013 年第二階段社區參與時制訂了初步發展大綱圖，當中建議將一幅位於新發展區西南部約 11 公頃的土地劃作「農業」地帶。在第二階段所收集的公眾意見中，有意見認為有關土地將被建築物包圍和曾擺放建築材料，並不適宜作農業用途。研究團隊隨後分析收集到的公眾意見，包括上述有關「農業」地帶的意見，並進行規劃及技術評估，以深化新發展區的規劃建議和擬備建議發展大綱圖。經考慮新發展區整體需要及其他用地的需求，以及諮詢各部門後，研究團隊認為該土地更適合提供多類公共配套設施，以配合新發展區的發展需要。因此，在第三階段社區參與時所提出的建議發展大綱圖中，有關土地已改劃作「環保運輸服務車廠」、休憩用地、道路及可能作區域供冷系統用途。事實上，在新發展區內有多土地多為私人土地，在發展區內提供既適合又適時的復耕土地非常困難。

3.15.7 在規劃洪水橋新發展區時，我們已盡量減少對現有土地使用者的影響，但仍有約 7 公頃的常耕農地無可避免受計劃影響，這些農地主要在現時亦園村和新生新村一帶。鄰近擬建洪水橋鐵路站，規劃作洪水橋新發展區的市中心。為協助受計劃影響的農業人士，在政府正著手研究推出特殊農地復耕計劃，為受有關發展影響的農業人士物色願意出租或出售作農業用途的土地業權。政府會在適當時候公布具體安排。現時，在新發展區附近的流浮山／白泥一帶，有不少荒廢農地已規劃作「農業」用途並有潛質用作復耕。

3.15.8 根據現行政策，政府當局會為有需要的農戶提供技術支援，以協助他們繼續務農。當農戶遷往其他農地繼續耕作時，可為受計劃影響而無法繼續耕作的農民申請農業遷置，地政總署會處理相關申請，並會考慮取消地契知會農業士。若晉升為農業土地業權業主，則可按相關規定申請收入。(2) 有關土地的安排將會符合相關法律及政策。政府會在適當時候公布具體安排。現時，在新發展區內有多土地多為私人土地，在發展區內提供既適合又適時的復耕土地非常困難。

3.15.10 就建議可作復耕之用的「藍地至廈村的一片狹長的閒置政府土地」，據理解是泛指新發展區內位於廣深西部通道以西一帶的土地。有關土地現時不少實際為私人擁有，在新發展區的整體規劃上建議作「工業」用途，未選作農業復耕之用。

3.15.11 在第三階段社區參與時，我們收集到公眾意見表示希望體驗耕種活動，新發展區規劃中的區域公園已設有社區園圃及農墟，而部分擬建新發展區的「美化市容地帶」亦可作此用途。這些設施將會提供藝術及本地農業活動及農戶銷售農業及本地產品，同時有助社區推廣耕作活動。

3.15.12 至於有部份人士指遭私人業主迫遷，私人土地業權人與其土地佔用人之間的權益或關係等事宜，有關業主在法律層次有其權利。一般而言，土地業權人與農戶作為土地佔用人割裂，不同業主之間的關係需按有關協議及相關法律處理。事實上，無論所涉及的私人土地是否受發展計劃影響，業權人和農戶均應按有關的協議條款收回其土地，或按合約的途徑與土地佔用人處理其土地的事宜，政府一般無權干預。如有需要，有關農戶應自行尋求法律意見。倘若農戶受到非法手段逼遷，應立即通知警方。
3.16 住戶的影響、補償及安置

3.16.1 屯門鄉事委員會質疑洪水橋新發展區的落實機制和安排，並書面洪水橋新發展區所採納的收地模式，同時表示政府應該原鄉安置受影響的村民，使村民能延續他們現時的生活模式。政府應該具體交代對影響村民的安置和收地的安排。

3.16.2 譚李村居民認為發展應以人為本，以居民的意願和利益為依歸，亦園村的清拆並非自願性質，村民並不希望搬離現時鄉村，及指出靈糧堂為一所教會仍能保留，質疑為何僑僑村要被清拆。他們希望政府能夠預留土地作興建全新的亦園村，以安置受影響的村民。

3.16.3 蒲瓜嶺村、田心新村及石埔路尾村居民認為發展應以人為本，以民眾的意願和利益為依歸，鄉村清拆並非自願性質，村民並不希望搬離現時鄉村。他們認為現時政府安置政策十分苛刻簡薄，要求政府撤銷資產入息的限制，撤銷村民必須居住於 1982 年登記入屋才可入住公屋及補償的限制，及要立即為新發展區屋屋現況進行凍結登記，以凍結區內寮屋情況及保障他們免受發展商迫遷。

3.16.4 有沙洲里（II）村居民表示大部分村民希望能繼續在沙洲里居住，不希望搬到至其他地方，及認為政府收回其地方的作用不大，只作休憩用地。有村民表示關注落實及補償安置方案，認為政府仍沒有制定具體的發展時間表及詳細的補償安置方案供村民參考，並不清楚未來落實的安排，希望政府能盡早將納入規劃的人士登記，以保障現有鄉村村民的權益，同時提出發展時間表及落實安排，讓村民能夠在發展前預備。有居民建議政府按住的需要而制定補償及安置方案，開放經濟狀況審查及考慮讓村民選擇以較高的租金租住較大的公屋單位或購買居屋。

3.16.5 新生新村居民表示關注補償及安置安排及新發展區的發展時間表。有居民要求放寬公屋安置的經濟狀況審查，讓受影響的居民能原區安置。有居民則擔心在凍結入屋登記時未能出示有效文件而不能獲得原區安置及補償。亦有居民則表示願意原村安置的意願。

3.16.6 有意見質疑政府保留原居民村但清拆 5 條非原居民村是明顯的歧視，是侵佔私人房屋。村民有權維持生活方式不變，基於不持續發展和不以人民為本的原則，政府收回將會抵觸基本法。

3.16.7 有沿青山公路近順風圍的數個受影響住戶（包括一間花園及一所護老院）對新發展區計劃表示反對，其中意見表示政府應根據發展計劃中盡量保留原居民村落的原則，將這數棟丁屋與順風圍永久地保留。另有個別村民要求政府容許他們在新發展區範圍外其擁有的農地上重建牌照屋。

3.16.8 有村民指在新發展區計劃公布後，部分住戶遭私人業主迫遷。

我們的回應

3.16.9 在制定建議發展大綱圖時我們已進一步再評估可否保留區內所有的現有房屋，包括亦園村、田心新村、新生新村、沙洲里（II）村和石埗路尾村的房屋。評估顯示落實新發展計劃對部分房屋的影響是無可避免的。田心新村、新生新村和亦園村位於建議洪水橋站 500 米範圍以內，該處規劃為擬議的「區域經濟及文娛樞紐」作高密度發展。同時石埗路尾村和沙洲里（II）的住宅構築物位處洪水橋新發展區的中心地帶，日後將發展為區域公園和運動場，為整個新界西北地區提供服務。加上受影響的構築物非常分散，部分被棕地環繞，無法形成可保存的建築羣。如要把這些構築物一併避開或保存，則難免會影響洪水橋新發展區規劃的完整性。沿青山公路近順風圍的數個受影響地段於新發展區計劃作公營房屋及道路的比較中心位置，同樣無可避免會受到新發展區計劃的影響。
3.16.10 在第二階段社區參與時，我們收集了居民的意見均表示希望能保留原區安置。有見及此，在建議發展大綱圖上已在洪福邨附近預留土地，原區安置受影響的合資格居民，以助保留現有社區網絡。在經修訂的建議發展大綱圖上，我們擴大了原區安置的住宅用地。政府當局現正就洪水橋新發展區制定有關原區安置的詳細安排，詳情將會在適當時間公布。


3.16.12 至於有部分人士指遭私人業主迫遷，私人土地業權人與其土地佔用人之間的權益或關係等事宜，受兩者之間的私人協議約束。一般而言，土地業權人與土地佔用人的關係須按有關協議及相關法律處理。事實上，無論所涉及的私人土地是否受發展計劃影響，業權人都可按照有關的協議條款收回其土地，或按合約的途徑與土地佔用人處理其土地的事宜。政府一般無權干預。如有需要，有關人士應自行尋求法律意見。倘若村民受到非法手段逼遷，應立即通知警方。

3.17 業務／棕地經營者的影響、補償及重置

3.17.1 洪屋村商會指出經營者需要在工業用地上作業，同時重新申請牌照及許可證需要大規模投資及長時間的準備，才能搬遷到多層工業大廈，並擔心重新申請牌照和安全問題，例如遵守消防及環保的條例。他們續指香港土地不足，經營成本增加，加上政府不支持中小企經營者，導致危險品倉、生產廠和重型機械廠等工業經營者經營困難。亦有受影響的廠商要求妥善安置。

3.17.2 新界露天倉經營協會稱多層工業大廈不能解決棕地問題，指出擬議的 24 公頃港口後勤、貯物及工場土地不能容納現時洪水橋內約 200 公頃的棕地作業，而且多層樓宇不能負載重型機械和大型機器，這些都需要在地面上運作。此外，搬遷到多層樓宇亦會造成多個問題，例如降低營運效率、增加營運時間和減低營運空間等，令經營者失去原有的優勢，同時建議政府能提供租金較相宜的多層樓宇以優先安置受影響的經營者，希望政府能給予具體遷置、補償、牌照申請和營運模式等安排。

3.17.3 橋頭圍工業區的經營者希望了解政府的收地政策和落實模式，建議政府一旦落實發展，能盡早作出通知，讓經營者及早作出安排，以避免影響公司的業務，同時希望政府能提供合理的收地補償及安置方案，以延續業務。有工廠經營者希望政府能協助他們申請環境及規劃許可證，以在新發區繼續經營。

3.17.4 柒明護老之家表示不遷不拆的要求，表示院內約有 54 位長者，大部分是當區的原居民，他們選擇在該老人院居住乃是為方便家人前往探望，希望政府予以能保留其院舍。

我們的回應

3.17.5 受洪水橋新發展區計劃影響的棕地作業現時仍在營運當中，有一定的經濟貢獻，並提供本地就業。與此同時，大範圍的棕地作業亦造成相當大的環境、交通、景觀、水浸和其他問題。在 2014 至 15 年度的財政預算案中指出，政府已研究可行的改善措施，包括把棕地作業搬到合適的多層樓宇內。同時，在 2015 及 2016 年度施政報告中指出，政府已研究可行的措施，包括把一些用戶搬到多層樓宇內，並以洪水橋新發展區內的棕地作為先導計劃，以推動新發展區的發展。
正如上文第 3.10.3 段所述，洪水橋新發展區的一個主要目標，就是通過綜合規劃及提升基礎設施，提高土地使用效率及改善環境，將這些棕地改為更合適的用途，同時预留用地以整合這些營運。在洪水橋新發展區的北部已预留約 24 公頃的土地作為港口後勤、貯物及工場用途。為了回應業界的意思，我們在經修訂的建議發展大綱圖的港口後勤、貯物及工場用途內，已指定一部分用地作露天貯物用途，以作存放重型機械及大型機器等不能搬遷到多層樓宇的用途。

政府當局已經於 2016 年中展開有關在擬議多層樓房內經營棕地作業的詳細可行性研究，研究範圍包括擬建多層樓房的概念設計、規劃、技術和財務評估，以及探討經營及管理的可能模式。為配合洪水橋新發展區的規劃及工程研究工作，政府委託的顧問於 2015 年 8 月至 11 月期間邀請了洪水橋新發展區範圍內的棕地作業經營者參與一項問卷調查，成功訪問了其中 250 個棕地作業經營者，藉此進一步了解有關棕地作業的性質和營運狀況。進行中的可行性研究會就有關調查結果作全面性地分析，並提出建議。

政府當局亦會研究如何處理對現有工業的影響。在制定建議發展大綱圖時，我們已擴大新發展區的界線，把港深西部公路以西約 13 公頃的土地規劃為「工業」地帶，以提供一般工業用地。這「工業」地帶將會直接連接至港深西部公路。

由於崇明護老之家位於新發展區劃作公營房屋的比較中心位置，故無可避免會受到新發展區計劃的影響。在制定新發展區的方案時，我們經已考慮到社會對安老宿舍的需求，在相關部門的支持下，經已擬定在新發展區部分住宅發展內及兩個擬議政府用地上設置護老院舍。

政府當局現正詳細探討補償和安置安排，詳情將稍後公布。

發展模式及時間表

18.1 在發展模式方面，有意見支持及反對採用「加強版傳統新市鎮发展模式」發展洪水橋新發展區。反對的認為會很容易造成官商勾結。支持的則認為採用「加強版傳統新市鎮发展模式」可以讓私人業主收地，減少政府收地，減少衝突。

18.2 有團體認為由於新發展區大部分的土地由私人業主持有，私人業主與發展洪水橋新發展區非常密切。他們支持參考新界東北新發展區採用「加強版傳統新市鎮發展模式」，加快收地程序。他們認為建議不應限制有關換地申請的地積大小，且容許申請地點包括兩個不同的土地用途，提供彈性的申請時間，及容許部分基礎設施交由發展商代為興建。

18.3 有議員希望洪水橋新發展區的人口入伙和社區設施興建能夠同步進行，不要再次發生天水圍的情況。

18.4 有鄉村代表反對分期發展，並提出一次過收地的要求。

18.5 大部分受影響的鄉村及棕地作業經營者均希望政府能夠盡早公布具體的發展方案及時間表，以能盡早預備搬遷或制定未來發展路向。

我們的回應

政府在落實新市鎮時一直沿用傳統新市鎮模式，在「傳統新市鎮发展模式」之下，雖然政府為新市鎮發展收地及清拆是一般的做法，亦會為個別用地以專案形式接收及處理私人土地業權人的契約修訂申請（包括原址換地），特別是那些涉及私人土地並且仍未根據新市鎮發展計劃進行收地的發展用地，或是那些根據發展計劃應留待私人發展的用地。
為確保洪水橋新發展區的全面規劃及適時提供房屋、基礎設施及社區設施，政府會參考古洞北／粉嶺北新發展區計劃的實施模式，考慮採用「加強版的傳統新市鎮發展模式」。在「加強版的傳統新市鎮發展模式」之下，政府會以「傳統新市鎮發展模式」為基礎來推行新發展區計劃，即政府按已規劃作公共工程項目、公營房屋及私人發展土地收回，並進行清拆及地盤平整，提供基礎設施，再撥出土地作各種用途，包括供私人發展的用地，但在符合特定條件下容許土地業權人就規劃作私人發展的用地提出契約修訂申請（包括原址換地）。

由於新發展區的總發展用地面積龐大（約 441 公頃），洪水橋新發展區將會分階段發展。我們現時目標是首批人口在 2024 年起陸續入伙，以及在 2037／2038 年完成基礎設施及公營房屋的發展。在制定詳細發展時間表及分階段計劃發展時間表時，我們會聯繫有關部門，盡力確保每一階段遷入新發展區的居民，都有充足的社區設施。

公眾參與

有公眾人士表示在第三階段社區參與才收到通知，有意見建議當局延長諮詢期。有部分公眾人士，特別是當地居民及經營者，表示新發展區的規劃，並不是他們關注的議題，對於政府仍未能詳盡地向他們解釋有關補償及安置的安排，深表不滿。

我們的回應

我們非常重視公眾就洪水橋新發展區的規劃與發展的意見。為與公眾人士攜手規劃新發展區，研究採納三個階段的社區參與，第一階段旨在與公眾探討主要議題，包括新發展區的願景、策略性角色和規劃原則；第二階段社區參與諮詢市民對初步發展大綱圖的意見；而第三階段則旨在聽取公眾對建議發展大綱圖的意見。在社區參與期間，我們得到公眾熱烈的回應，並搜集到不少公眾對新發展區的規劃及土地使用的意見。新發展區計劃現在仍然是規劃階段，將來落實計劃時會再諮詢持份者的意見，包括收地、補償及重置的具體安排。

在研究過程中，我們已透過不同渠道宣傳三個階段的公眾參與活動，並盡力通過現有地區諮詢架構（包括屯門及元朗區議會及相關的鄉事委員會）及不同方法，向當區居民宣傳及徵詢意見。三個階段的社區參與活動分別於 2012 年 2 月、2013 年 10 月及 2015 年 9 月完成。我們曾主動約見當區居民和應邀出席居民大會（包括田心新村、石埗路尾村、亦園村、新生新村、沙洲里（II）、田心村、石埗村、新生村及天水圍居民等），亦約見了地區的經營者（包括洪屋村商會代表、新界露天倉經營者協會、香港貨櫃儲存及維修商會、橋頭圍工業區經營者等），以聽取居民及地區人士的意見；亦有舉辦工作坊及論壇等讓公眾人士參與規劃。我們在擬備建議發展大綱圖也詳細考慮了公眾意見。而在第三階段社區參與後，我們積極回應公眾的意見，修改建議發展大綱圖，包括調整環保運輸走廊走線，調整「物流、企業和科技區」地塊的布局，在沿天水圍河道的住宅區增加休憩用地以改善通風效能、在新發展區北面加入更多政府、機構或社區設施、及調整擬建洪水橋站附近的土地用途以加強經濟活力等等（主要修改見附錄戊）。雖然第三階段社區參與活動已經完結，我們會繼續聽取公眾人士對新發展區計劃的意見，亦樂意與持份者保持溝通。

至於資料發放方面，除了透過研究網頁外，亦製備了多份公眾參與摘要，羅列出研究計劃的主要建議，以郵遞方式廣泛地派發給區內和附近市民、相關的持份者及各有關團體，並放置於屯門及元朗民政事務處、規劃署於北角和沙田的辦事處、及土木工程拓展署於何文田和沙田的辦事處，供市民索取。在第二和第三階段公眾參與活動開始時，我們亦通知曾在公眾參與發表意見的人士，邀請他們提供意見。此外，我們亦在屯門及元朗民政事務處、沙田政府合署及北角政府合署展示展板及短片，及利用展覽車，在不同地區介紹新發展區計劃。
4 總結

4.1 下一階段工作

4.1.1 第三階段社區參與活動已經於 2015 年 9 月 16 日結束。是次社區參與活動所收集到的意見是修訂建議發展大綱圖和詳細發展藍圖的重要基礎。

4.1.2 環境影響評估條例的相關程序現已展開，修改相關法定分區計劃大綱圖的程序亦將會在 2017 年進行。此外，其他與發展工程相關的準備工作亦接着會進行。

2016年9月
## TABLE OF CONTENTS

1 INTRODUCTION ........................................................................................................................................ 1
   1.1 Background ......................................................................................................................................... 1
   1.2 Community Engagement Programme .................................................................................................. 2
   1.3 An Overview of Stage 3 Community Engagement .................................................................................. 3
   1.4 Purpose of the Report .......................................................................................................................... 4

2 STAGE 3 COMMUNITY ENGAGEMENT ACTIVITIES .............................................................................. 5
   2.1 General ................................................................................................................................................. 5
   2.2 Tuen Mun Rural Committee ................................................................................................................ 7
   2.3 Town Planning Board ............................................................................................................................ 7
   2.4 Ha Tsuen Rural Committee .................................................................................................................. 8
   2.5 Tuen Mun District Council .................................................................................................................... 9
   2.6 Ping Shan Rural Committee ................................................................................................................ 10
   2.7 Lok Ma Chau China-Hong Kong Freight Association ........................................................................... 12
   2.8 Tin Sum Tsuen, Tin Sum San Tsuen, and Shek Po Road Mei Tsuen Residents ...................................... 13
   2.9 Sha Chau Lei (II) Resident Representative .......................................................................................... 14
   2.10 Legislative Council Members Hon CHAN Yuen-han and Hon Alice MAK Mei-kuen (by Invitation) ..... 14
   2.11 Hung Uk Tsuen Merchants Association .............................................................................................. 14
   2.12 Yick Yuen Tsuen Residents ................................................................................................................ 15
   2.13 Yuen Long District Council ................................................................................................................ 17
   2.14 Heung Yee Kuk N.T. ........................................................................................................................... 19
   2.15 Legislative Council, Panel on Development ....................................................................................... 20
   2.16 The Association of the New Territories Open Storage Operators ....................................................... 22
   2.17 Hong Kong Container Depot & Repairer Association ....................................................................... 23
   2.18 The Hong Kong Institute of Planners / The Hong Kong Institute of Landscape Architects / The Hong Kong Institute of Urban Design / The Hong Kong Institute of Architects / The Hong Kong Institute of Surveyors / Association of Engineering Professionals in Society ......................................................... 24
   2.19 Planning Sub-Committee of the Land and Development Advisory Committee .................................. 26
   2.20 Green Groups ..................................................................................................................................... 28
   2.21 Hong Kong Logistics Association ...................................................................................................... 29
2.22 Kiu Tau Wai Industrial Area Operators .................................................................30
2.23 San Sang Tsuen and San Sang San Tsuen Residents ..............................................31
2.24 Hong Kong Housing Authority ..............................................................................32
2.25 The Hong Kong Institution of Engineers ...............................................................35
2.26 Public Forum ........................................................................................................36
2.27 The Chartered Institute of Logistics and Transport in Hong Kong .......................38
2.28 Hong Kong Logistics Development Council, Subcommittee on Infrastructural Support .................................................................39
2.29 Tin Shui Wai Residents (by Invitation) .................................................................40
2.30 Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents’ Concern Group (by Invitation) .................................................................41
2.31 Yick Yuen Tsuen Residents ...................................................................................41
2.32 Tin Shui Wai Community Development Alliance, Concerning CSSA & Low Income Alliance, 社區工藝發展關注組, 天姿作圍, Land Justice League, and Neighbourhood and Worker’s Services Centre ........................................................................43
2.33 Tin Sum Tsuen and Tin Sum Sun Tsuen Residents .................................................44
2.34 Advisory Council on the Environment .................................................................45
2.35 The Women Group of Yuen Long Neighbourhood Advice-Action Council ..........47
2.36 Legislative Council Member Hon MAK Mei-kuen and Yuen Long District Council Members Mr. LUK Chung-hung and Mr. LAU Kwai-yung .................................................................49
2.37 Heung Yee Kuk N. T. .........................................................................................49
2.38 Hong Kong Council for Testing and Certification .................................................51
2.39 Founding President of the N.T. North District Manufacturer Association (by Invitation) .................................................................52
2.40 Legislative Council Member Hon YICK Chi-ming and Representatives of Logistics Industry (by Invitation) .................................................................53
2.41 Shek Po Tsuen Residents .....................................................................................53
2.42 Sha Chau Lei (II) Residents ..................................................................................54
2.43 Legislative Council Members Hon CHAN Hak-kan and Hon LEUNG Che-cheung, and New Territories Association of Societies .................................................................55
2.44 Legislative Council Panel on Development (Special Meeting) ............................55
2.45 Written Comments Submitted by the Public .........................................................57

3 SUMMARY OF COMMENTS AND RESPONSES .........................................................62
3.1 Summary ................................................................................................................62
3.2 Need and Positioning of the NDA ..........................................................63
3.3 Economic Development ........................................................................64
3.4 Logistics Facilities ..................................................................................66
3.5 Enterprise and Technology Development .............................................68
3.6 Employment Opportunities .................................................................69
3.7 Housing Mix ..........................................................................................70
3.8 Government, Institute or Community Facilities ..................................71
3.9 Transport Infrastructure ......................................................................74
3.10 Brownfield Operations .....................................................................79
3.11 Ecological and Environmental Conservation and Revitalization of River Channel ....80
3.12 Culture Heritage ................................................................................82
3.13 Urban Design and Development Intensity ..........................................83
3.14 Integration with Existing Villages .........................................................87
3.15 Community Farming, Rehabilitation, and Compensation ...............90
3.16 Impacts on Residents and Compensation and Rehousing ..................92
3.17 Impact on Business / Brownfield Operators and Compensation and Relocation ......94
3.18 Implementation Arrangement and Programme ...................................96
3.19 Public Participation .............................................................................97

4 CONCLUDING REMARKS ..................................................................99

4.1 Way Forward ........................................................................................99

FIGURES

Figure 1.1 Recommended Outline Development Plan

APPENDICES

Appendix A Relevant Meeting Minutes of Stage 3 Community Engagement
Appendix B List of Written Comments of Stage 3 Community Engagement
Appendix C Summary of Comments raised at Public Forum held on 8th August 2015
Appendix D Photo Gallery of the Public Forum held on 8th August 2015
Appendix E Key Changes to Recommended Outline Development Plan
INTRODUCTION

Background

1.1.1 The “Planning and Development Study on North West New Territories” (the NWNT Study) commissioned in October 1997 identified Hung Shui Kiu (HSK) with an area of about 450 hectares (ha) as a suitable New Development Area (NDA) to cater for the long-term development need as projected by the Territorial Development Strategy Review. The HSK NDA was located in the Tuen Mun – Yuen Long Corridor. It was partly bounded by strategic highways: Yuen Long Highway in the southeastern and Kong Sham Western Highway (KSWH) in the west. It was bounded to the north and west by the foothill of Yuen Tau Shan, and to the east by a number of traditional villages including San Wai, Sik Kong Wai, Ha Tsuen Shi, San Uk Tsuen and Shek Po Tsuen. The NDA was proposed to accommodate a population of about 160,000 (of which about 100,000 was new population) and to provide about 48,000 jobs on full development.

1.1.2 The NWNT Study had formulated a Recommended Outline Development Plan (RODP), and a Recommended Layout Plan was formulated in 2002 (taking into account public comments on the development proposals received from a series of consultation exercise). The proposed development was confirmed to be feasible and acceptable based on the findings and recommendations from the technical assessments. However, in light of a slower growth of population and housing demand at that time, the HSK NDA project was shelved in 2003, pending completion of the comprehensive review under “Hong Kong 2030: Planning Vision and Strategy” for further consideration.

1.1.3 The study on “Hong Kong 2030: Planning Vision and Strategy” (the 2030 Study), which was completed in 2007, has updated the territorial development strategy of Hong Kong and recommended the implementation of the NDAs, including the NDAs at Fanling North, Kwu Tung North and Ping Che/Ta Kwu Ling (the NENT NDAs) and HSK. The NDAs shall be developed for multiple purposes and creation of employment opportunities, including the provision of land for housing, education and community facilities, improvement of the degraded rural environment, conservation, development of higher education, special industries and port back-up (PBU) and open storage (OS) uses etc. Particularly, NDAs would be an important source of housing land supply to address the anticipated shortfall in the medium to long term (i.e. 2020 and after).

1.1.4 The Chief Executive announced in his 2007-08 Policy Address that the planning and engineering studies on NDAs would be revived and the implementation strategies would be worked out. Through comprehensive planning, the NDAs will provide quality living space and convenience to both residents and users.

1.1.5 To initiate the implementation of the HSK NDA, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study) in August 2011 to formulate development proposals for the HSK NDA. AECOM Asia Co. Ltd was engaged to undertake this Assignment.
1.1.6 The HSK NDA, with a total area of about 714 ha and 441 ha of development area, is located in the north-western part of the New Territories, midway between the Tuen Mun and Tin Shui Wai (TSW) New Towns. The proposed extent of the NDA is bounded by Tin Ying Road / Ping Ha Road / Kiu Hung Road to the east, Castle Peak Road to the south-east, KSWH to the west, and Lau Fau Shan Road and hill slopes along Deep Bay Road to the north.

1.2 Community Engagement Programme

1.2.1 To foster community support and general consensus on the key issues, a series of Community Engagement activities has been built into the study process. A 3-stage Community Engagement has been formulated:

- Stage 1 Community Engagement – First Round (commenced in November 2010): to present to various statutory and advisory organisations the key issues of the NDA, including its vision, strategic role and planning principles.

- Stage 1 Community Engagement – Second Round (commenced in December 2011): to meet with the major stakeholders, discuss and exchange views with the public on the development of HSK NDA.

- Stage 2 Community Engagement (commenced in July 2013): to consult the public on the Preliminary Outline Development Plan (PODP) and to facilitate formulation of the Recommended Outline Development Plan (RODP).

- Stage 3 Community Engagement (commenced in June 2015): to brief the public on how the Government has taken into consideration the comments received during Stage 2 Community Engagement in formulating the RODP and to obtain feedback to facilitate formulation of the recommended development proposals and subsequent formulation of Layout Plans.

1.2.2 Main topics related to the planning of the HSK NDA were widely discussed by the public during Stage 1 Community Engagement (CE1). Taking into account comments received, the Study Team established the guiding principles for the NDA and prepared the PODP. Under the PODP promulgated in 2013, the proposed HSK NDA will have a total population of about 218,000 and about 60,000 new housing units. The housing mix of HSK NDA is 51% for public and 49% for private. There will be about 100,000 new employment opportunities provided within the NDA. The comments gathered in Stage 2 Community Engagement (CE2) formed the basis for preparing the RODP.

1.2.3 Taking into account the public views received during CE2, the planning and engineering considerations, and the results of technical assessments, the Study Team formulated the RODP for the HSK NDA. Under the RODP promulgated in 2015, the proposed HSK NDA will have a total population of about 215,000 and about 60,100 new housing units. The housing mix of HSK NDA is 51% for public and 49% for private. Together with the TSW New Town, the overall housing mix is 69% for public and 31% for private. There will be about 150,000 new employment opportunities provided within the NDA. The comments gathered in Stage 3 Community Engagement (CE3) formed the basis for preparing the Layout Plan.
1.2.4 Upon completion of CE3, we have revised the Recommended Outline Development Plans for the NDA and development proposals taking into account the public views and findings of various technical assessments. Under the Revised RODP promulgated in 2016, the proposed HSK NDA will have a total population of about 218,000 and about 61,000 new housing units. The housing mix of HSK NDA is 51% for public and 49% for private. There will be about 150,000 new employment opportunities provided within the NDA.

1.2.5 The Study Team has engaged experts in advising various issues such as town planning, conservation, social integration etc. related to the HSK NDA project. The Study Team is very grateful to the contribution of the Expert Panel members to the HSK NDA project. The experts involved in Stage 1, Stage 2 and Stage 3 Community Engagement are:

- Dr. James WANG Jixian
- Mr. Michael LAI Kam-cheung, MH, JP
- Prof. Eddie HUI Chi-man
- Prof. Leslie CHEN Hung-chi, JP (starting from 28 October 2014)
- Prof. John NG Cheuk-yee
- Dr. Alan LEUNG (from 30 September 2011 to 7 October 2013)

1.3 An Overview of Stage 3 Community Engagement

1.3.1 Taking into account the public comments received in the CE2, the planning and engineering considerations and the results of technical assessments, we formulated the RODP for HSK NDA as shown in Figure 1.1 and consulted the public on the RODP through the CE3 activities commenced in June 2015.

1.3.2 The main activities in CE3 were:

- Consultation Digest – the CE3 Digest informing the details of the RODP and inviting views from the public on the RODP. The Digest was widely distributed by post to relevant stakeholders and residents within and in the vicinity of the NDA. Arrangement was also made for the public to get hold of the Digest at various Government venues. The CE2 Report summarizing the public comments collected during CE2 with the Study Team’s responses provided was published in parallel with the Digest.
- Roving Exhibition – exhibition panels and video on the RODP were displayed in public areas to invite the public to make comments.
- Study Website – relevant community engagement documents, video clips and executive summaries of technical assessments of the RODP of HSK NDA were uploaded to the Study website as a platform to disseminate information to and receive comments from the public during CE3.
- Public Forum – the public forum was held on 8th August 2015 at Shung Tak Catholic English College. About 550 participants attended the event.
Briefing Sessions – briefings were held with statutory and advisory committees and local community representatives including Panel on Development of the Legislative Council, Town Planning Board, Advisory Council on the Environment, Yuen Long and Tuen Mun District Councils, Heung Yee Kuk N.T., and Ping Shan, Ha Tsuen and Tuen Mun Rural Committees.

Consultation Meetings – meetings were also held with stakeholders including professional bodies, green groups, affected villagers, local concern groups, port back-up and open storage operators, Hong Kong Logistics Council, Hong Kong Council for Testing and Certification, and local industrial operators etc.

1.3.3 We received active responses during CE3, with written comments made regarding the HSK NDA and the RODP. We have collected 1224 written comments in total. All of the written comments are uploaded to the Study Website, with the exception of those who do not wish to be disclosed. A list of the said comments is enclosed in Appendix B.

1.3.4 A public forum was held at Shung Tak Catholic English College in Hung Shui Kiu on 8th August, 2015. Photos of the public forum have been uploaded to our Study Website. A gist of the comments collected in the forum is also enclosed in Appendix C, and the photographs of the event are enclosed in Appendix D.

1.3.5 During CE3, we have also used panels and video clips to introduce the RODP for the HSK NDA and to help the public to understand the proposed planning and development of the HSK NDA at the following locations:

- 29th June 2015 to 7th July 2015 – Yuen Long District Office Building
- 29th June 2015 to 7th July 2015 – Tuen Mun Government Offices
- 10th July 2015 to 27th July 2015 – Sha Tin Government Offices
- 3rd August 2015 to 18th August 2015 – City Gallery in Central (with physical model)
- 19th August 2015 to 8th September 2015 – North Point Government Offices (with physical model)

1.3.6 In addition, we have used Planning Department’s Mobile Exhibition Centre to visit various places and present to the public the planning and development proposals of the HSK NDA.

1.3.7 We will use the comments and suggestions collected in CE3 as a foundation in formulating the Layout Plans as well as the implementation arrangement and programmes for the HSK NDA.

1.4 Purpose of the Report

1.4.1 The purpose of this Report is to report the CE3 activities and to summarize the public comments received regarding the RODP, and to provide overall responses to the various public comments.
2 STAGE 3 COMMUNITY ENGAGEMENT ACTIVITIES

2.1 General

2.1.1 The CE3 commenced in mid June 2015. A total of 43 briefing sessions and consultation meetings were organized to have in-depth discussions with the public and different sectors of stakeholders regarding the RODP of the HSK NDA. A summary of the briefing sessions and consultation meetings is presented in Table 1.

Table 1 Summary of Briefing Sessions / Consultation Meetings in Stage 3 Community Engagement:

<table>
<thead>
<tr>
<th>Section</th>
<th>Date</th>
<th>Organisation / Bodies</th>
<th>Formal Meeting Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.2</td>
<td>22 June 2015</td>
<td>Tuen Mun Rural Committee</td>
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<td>2.3</td>
<td>26 June 2015</td>
<td>Town Planning Board</td>
<td>Appendix A1</td>
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<td>2.4</td>
<td>2 July 2015</td>
<td>Ha Tsuen Rural Committee</td>
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<tr>
<td>2.5</td>
<td>7 July 2015</td>
<td>Tsuen Mun District Council</td>
<td>Appendix A2</td>
</tr>
<tr>
<td>2.6</td>
<td>8 July 2015</td>
<td>Ping Shan Rural Committee</td>
<td>Appendix A3</td>
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<tr>
<td>2.7</td>
<td>8 July 2015</td>
<td>Lok Ma Chau China-Hong Kong Freight Association</td>
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<td>2.8</td>
<td>10 July 2015</td>
<td>Tin Sum Tsuen, Tin Sum San Tsuen, and Shek Po Road Mei Tsuen Residents</td>
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<tr>
<td>2.9</td>
<td>10 July 2015</td>
<td>Sha Chau Lei (II) Resident Representative</td>
<td>/</td>
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<td>2.10</td>
<td>10 July 2015</td>
<td>Legislative Council Members Hon CHAN Yuen-han and Hon Alice MAK Mei-kuen (by Invitation)</td>
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<td>2.11</td>
<td>13 July 2015</td>
<td>Hung Uk Tsuen Merchants Association</td>
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<td>14 July 2015</td>
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<td>15 July 2015</td>
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<td>Appendix A5</td>
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<td>22 July 2015</td>
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<td>2.17</td>
<td>24 July 2015</td>
<td>Hong Kong Container Depot &amp; Repairer Association</td>
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<td>2.18</td>
<td>25 July 2015</td>
<td>The Hong Kong Institute of Planners / The Hong Kong Institute of Landscape Architects / The Hong Kong Institute of Urban Design / The Hong Kong Institute of Architects / The Hong Kong Institute of Surveyors / Association of Engineering Professionals in Society</td>
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<td>2.20</td>
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<td>Green Groups</td>
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<td>2.22</td>
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<td>Section</td>
<td>Date</td>
<td>Organisation / Bodies</td>
<td>Formal Meeting Minutes</td>
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<td>4 September 2015</td>
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<td>2.34</td>
<td>7 September 2015</td>
<td>Advisory Council on the Environment</td>
<td>Appendix A7</td>
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<td>The Women Group of Yuen Long Neighbourhood Advice-Action Council</td>
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<td>2.36</td>
<td>15 September 2015</td>
<td>Legislative Council Member Hon MAK Mei-kuen and Yuen Long District Council Members Mr. LUK Chung-hung and Mr. LAU Kwai-yung</td>
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<td>2.39</td>
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<td>9 October 2015</td>
<td>Legislative Council Panel on Development (Special Meeting)</td>
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</table>
2.2 Tuen Mun Rural Committee

2.2.1 We conducted briefing to Tuen Mun Rural Committee on 22nd June 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating committee members.

2.2.2 Various members expressed concern towards the affected villages, especially the compensation and rehousing arrangements for Yick Yuen Tsuen and requested that Government to provide local rehousing for the affected residents so that they could continue their way of life and ease their mind. A member opined that the Government should explain clearly the compensation and rehousing arrangements for various housing types such as permanent houses and temporary structure. The member further stated that the Government should carefully consider the suggestions made by local residents to resolve the problems.

2.2.3 Various members enquired about the compensation and rehousing arrangements. It was stated that albeit there had been two rounds of community engagements, development proposals adopted remained the same without taking into consideration villagers' comments. Some members stated that there had not been a standard mechanism for accommodating the affected residents. Members stated that Yick Yuen Tsuen is a legitimate village in Hong Kong and should be entitled to reasonable compensation and rehousing arrangements. They further suggested to adopt the compensation and rehousing arrangements adopted for Kwu Tung North and Fanling North New Development Areas. Several members also raised issues concerning means test for rehousing to public rental housing (PRH), and suggested the Government should re-examine the relevant policies.

2.2.4 Various members expressed concern towards the transportation arrangements of the future HSK NDA, noting that the existing West Rail Line (WRL) is overcrowded and the HSK development would increase the loading on the said railway line.

2.2.5 A member suggested the Government should first resolve the existing issues about compensation and rehousing, transport, and housing, and to discuss and gather opinions from the villagers before the implementation of the NDA. Another member opined that development in stages was inappropriate, and suggested simultaneous development of all stages.

2.2.6 The two Vice-Chairmen concluded that the Tuen Mun Rural Committee was not in support of the HSK NDA project, and requested the Government to respond to the comments raised by their members.

2.2.7 Tuen Mun Rural Committee later submitted their written comments.

2.3 Town Planning Board

2.3.1 We conducted briefing to Town Planning Board on 26th June 2015, seeking opinions and comments on the RODP of HSK NDA from the participating members.
2.3.2 A member enquired about the method of estimating the planned population and employment for the HSK NDA and pointed out the importance of connecting TSW with HSK during the development stage, and suggested to extend the Green Transit Corridor (GTC) to TSW. The member further pointed out the NDA would offer opportunities to help address the imbalance in housing types of TSW, and asked if the development plan was able to integrate the existing villages with the new residential development.

2.3.3 A member opined that given the strategic location of the HSK NDA in close proximity to Tuen Mun, TSW, and Yuen Long New Towns, it should utilise its strategic position to be developed as a commercial, cultural and civic hub of the NWNT region. In addition, high density commercial and residential developments should be planned around the proposed HSK Station along existing West Rail Line, whilst the Regional Park should be planned at a location easily accessible to the residential neighborhoods.

2.3.4 A member stated that there were many existing brownfield operations in HSK, such as storage of construction materials and machinery, which played an important part in the construction and logistics industry in Hong Kong. A member opined that multi-storey buildings might not be able to accommodate all the logistics facilities such as container depot. The Government should carefully handle the issue of relocating brownfield operations, and should avoid affecting the livelihood of people engaged in the field. The member suggested that appropriate alternative sites should be identified for replacement.

2.3.5 A member suggested that the mode of development of the HSK NDA should be sustainable through advanced waste management systems and water supply system and should not impose additional burden on the existing infrastructure.

2.3.6 A member made queries on the HSK NDA’s green initiatives and carbon monitoring system. The member showed concern towards the potential heat island effect brought about by the NDA development, and suggested to integrate the existing river channels into a ecological corridor.

2.3.7 The minutes of the 1088th meeting of the Town Planning Board has been uploaded onto Town Planning Board’s website. The relevant part of the minutes is enclosed in Appendix A1.

2.4 Ha Tsuen Rural Committee

2.4.1 We conducted briefing to Ha Tsuen Rural Committee on 2nd July 2015, seeking opinions and comments on the RODP of HSK NDA from the participating members.

2.4.2 A member stated that the existing village could be surrounded by the NDA and suggested to expand the zoning boundary of villages for future development. Another member showed concern towards the integration of the NDA and the existing villages, and opined that the NDA would affect the living environment, Fung Shui, and traffic condition of the villages. The member further suggested to install noise barriers to minimise potential noise impact.
2.4.3 A member opined that the relocation of brownfield operations to multi-storey buildings would have operational and land title issues, and considered that the proposal was not feasible. A member casted doubt on the employment figure in the HSK NDA proposed by the Government.

2.4.4 A member requested the Government to implement the HSK NDA by phases. It was suggested that the Government should take appropriate action towards land resumption and compensation, including relaxing the means test for rehousing to PRH and to provide local rehousing to the affected residents. A member opposed resumption of land held by “Tso Tong”. Should the Government forcefully resume these land, reasonable compensation should be provided.

2.4.5 A member was concerned about the traffic and transportation arrangements of the HSK NDA and pointed out that the removal of Tin Ying Road would have a detrimental effect on the HSK traffic conditions. It was suggested to retain Tin Ying Road, and proposed widening of Lau Fau Shan Road for use of the Sheung and Ha Pak Nai Tsuen residents.

2.4.6 The Chairman of the Ha Tsuen Rural Committee concluded by expressing support towards the HSK NDA project and considered that social development was inevitable. Nevertheless, he hoped that the Government could respond to the comments made by the village representatives and committee members, especially those regarding compensation and other concerns. It was hoped that there would be consensus on the overall development direction.

2.4.7 Ha Tsuen Rural Committee later submitted their written comments.

2.5 Tuen Mun District Council

2.5.1 We conducted briefing to Tuen Mun District Council on 7th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.5.2 A member asked whether the entire Yick Yuen Tsuen would be rehoused or resite locally, and stated that there were about 2,000 residents currently living in Yick Yuen Tsuen. The member further suggested converting the existing overhead power lines underground and elevating some sections of Light Rail along Castle Peak Road to facilitate its widening proposal. Furthermore, the member suggested to use tunnel method in transporting waste to the refuse transfer station.

2.5.3 A member hoped that the new roads connecting between the North West New Territories (NWNT) and the urban areas would be implemented. The member further suggested that the transportation network in the HSK NDA including the Environmentally Friendly Transport Services (EFTS) should be well integrated with the Light Rail to improve the traffic conditions of the district, and to lessen residents’ burden of high transportation cost stemmed from switching of different transportation modes.

2.5.4 A member enquired about details of the planning of hospital and higher educational institute in the HSK NDA and relevant supporting policies. A member opined that land resumption for the HSK NDA should be carried out simultaneously, and that the medical and health facilities, transport infrastructure, schools, and community facilities should be established in tandem with the
population intake. A member stated that the proposed hospital should be constructed before population intake, and suggested to review the locations of fire station and police station to minimise the distance between the two. A member stated that there were many cultural heritage resources in the area and, hoped that the Government would undertake appropriate conservation work in the development process.

2.5.5 A member expressed general support to the HSK NDA, but stated that the Government should provide adequate compensation and rehousing arrangement to the affected residents. Another member also pointed out that there were no concrete proposals regarding land resumption and compensation, agricultural rehabilitation, as well as relocation and rehousing arrangement.

2.5.6 A member casted doubt on the proposed employment figures of the HSK NDA and requested for a thorough account on the method of estimation. The member further questioned the NDA’s position as a “Regional Economic and Civic Hub” and considered that such vision would be difficult to achieve.

2.5.7 Relevant meeting minutes of the Tuen Mun District Council meeting on 7th July 2015 is enclosed in Appendix A2.

2.5.8 Tuen Mun District Council submitted their written comments to the Legislative Council Panel on Development for the special meeting held on 9th October 2015. Furthermore, Mr. TO Shek-yuen, member of Tuen Mun District Council and Vice-President of Tuen Mun Rural Committee, later submitted his written comments.

2.6 Ping Shan Rural Committee

2.6.1 We conducted briefing to Ping Shan Rural Committee on 8th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.6.2 Various members pointed out that the sites near Hung Uk Tsuen and Kiu Tau Wai were planned for residential and commercial developments. Taking into account there were already several proposed and existing high-rise developments in the area, they expressed grave concern over the potential “wall effect” caused to the existing villages. A member opined that the concerned areas should be re-planned to avoid high-rise buildings. It was suggested to develop the nearby area into open space. Another member opined that the Government had neglected the comments made by indigenous villagers and stated that the commercial developments near the existing West Rail TSW Station would have an impact on Kiu Tau Wai residents and its neighbouring villages. There should be buffer zones provided between the NDA and the existing villages in order to minimise disturbances to the village environment.

2.6.3 Some members objected the location of the proposed hospital and considered that the development would affect the nearby residents. They urged the Government to reconsider the location of the proposed hospital.

2.6.4 A member stated that the Government had not taken care of the indigenous villagers (e.g. villagers of Shek Po Tsuen) in the area. The member also pointed out there had been requests to enlarge the village boundary of concerned
villages during the first and second community engagement, with the intention to compensate the lost of their land due to land resumption.

2.6.5 Various members gave their opinions on the land use proposals on the RODP. A member stated that the majority of the land near Tin Ying Road were designated for public and private residential developments and open space, but was lacking community facilities, thus ignoring the needs of Ping Shan indigenous villagers. A member stated that the Government had not designated any “Amenity” (“A”) zone for the entire Ping Shan villages, while the neighbouring Lau Fau Shan area had only low-density residential development without commercial activities planned. A member was dissatisfied with the designation of open space and education land uses near Sha Kong Wai, stating that the development is not beneficial to their villagers. Another member stated that the area near Hung Fuk Estate was planned for low-density development. It was suggesting that the Government could redevelop the area for public housing purposes.

2.6.6 Regarding transport infrastructure, a member wished the future EFTS would be different from the existing Light Rail, and suggested to adopt elevated or depressed design in order to alleviate the existing traffic problems associated with the Light Rail. Another member also stated that the Government should not only rely on the WRL as the main mode of transportation in the area since it had nearly reached its capacity and would not be able to cater for the new population. It was suggested that the Government should improve the transport infrastructure of the area and proposed the construction of a new railway line between Tsuen Wan and Tuen Mun.

2.6.7 A member stated that the Government should establish measures to improve the environment of villages, facilitate integration between urban and rural developments, and balance the interests of different stakeholders. A member requested relevant authorities to resolve sewerage issue and to manage traffic volume of villages in order to improve their living conditions.

2.6.8 Furthermore, a member pointed out that the land designated for logistics facilities was close to villages and hoped that the Government would provide better industrial and commercial facilities so as to enhance employment opportunities. However, a member expressed doubt on the buffer zones between the multi-storey buildings and indigenous villages, and expressed concern over the traffic issues brought about by container trucks.

2.6.9 Various members expressed general support to the NDA development and opined that development rights of indigenous villagers should be respected, and disruptions to village environment should be avoided.

2.6.10 Lastly, the Chairman of the Ping Shan Rural Committee concluded by suggesting the Study Team to carefully consider the comments made by the members. He hoped to see early and smooth implementation of the HSK NDA.

2.6.11 The relevant meeting minutes of the Ping Shan Rural Committee meeting on 8th July 2015 is enclosed in Appendix A3 (Chinese version only).

2.6.12 Ping Shan Rural Committee and village representatives of Shek Po Tsuen later submitted their written comments respectively.
2.7 Lok Ma Chau China-Hong Kong Freight Association

2.7.1 We conducted briefing to Lok Ma Chau China-Hong Kong Freight Association at the association premises on 8th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.7.2 Various members pointed out that the logistics centre and science park development in Shenzhen were developing rapidly. He stated that the Government should support the development of the Hong Kong logistics industry. The member also opined that the lack of available land and increased in operating cost were the major factors that adversely affect the development of logistics industry in Hong Kong.

2.7.3 Regarding the proposal of relocating brownfield operations to multi-storey buildings, various members stated that the operations of heavy machinery and container storage required to operate at ground level, and was not suitable to be located into multi storey buildings. Some members expressed concern over issues regarding relocation, such as reduced operation area, increased rental cost, and change in operation mode etc., causing some operators unable to continue their businesses. Some suggested the Government to develop multi-storey buildings in different types and number of storeys to accommodate the needs of different operators.

2.7.4 A member suggested the construction of multi-storey car park for goods vehicles, in order to resolve the issues of limited parking spaces. He also recommended resuming land for vehicle repair and maintenance and supporting facilities to accommodate the needs of the industry.

2.7.5 A member expressed concern over the implementation of multi-storey buildings and stated that large corporations would monopolize the development if the sites were to be sold by public auction. The member suggested the Government to directly lease land to the operators, and opined that the Government should consider providing landowners and operators an option for land exchange to develop the sites in addition to land resumption. Furthermore, the member opined that the development sites should be of sufficient size and with longer tenancy to attract investment.

2.7.6 A member stated that the development of storage and logistics facilities should not only be concentrated in HSK and suggested development in other areas such as San Tin, in order to reduce the current traffic issues around the HSK area and to minimise impacts to local residents.

2.7.7 A member opined that strong opposition towards the HSK NDA would be from stakeholders in the area, including existing landowners and tenants. He hoped that the Government could give due consideration to the views of the operators and handle the relocation of affected operators in an orderly manner. He suggested the Government to lease the developed land to operators at a lower price, and to provide reasonable compensation covering the losses of operators due to relocation. The member lastly stressed that the Government should provide land for the storage and logistics industry in other districts.

2.7.8 A representative of the Lok Ma Chau China-Hong Kong Freight Association attended and presented their views at the special meeting of the Legislative Council Panel on Development held on 9th October 2015.
2.8 Tin Sum Tsuen, Tin Sum San Tsuen, and Shek Po Road Mei Tsuen Residents

2.8.1 We conducted briefing to Tin Sum Tsuen, Tin Sum San Tsuen, and Shek Po Road Mei Tsuen residents on 10th July 2015 at Tin Sum Tsuen Village Office, seeking opinions and comments on the RODP of HSK NDA from the participating residents.

2.8.2 Many residents asked questions about rehousing and compensation arrangement. A resident stated that many ancestral houses and Small Houses would be affected by the development and would be removed due to Government land resumption. They hoped that the Government would be able to treat the affected residents fairly, liaise with village representatives, and to provide proper compensation and rehousing. Some residents stated that they were currently living in poor conditions, and requested for local rehousing to PRH. The residents hoped that the Government would relax the means test for rehousing to PRH and let the affected residents to move into public housing estates in the same area. A number of residents suggested that the Government should rehouse the residents first before demolishing structures. Some residents were dissatisfied with the lack of concrete timetable and details of compensation and rehousing proposals for reference. They urged the Government to announce the implementation time as soon as possible so as to provide adequate time for residents to prepare for moving or local rehousing.

2.8.3 Some residents demanded “no removal, and no demolition” and hoped to maintain their current living environment such that they could live and work happily. A resident stated that Government’s land resumption would infringe upon existing village areas, and provision of local rehousing would still be unable to fulfil villagers’ wishes of maintaining their existing living conditions. They suggested the Government to allow ‘land for land’ as compensation to let the residents to construct new houses and to protect the rights of indigenous villagers. Another resident stated that there were vacant land along the hill knolls at the peripheral of the HSK NDA and suggested utilising these areas for development. Another resident stated that there had been requests to reduce the NDA boundary in CE1 and CE2 in order to minimise development near indigenous villages and disturbance to its residents.

2.8.4 A resident expressed concern on the potential traffic issues in the HSK NDA, including the linkages with Yuen Long and Tuen Mun. The member also stated that the HSK NDA would have a population of 210,000, and doubted if the existing traffic infrastructure could handle the total population. A resident stated that the Government should increase or improve the traffic and highways infrastructure for the benefit of the villagers in existing villages.

2.8.5 An operator of a food processing factory located in a village expressed that they did not want to be relocated nor cleared. The operator stated that should their land be resumed, the Government should reserve a suitable site for them to rebuild the factory such that they could continue their operation. They asked about relocation and compensation arrangements.

2.8.6 A resident suggested designating the land adjacent to the river channel passing through Tin Sum Tsuen as riverside promenade to create a continuous riverside promenade. The resident also suggested designating another piece of land adjacent to Tin Sum Tsuen for village development.
2.8.7 We conducted a further briefing to Tin Sum Tsuen and Tin Sum San Tsuen residents on 4th September 2015 (see section 2.33). Written comments were received from Tin Sum San Tsuen Concern Group and Shek Po Road Mei Resident Concern Group. Furthermore, Tin Sum San Tsuen Concern Group, Tin Sum 田心村民關注組, and Shek Po Road Mei Concern Group submitted comments and presented their views at the special meeting of Legislative Council Panel on Development held on 9th October 2015.

2.9 Sha Chau Lei (II) Resident Representative

2.9.1 We conducted briefing to Sha Chau Lei (II) resident representative on 10th July 2015 at No. 50 Sha Chau Lei Tsuen, seeking his opinions and comments on the RODP of the HSK NDA.

2.9.2 The representative stated that majority of the residents were concerned about rehousing and compensation arrangements. He demanded that the Government to provide adequate amount of compensation, to relax the means test for rehousing to PRH, and to rehouse the residents locally. The representative also stated that the majority of the Sha Chau Lei (II) residents had been living in the area for over 30 years, but were worried that there were not sufficient proof of their duration of stay.

2.10 Legislative Council Members Hon CHAN Yuen-han and Hon Alice MAK Mei-kuen (by Invitation)

2.10.1 We conducted briefing to Legislative Council (LegCo) members Hon Chan Yuen-han and Hon Alice Mak Mei-kuen on 10th July 2015 at Legislative Council Complex, seeking their opinions and comments on the RODP of the HSK NDA.

2.10.2 They pointed out that in view of increasing competitions from Shenzhen and Qianhai, the effectiveness of designating large amount of land for logistics and office uses in the HSK NDA was in doubt.

2.10.3 They opined that without suitable economic policy, the economic development of HSK would be difficult to accomplish, and that the Government should work towards a thorough economic policy to ensure long-term economic growth in Hong Kong. They also stated the HSK NDA should not sacrifice the existing economic activities, and that the Government should support and retain the local traditional economic activities.

2.10.4 They stated that the Government should provide space for development to support and promote creative industry by the youth. They stated that the Government should provide fair compensation and rehousing/relocation arrangement for the affected residents and operators.

2.10.5 The members opined the traffic and transportation issues in the area have to be adequately resolved and suggested holding another briefing with the relevant District Council members in the area.

2.11 Hung Uk Tsuen Merchants Association

2.11.1 We conducted briefing to Hung Uk Tsuen Merchants Association on 13th July 2015 at Sha Tin Government Offices, seeking opinions and comments from the participating members.
2.11.2 The members said that there were about 20 factories currently operating in the Hung Uk Tsuen area, which include food processing factories, marble cutting factories, and paint factories etc., with only a few open storage yards. They expressed general concern over the problem of relocation, rent, and operating cost.

2.11.3 The members pointed out that some operations were required to operate on industrial land, such as operations that involve heavy machinery and dangerous goods. They also stated that even for those operations that could move into multi-storey buildings, the operators would require investment of a large sum of money and long period of time to settle down. They expressed concern over the subsequent issues of obtaining licenses and fulfilling safety requirements (e.g. fire safety), and suggested the Government to help speed up the license application process for the affected industrial operators.

2.11.4 Some members stated that the industrial sector still contributes to the economy of Hong Kong, and that Hong Kong should not rely solely on import and export trades. A member stated that industrial operators, especially those involved dangerous goods storage, production, and heavy machinery, were facing difficulties due to shortage of land, increased operating costs, and lack of support towards small to medium firms by the Government. They hoped that the Government could support the construction and mechanical industries in Hong Kong so as to promote Hong Kong’s economy.

2.11.5 A member stated that there were currently some residents in Hung Uk Tsuen and their houses were located on the proposed hospital and clinics site in the NDA. He suggested the Government to provide local rehousing to the affected residents.

2.11.6 Some expressed concern over the relocation and compensation arrangement for the operators. They opined that the current operating costs was high and suggested the Government to provide reasonable compensation to allow operators to continue their businesses. They also suggested the Government to resume all land required for development, and rent out or provide the land for operators to continue their businesses, so as to resolve the existing land leasing issues.

2.11.7 The Hung Uk Tsuen Merchants Association concluded by stating their support to the implementation of the HSK NDA and their hope for continuing their businesses, on the condition that the Government would properly handle the compensation and relocation arrangement, and to help resolve issues, such as noise and waste impacts associated with multi-storey buildings.

2.11.8 Hung Uk Tsuen Merchants Association later submitted their written comments. Furthermore, the association submitted comments and presented their views at the special meeting of Legislative Council Panel on Development held on 9th October 2015.

2.12 Yick Yuen Tsuen Residents

2.12.1 We conducted briefing to Yick Yuen Tsuen resident representative, Tuen Mun District Council member Mr. TO Sheck-yuen and about ten villagers on 14th July 2015 at Tuen Mun Rural Committee Administration Office, seeking their opinions and comments on the RODP of the HSK NDA.
2.12.2 A villager expressed that they were not concerned about the future development of the HSK NDA. They only desired to continue living in the area.

2.12.3 A villager was discontented with the current compensation and relocation policies. He stated that the means test for rehousing to PRH was unreasonable, and believed that the assets of the majority of the residents in Yick Yuen Tsuen would have exceeded the requirements for relocating to PRH. A villager questioned if they should resign from their work in order to qualify for the compensation and relocation requirements. They requested the Government to cancel the means test for rehousing to PRH such that all the Yick Yuen Tsuen villagers could receive local rehousing, or resite the whole village. A villager opined that the Government should provide detailed information regarding the relocation and compensation arrangement for Kwu Tung North and Fanling North NDAs for Yick Yuen Tsuen residents to make reference.

2.12.4 Some villagers stated that they did not require land for agriculture but hoped that the Government could provide land for villagers to develop freely, such as for building houses. They hoped that the Government could help the villagers to resolve their housing needs. A villager considered that the Government should provide land for the villagers to rebuild Yick Yuen Tsuen.

2.12.5 The resident representative of Yick Yuen Tsuen said that should Yick Yuen Tsuen be cleared, the Village Office, Pai Fong, and pavilion should be retained as these structures/items had significant meaning to Yick Yuen Tsuen. He also hoped that the existing villages would be integrated well with the HSK NDA.

2.12.6 Mr. TO Sheck-yuen requested local rehousing or village resite land for Yick Yuen Tsuen to accommodate the about 2,000 villagers of Yick Yuen Tsuen. He also urged the Government to cancel means test for rehousing to PRH, and process the compensation and rehousing issues of villagers in an orderly manner. He suggested to compensate villagers with residential units in the format of allotting shares, so that all Yick Yuen Tsuen villagers could be relocated into a residential building(s) which they mutually owned. A number of villagers supported this idea.

2.12.7 A villager said that there were no proper traffic arrangements in the HSK NDA. He stated that the Tuen Mun South Extension and Northern Link would increase the loading of the existing WRL and worsen its overcrowding situation. He pointed out that the problem of cross-district commuting for work and study in the NWNT region was very serious and was the major cause of traffic problem, and hoped that the NDA would help resolve this issue. He also doubted the employment number provided by the Government, and considered that the planning of the NDA had not taken into account the demographic profile of residents. Therefore, he concluded that the implementation of the HSK NDA was not feasible and would violate the Basic Law. He further stated that the HSK NDA would infringe upon Yick Yuen Tsuen villagers’ current way of living, and pointed out that in accordance to Basic Law, Hong Kong’s system and life-style shall remain unchanged for 50 years.

2.12.8 Mr. TO Sheck-yuen summarised the four major comments raised by Yick Yuen Tsuen residents, including Zone A compensation on land resumption, local rehousing or village resite land for Yick Yuen Tsuen, cancellation of means test for rehousing to PRH, and provision of residential units to villagers in the form of allotting shares. A villager hoped that Yick Yuen Tsuen would be benefited from, but not suffered from the HSK NDA project.
2.12.9 Tuen Mun Yick Yuen Tsuen Concern Group later submitted their written comments.

2.13 Yuen Long District Council

2.13.1 We conducted briefing to Yuen Long District Council Town Planning and Development Committee on 15th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.13.2 A member expressed support in principle to the HSK NDA, but was discontented with the mandatory land resumption by the Government and expressed concern towards the relocation arrangements for existing open storage and other operators. A member called on the Government to provide local rehousing, exempt affected residents from means test for rehousing to PRH, and provide special compensation and rehousing arrangement. Another member stated that the indigenous villagers in the area would be seriously affected by the HSK NDA development. He urged the Government to be more open-minded in formulating reasonable compensation and rehousing arrangement for the affected residents. The member also suggested the Government to make special arrangement for them, not referencing Kwu Tung North and Fanling North NDAs’ rehousing and compensation policy, and exercise flexibility in handling means test for rehousing to PRH, such that all affected residents and operators could be relocated locally.

2.13.3 A number of members were concerned about traffic issues. A member expressed that the WRL was reaching its full capacity, and the new population brought about by the HSK NDA would increase the loading of WRL. Some members questioned if the proposed increase in train frequency and number of train cars would alleviate the existing crowdedness of the WRL. A member stated that the WRL should not be relied on as the main mode of transportation in the area, and there were no solid proposals on the external and internal traffic arrangement provided by the Government. A member requested the Government to provide assessment report illustrating the current and future traffic situations, and to provide data on WRL including passenger figures, carrying capacity and waiting time for reference.

2.13.4 A member opposed the removal of Tin Ying Road and suggested to amend it to a depressed road or retain the road. A member stated that the NDA development would increase the traffic volume in TSW area, exacerbating traffic congestions at roads like Tin Yiu Road and Ping Ha Road, thus affect the residents in TSW. A member proposed improvement works on Ping Ha Road and Tin Wan Road, and widening of Lau Fau Shan Road to alleviate traffic congestion issues. Furthermore, a member suggested the Government to construct a new highway to connect Yuen Long and the urban area, and to re-launch the proposal on the Tuen Mun and Tsuen Wan Link, and to connect the Northern Link to the proposed HSK Station. A member proposed a new rail line connecting the proposed HSK Station and Shenzhen Qianhai to enhance connectivity between the two areas.

2.13.5 Regarding the proposed EFTS, a member stated that the roads in Yuen Long were very congested especially during rush hour. He hoped that the EFTS would be comprehensively planned and designed in order to minimise impact on traffic. A member, however, did not support the at-grade design of EFTS, and opined that it would increase the burden of road traffic. A member suggested the Government to make reference to the proposed Environmentally Friendly
Linkage System of Kai Tak Development for using elevated monorail to resolve congestion issues.

2.13.6 A member opposed the development density of residential developments adjacent to the TSW River Channel. He stated that the development density was too high and would result in “wall effect”, especially to Ha Tsuen. He suggested to reduce the development density along the TSW River Channel for building low-density developments, and to designate air ventilation corridors to improve air ventilation in the area. A member pointed out that the proposed hospital site, which was close to the neighbouring villages and the proposed high-rise development near the existing TSW Station, would cause “wall effect” to the villages, and affect the villages on air ventilation, visual, and living environment aspects.

2.13.7 A member supported the implementation of the HSK NDA for the positive impacts it would bring to the community, including provisions of commercial and retail facilities, as well as various community facilities such as hospital and higher educational institute. A member supported the proposed housing mix and provision of 150,000 employment opportunities in the HSK NDA. A member supported the HSK NDA project, but queried on the proposed number of employment opportunities and requested a thorough account on the estimation method for logistics, commercial, and social services sectors. A member proposed to add more commercial facilities at Lau Fau Shan in order to improve the economy of the area.

2.13.8 A member suggested the Government to offer special scheme in land resumption such that the affected residents could receive reasonable compensation. A member hoped that community facilities in the NDA could be implemented before population intake. A member suggested provisions of more recreational facilities for indigenous villagers, such as jogging trails and cycle tracks etc. A member hoped that the Government would help improve the village environment, such as improving the existing nullahs and street lights, as well as to properly handle the drainage and sewerage issues of villages.

2.13.9 A member opined that the majority of land in the HSK NDA fell within Ha Tsuen, therefore suggested to rename the HSK NDA to Ha Tsuen NDA. A member suggested to enlarge the village boundary of Ha Tsuen and adding amenity strips near Ha Tsuen. A member suggested constructing Pai Lou for each of the indigenous villages.

2.13.10 A member opined that the development of HSK NDA was at the expense of the non-indigenous villages in the area. He also asked about the proposal for agricultural rehabilitation.

2.13.11 The Chairman of Yuen Long District Council concluded that the members generally supported the HSK NDA development. He hoped that the relevant departments could resolve transportation issues, and suggested the Government to maintain communications with the open storage operators and other operators in the area to properly handle their compensation and relocation arrangement. He also hoped that the Government would be able to address the issue of “wall effect” in the HSK NDA, to help revitalize indigenous villages and address villagers’ concerns, as well as to consult relevant stakeholders.
2.13.12 Meeting minutes of the fourth meeting of Yuen Long District Council Town Planning and Development Committee in 2015 is attached in Appendix A4.

2.13.13 Yuen Long District Council members Mr. TANG Hing-ip and Mr. LUK Chung-hung later submitted their written comments.

2.14 **Heung Yee Kuk N.T.**

2.14.1 We conducted briefing to Heung Yee Kuk N.T. on 21<sup>th</sup> July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.14.2 A member expressed support to the HSK NDA development, but opined that the Government should consider and balance the interests of different parties, especially on issues of land resumption, rehousing / relocation, and retaining their traditional rights. A member opined that the Government should put more emphasis on the standpoints and rights of indigenous villagers, and pointed out that indigenous villagers had contributed a lot towards the development of the New Territories in the past, and they should be entitled to the entitled rights. A number of members considered that the planning and development of the HSK NDA project could not benefit the existing villages. They considered that it was difficult to gain villagers’ support to the NDA developments as their interest had been neglected in the development plan. A member requested that the Government to smooth out the issue of fung shui during planning, land resumption, and commencement of works.

2.14.3 Various members opined that the Government should reasonably compensate affected residents using Zone A resumption compensation. Another comment stated that the Government should consider their long-term interest of the affected individuals when deciding the compensation amount. A member requested the Government to relax the means test for rehousing to PRH, such that affected residents could receive local rehousing, and to ensure affected residents would be rehoused properly before commencement of land resumption. A number of members requested the Government to provide more buffer zones and amenity strips to separate villages and the NDA. There were also comments requesting the expansion of existing village boundary, and to provide sufficient land for the sustainable development of indigenous villages.

2.14.4 A member expressed grievance about the planning of HSK NDA as it had not considered the development of Ha Tsuen, and opined that the NDA would lead to an increased population in the area and subsequently lead to air ventilation and traffic issues, which would adversely affect Ha Tsuen residents. He urged the Government to address the issues of fung shui lanes as it was of great significance to Ha Tsuen and hoped that the Government would meet the villagers’ request. A member stated that about 70 to 80 percentage of the land development in the HSK NDA falls within Ha Tsuen, and suggested the Government to rename the NDA to “Ha Tsuen Hung Shui Kiu New Development Area” in respect of the area.

2.14.5 A member was dissatisfied that all obnoxious uses, including hospital and laundry centre, were planned in Ping Shan Heung, which was considered unfair to its residents. A member opposed the proposed hospital and a Refuse Collection Point (RCP) near Kiu Tau Wai, Hung Uk Tsuen, and Shek Po Tsuen on the RODP. Another member opposed the proposed laundry centre at Sha
Kong Wai, and suggested relocating these land uses to areas that would not affect residents.

2.14.6 A member opposed the zoning of a piece of private land near Sha Kong Wai to “Local Open Space” (“LO”) on the RODP. He opined that there were too many open spaces in the NDA, causing waste of land resources, and suggested the Government to develop and formed the land at the neighbouring hill knolls such as Yuen Tau Shan for hospital and “LO”.

2.14.7 A member expressed concern over the relocation arrangements of Yick Yuen Tsuen, and called on the Government to provide village resite land for Yick Yuen Tsuen, as well as the permanent houses at Yick Yuen Court, Shun Fung Wai, Po Ming Road and Chung Uk Tsuen.

2.14.8 Regarding various proposed land use and infrastructural facilities in the HSK NDA, a member requested for converting the existing overhead power lines near Yick Yuen Tsuen underground. He also suggested the Government to elevate the Nai Wa to Chung Uk Tsuen section of Light Rail to facilitate the widening of Castle Peak Road for improving traffic condition and air quality, and to use underground tunnels to transport waste, so as to minimize the nuisance such as odour caused during the collection and transporting of waste. A member expressed concern over the potential “wall effect” caused by the HSK NDA, which would affect air ventilation of some villages. A member was concerned about traffic issues and requested the Government to clarify the transportation arrangement in tackling the lack of external traffic connection to other areas. Furthermore, a member opposed the high-rise buildings development near Hung Uk Tsuen and Kiu Tau Wai, and suggested designating the area for low-density development or as village expansion area. A member also requested improvements on the current lack of village facilities and activity venues in the area.

2.14.9 Meeting minutes of the Heung Yee Kuk N.T. meeting held on 21st July 2015 is attached in Appendix A5 (Chinese version only).

2.14.10 We revisited Heung Yee Kuk N.T. to have further discussion with some of the members on 17th September, 2015 (paragraph 2.37 refers).

2.14.11 Heung Yee Kuk N.T. later submitted their written comments. Furthermore, they submitted their representation and attended the Special Meeting of Legislative Council Panel on Development held on 9th October 2015.

2.15 Legislative Council, Panel on Development

2.15.1 We conducted briefing to Panel on Development of the Legislative Council on 22nd July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.15.2 A member said he had reservation towards the adoption of “Enhanced Conventional New Town” (“Enhanced CNT”) approach as in NENT NDAs, stating that Enhanced CNT approach would encourage land consolidation by developers and would cause public suspicion of the Government colluding with the business sector. A member opined that under the Enhanced CNT approach, the affected residents and farmers would only be entitled to a small amount of
compensation from the land owners or developers, opined that the policy tilted towards landowners and developers.

2.15.3 A member noted that there are many villages with long history in the HSK NDA, suggested the Government to develop the HSK NDA in an organic manner, as well as to enhance the connectivity between villages and the future HSK NDA. The member also opposed the removal of Tin Ying Road to make way for the EFTS, claimed that such proposal would cause environmental impacts to the area.

2.15.4 A member stated that in the RODP, many villages would be surrounded by high-rise buildings. He concerned that such a planning design would not only restrict the future development of these villages, but would also render the preservation of the cultural heritage of the walled villages difficult. A member suggested integrated development of the HSK NDA with the surrounding areas in order to meet the needs of nearby regions.

2.15.5 A member expressed concern over the possible adverse impact of the proposed development project on the existing residents, farmers and business operators in the area, in particular the residents of the five non-indigenous villages to be cleared to make way for the project. A member urged the Government to properly relocate affected residents, and to work out a clear agricultural rehabilitation policy for affected farmers. A member was concerned about the impact of the proposed development project on the brownfield operators as many operations might not be suitable to relocate into multi-storey buildings. He urged the Government to make suitable arrangements for these operators, so that they could continue their operation in the area.

2.15.6 Regarding provision of housing and community facilities, a member opined that Home Ownership Scheme (HOS) would be required to establish a progressive housing ladder in addition to public housing. A member queried whether the NDA developments would be sufficient in making up the shortfall of community facilities in TSW. He also stated that the operation of shopping malls in the NDA should avoid being monopolised by the Link as in TSW. A member stated that there should be more land allocated for the operation of free kindergartens, to facilitate the implementation of 15-year free education policy in future.

2.15.7 Regarding creation of employment opportunities, a member queried the estimation method of the 150,000 employment opportunity. He also queried on the lack of employment opportunities for the grassroots workers. A member queried the situation of cross-district employment in the NDA. A member opined that HSK NDA would require good transportation arrangements to facilitate economic growth in the area.

2.15.8 Regarding transportation arrangements, a number of members doubted on the capacity of the proposed transportation system in coping with the transport demand generated by the increased population, employment, and commercial activities. A member estimated that the WRL will be over capacity by 2030, and to alleviate crowdedness of the WRL, he suggested construction of a new cross-harbour railway to connect Hong Kong Island and NWNT via the proposed artificial island in central waters. A member suggested establishing a pedestrian network in the HSK NDA to increase connectivity within the region. A member also asked if the HSK NDA had reserved land for the construction of the Hong
Kong-Shenzhen Western Express Line ("WEL") which would connect the NDA with Shenzhen Qianhai.

2.15.9 It was proposed that a special meeting of the Panel be held to receive public views on the RODP (paragraph 2.45 refers).

2.15.10 Meeting minutes of the Legislative Council Panel on Development meeting on 22nd July, 2015 is enclosed in Appendix A6.

2.16 The Association of the New Territories Open Storage Operators

2.16.1 We conducted briefing to the Association of the New Territories Open Storage Operators at Yuen Long Ha Tsuen Road Open Storage Canteen on 23rd July 2015 to seek opinions and comments on the RODP of the HSK NDA from the participating members.

2.16.2 A member enquired about the difference between the RODP and the PODP. A member stated that the current recycling industry occupied about 20 ha of land in HSK, but there were no land allocated for the recycling industry in the RODP. He suggested the Government to allocate part of the land for the recycling industry.

2.16.3 A member expressed concern over the issues associated with relocation of brownfield operations to multi-storey buildings, such as the change in operation mode, fees and rising cost in operation. A number of members opined that developing multi-storey buildings would not solve the issue of brownfields and pointed out that the 24 ha of land will not be able to accommodate the existing 200 ha of brownfield operations in the area. They stated that some operations could only be carried out on industrial and specific sites, and that multi-storey buildings could not accommodate heavy and large machineries, therefore these operations must be carried out on the ground level. Furthermore, there were various issues associated with relocation to multi-storey buildings such as reduced operational efficiency, increased operational time, and reduced operational space. These factors would lead to increase in operating costs and thus the operators would lose its original advantage in the industry.

2.16.4 A member opined that only large corporations would be able to relocate to multi-storey buildings to continue their business as medium to small operators would not be able to survive due increased operating costs. He hoped that the current operational mode could be maintained in the area in the future. A member hoped that the Government could assist the transportation industry in Hong Kong and opined that the industry was currently monopolised by big corporations and the maladministration of the Government had caused increase in rental and operating costs. The development would cause operators to go out of business.

2.16.5 A member expressed concern towards land resumption and compensation. He stated that the majority of the operators in HSK were not qualified for compensation and hoped that the Government would relax the criteria and issue short-term waivers to operators to allow them to continue operation after relocation. A member expressed his request on “no removal and no clearance” and opined that the existing operators would not be able to continue their business, and hoped the Government would carefully consider the implementation arrangement. Other members also expressed concern over licensing issues.
2.16.6 Various members suggested the Government to prioritise relocation of affected operators, and to assist in controlling rent and operating costs. A member hoped that the Government would make a special arrangement in providing details on compensation and relocation, and properly relocate all stakeholders, and to assist them in applying or renewing licences.

2.16.7 The Chairman expressed concern over the operating mode of open storage would be changed after the implementation of the HSK NDA. He opined that the proposed 24 ha of land would not be sufficient to accommodate the existing operations. He hoped that the Government would make reference to the development model of conventional industrial building operations for renting land to operators at low price so to reduce their operating costs. He suggested the Government to arrange temporary sites for the operators to continue their business during the relocation process, and to announce and explain to the operators information regarding relocation and compensation arrangement.

2.16.8 The New Territories Open Storage Operators later submitted their written comments. Furthermore, they submitted their representation and attended the Special Meeting of the Panel on Development of the Legislative Council held on 9th October 2015.

2.17 Hong Kong Container Depot & Repairer Association

2.17.1 We conducted briefing to Hong Kong Container Depot & Repairer Association on 24th July 2015 at River Trade Terminal at Tuen Mun to seek opinions and comments from the participating members.

2.17.2 A member introduced the current situations of the container depot and repairing industry, and explained that their major mode of operation was through renting land for container storage and providing container repairing services etc. He opined that these operations provided supporting services to Hong Kong’s container terminals and help alleviate traffic congestion at the container terminals, and save money and time. There were currently about 40,000 to 50,000 containers in the HSK area, among which about 30% were laden containers and 70% were empty containers. Although the container storage and repairing industry was facing down-turn in recent years, there were insufficient land at the container terminals to provide such services. Therefore, the container depot and repairing operations in HSK were still in need to serve the port services in Hong Kong.

2.17.3 A member opined that the development of multi-storey complex for container storage as those in Singapore was not viable. He stated that operators in Hong Kong could only stack 7 to 8 empty containers, whereas in Singapore a maximum of 15 were permitted. Although the proposal was technically possible, there were concerns on cost and efficiency issues.

2.17.4 A member stated that the reservation of only 24 ha of land on the RODP for container depot and repairing uses etc. was considered not enough. He considered that the Government had not fairly allocated the land as more land were allocated for logistics facilities use. A member pointed out that the logistics industry and container storage and repairing industry were inter-related. They suggested the Government to allocate more land for container depot and repairing uses. They also suggested designating a logistics and container storage area for relocating the affected operators. They also hoped that the
Government would offer temporary relocation sites in other districts for the affected operators prior to completion of the development. A member opined that the proposed container depot sites should be located away from residential areas to minimise conflicts between heavy vehicles and private cars. A member hoped that the environment of container depot could be improved in order to enhance the image of the industry and facilitate the long term development of the industry.

2.17.5 A member enquired about the implementation mode of the NDA and criteria for relocation. He stated that the Government had not provided support to development and operation of the container storage and maintenance industry, and hoped that the Government would take the priority to address the issues of the operators.

2.17.6 The Hong Kong Container Depot and Repairer Association later submitted their written comments.

2.18 The Hong Kong Institute of Planners / The Hong Kong Institute of Landscape Architects / The Hong Kong Institute of Urban Design / The Hong Kong Institute of Architects / The Hong Kong Institute of Surveyors / Association of Engineering Professionals in Society

2.18.1 We conducted briefing to the Hong Kong Institute of Planners, the Hong Kong Institute of Landscape Architects, the Hong Kong Institute of Urban Design, the Hong Kong Institute of Architects, the Hong Kong Institute of Surveyors, Association of Engineering Professionals in Society on 25th July 2015 at the City Gallery to seek opinions and comments from the participating members. A number of key topics were discussed during the briefing session including creating a green city, fostering economic vibrancy and employment, integrating leisure space with natural, cultural and landscape resources, optimising transport infrastructure and improving mobility etc.

2.18.2 Regarding the planning and arrangements of special industries in the NDA, a member opined that the demand for logistics services was rising and there was doubt about whether the amount of land designated for logistics facilities, port back-up, and storage uses in the HSK NDA would be sufficient. A member queried about the details of relocating the logistics facilities (including types and mode), and the estimate number of current logistics operators that could be relocated to the future logistics facilities, the relocation criteria and actual arrangement. A member wished to gain a better understanding of the implementation arrangements of multi-storey buildings, for instance whether the building would be managed by the developer or the Government, and was concerned about the implementation, management, and maintenance issues of the future multi-storey buildings.

2.18.3 Regarding commercial development, a member opined that there were only a few blocks of commercial buildings, hotels, and shopping malls near the proposed HSK Station. Thus, it would be difficult to attract investments in developing a vibrant commercial centre. He also opined that the Government should consider integrating the proposed logistic facilities use with the commercial centres to provide flexibility in future land development.

2.18.4 A member asked about the estimation method of the 150,000 employment opportunities, the distribution of various types of jobs (e.g. technical, non-
technical, managerial etc.), and how the new employment opportunities would match with the social characteristics of the surrounding areas such as TSW, Yuen Long, Tuen Mun etc. It was stated that the associated figures will affect the planning of transport, community facilities, and housing. A member opined that there should be more public housing than private housing. There were also opinions stated that the area surrounding the TSW River Channel were mainly residential, while commercial and employment centres were concentrated in the southern part of the NDA. The member stated that there were limited commercial activities at Lau Fau Shan and opined that the HSK NDA might not be beneficial to TSW residents.

2.18.5 Regarding protection of natural environment and landscape resources, a member expressed concern on whether the existing “Green Belt” (“GB”) area would be preserved, and the potential effect on the Wetland Compensation Area for the Deep Bay Link Project. A member opined that visual linkages with natural resources could not be achieved under high density development and high-rise buildings. A member opined that the connection of the HSK NDA to surrounding areas should be strengthened and suggested to create more eco-trails or heritage trails to connect various monuments and historical structures with natural resources. A member opined that the neighbouring areas such as Deep Bay and Pak Nai had potential to be developed for natural and recreational uses.

2.18.6 A member opined that there should be more interesting playgrounds in the NDA, and the design and future management should be more user-oriented. A member raised questions on the capacity of the proposed Sports Stadium and how it would be connected through public transport. Other members proposed to relocate the sports stadium for residential developments to accommodate more residents. A member supported the proposed concept of using retention lake for drainage and water management, but stated that the treated wastewater might be discharged into the lake and expressed concern over the impact on the natural environment.

2.18.7 Regarding opinions on other aspects of urban planning, a member expressed support towards the concept of green spine which connected the Regional Plaza in the south of the NDA to the TSW region in the north. However, he stated that the EFTS might affect people's activities near the TSW River Channel. A member stated that there should be buffer zone between the existing villages and the NDA. Another member stated that there should be more land provided for farming activities. A member stated that from the perspective of urban planning, the area of the regional plaza was too big and should be divided into several smaller plazas, unless there was a special design concept. A member casted doubt on the effectiveness of the shopping streets and suggested the Government to redevelop to other uses.

2.18.8 Regarding the removal of Tin Ying Road, various participants had different opinions. A member stated that the removal of Tin Ying Road could improve integration between the river, “Regional Open Space” (“RO”), and the residential areas. If the road was not removed, the concept of riverside cycle track would be difficult to implement. Another member did not agree with the removal of Tin Ying Road and stated that the connection between TSW and HSK would be weaken as a result, thus adversely affecting traffic in the TSW region. Another member opined that the EFTS might cause conflicts with pedestrians and cyclists, which would in turn affect the connectivity and vibrancy of the riverside promenade.
2.18.9 A member raised questions concerning the details of the EFTS, such as its operation mode, capacity, and type etc. Furthermore, it was stated that the Government should prioritise handling the existing public transport issues, extend Light Rail service to HSK to enhance integration between Tuen Mun and TSW, thus increase the service coverage of the Light Rail. A member stated that HSK’s economic and employment hub would require the EFTS to transport commuters to the area for work (especially from the proposed HSK Station), thus the determining factor of the region's employment and economic performance was very dependent on the capacity and efficiency of the EFTS.

2.18.10 A member expressed concern towards the integration between the HSK NDA and its neighbouring areas, especially TSW. A member stated that there were only two roads connecting HSK and TSW and hoped that there would be more connections between the two regions. A member stated that a planning study was currently conducted on Yuen Long South and suggested to extend the GTC towards the south to enhance connectivity between the regions.

2.18.11 A member stated that the logistics facilities in HSK NDA would cause large number of heavy vehicles traffic in the area and suggested to make arrangements separating private cars and heavy vehicles. He also opined that there would be frequent loading and unloading of goods near the logistics buildings, and would require a larger area for parking.

2.18.12 A member opined the HSK NDA was located at a strategic position near Shenzhen Qianhai and the Hong Kong International Airport. He further stated that the Study Team should rethink the ways in which the NDA could coordinate with Shenzhen Qianhai’s development in order to attract companies of Mainland China to invest in the area and to fully utilise the opportunities brought about by the ‘One Belt, One Road’ initiative. Another member queried whether the NDA had allocated space for the construction of the WEL station.

2.18.13 The Hong Kong Institute of Planners, the Hong Kong Institute of Urban Design and the Hong Kong Institute of Surveyors later submitted their written comments. Furthermore, the Hong Kong Institute of Surveyors submitted their representation for the Special Meeting of the Panel on Development of the Legislative Council held on 9th October 2015.

2.19 Planning Sub-Committee of the Land and Development Advisory Committee

2.19.1 We conducted briefing to Planning Sub-Committee of the Land and Development Advisory Committee on 28th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.19.2 A member agreed with developing the existing brownfield sites for better utilization of land resources, but hoped that the Government would provide more information on the mechanism and policy on its implementation.

2.19.3 A member opined that the proposed land allocated for port back-up, storage, workshops, and logistic facilities were considered excessive. He opined that Hong Kong was facing strong competition with Mainland China, and questioned if such large amount of land should be used for these purposes when there was shortage of land for commercial and offices uses. He suggested the Government...
to allow flexibility in the provision of office space in response to the changing market demand.

2.19.4 A member agreed with the development purpose of creating large amounts of employment opportunities outside the urban areas. However, he doubted about the feasibility of the proposed 150,000 employment opportunities. The member opined that other factors such as housing policies would have a significant effect on the success of the proposal. He emphasised the importance of private housing provision, and the mechanism adopted for its implementation under the Enhanced CNT approach.

2.19.5 A member opined that considering the HSK NDA’s strategic location with good accessibility to Shenzhen and Qianhai, the proposed 150,000 employment opportunity would be feasible. The member further stated that apart from housing provision and creation of a green city, the HSK NDA should also focus on economic development, providing different kinds of employment opportunities to accommodate the needs of the population, and to promote labour mobility from NWNT.

2.19.6 A member expressed support for the GTC, opined that it would help avoid the present problem of the Light Rail. However, there were comments stating that the proposed EFTS should utilise the existing Light Rail to reduce the need for transit change.

2.19.7 A member opined that the Government should retain the existing cultural heritage and the culture of indigenous villages, and to provide sufficient road connections such that tourists could access these heritage points easily.

2.19.8 A number of members had provided their suggestions on the proposed land uses in the RODP. A member opined that the NDA should allow for higher building height in order to improve pedestrian environment and air ventilation. A member opined that the amount of Public Transport Interchange (PTI) could be reduced. A member opined that the area of the regional plaza was too big; however, another member stated that the regional plaza would be the town centre of the HSK area and would serve as an important open space similar to Victoria Park in Hong Kong Island. A member suggested to relocate the education and related facilities away from the proposed HSK Station, and opined that the development of public housing near the town centre would affect the future expansion of the town centre as it was less prone to change. A member opined that residential units with smaller size could be developed near the town centre to attract young adults to move in.

2.19.9 Regarding implementation arrangements, a member stated that the area of development sites in the RODP was relatively big, and opined that it would be difficult to encourage developers to improve their buildings’ layout and design. A comment stated that the Government should provide a clear vision for the implementation of the HSK NDA to inspire more private participation. A member opined that the Government should provide reasonable arrangements in compensating and relocating the affected residents.
2.20 Green Groups

2.20.1 We conducted briefing to representatives of five green groups including the Conservancy Association, Green Power, the Hong Kong Bird Watching Society, the Kadoorie Farm & Botanic Garden, and World Wide Fund for Nature Hong Kong at Sha Tin Government Offices on 29th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.20.2 Regarding the egretry located at San Sang Tsuen, a green group representative stated that according to the RODP, the egretry would be surrounded by logistics facilities of 10-storey high as well as the Enterprise and Technology Park. Although the Government had already designated “LO” zones as buffers for separating the egretry with its surrounding areas, it was still insufficient in the opinion of the green group. They suggested that the surrounding areas next to the egretry, which were currently planned for “Other Specified Uses”, should also be zoned as “GB”, and to connect it to the two existing “GB” zones adjacent to KSWH. They further recommended adopting a staggered building height design for the adjacent “Enterprise and Technological Park” zones to limit the height to decrease along the flight path, and to provide additional buffer zones at the peripheral of development sites in order to minimise impact to the flight paths of egrets.

2.20.3 A representative stated that the existing egretry was very young, and opined that the Government should enhance the surrounding environment of egrets to facilitate increase of its population and to attract egrets from the surrounding areas. Another member stated that egrets were very sensitive to human activities, and hoped that the Government could propose measures to restrict public access to the "GB" zone of the egretry. They further stated that constructions near the egretry should be avoided during the breeding season from March to July. A member proposed to designate an ecological corridor to connect the egretry to Wetland Compensation Area.

2.20.4 A representative proposed to rehabilitate the TSW River Channel from the existing concrete river bed to natural river bed with a view to enhance the landscape and ecological values of the river. He also suggested referencing the ‘Eco-hydraulics Study on Green Channels’ published by Drainage Services Department when formulating a revitalization proposal for the TSW River Channel.

2.20.5 A representative expressed concern toward the EFTS arrangements and stated that it would separate the shopping street with the riverside promenade, thus creating difficulties in accessing the promenade. He opined that the EFTS would cause adverse environmental and visual impacts.

2.20.6 Regarding agricultural land, a representative stated that currently there were many farming activities present in existing villages. He hoped that the Government could retain the existing 7.6 ha of agricultural land to maintain the current farming practices. Another representative expressed concern over the potential land contamination issue of utilising brownfield sites for agricultural use. A member opined that there were insufficient community gardens in the area and suggested designating land for community farming within the Regional Park to promote community farming. A member said that they had no particular comment on the construction of hydroponic farm on formed land, but did not
suggest such practice to be carried out on traditional farm land in order to protect soil.

2.20.7 Some representatives were concerned that the existing brownfield operations would proliferated to the neighbouring areas such as Lau Fau Shan due to the HSK NDA development, thus causing pollution and ecological impacts to the area. They hoped that the Government could properly handle the proliferation issue of brownfield relocations.

2.20.8 The Conservancy Association, Green Power, the Hong Kong Bird Watching Society, the Kadoorie Farm & Botanic Garden, and World Wide Fund for Nature Hong Kong submitted their written comments on the RODP of the HSK NDA.

2.21 Hong Kong Logistics Association

2.21.1 We conducted briefing to Hong Kong Logistics Association at Sha Tin Government Offices on 29th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.21.2 The members expressed support for the 37 ha of land in the RODP designated for logistics facilities. They stated that there was at present a lack of land in Hong Kong for high value-added logistics uses and the rental costs had been rising rapidly. They opined that the geographical location of HSK NDA was suitable with abundant supply of labour from the area.

2.21.3 A member opined that the current layout of sites of “OU (Logistics Facilities)” zone of about 2 ha might not be effective after deducting the ramps connection each floors. The useable floor area of multi-storey building was low and was not economically efficient. They suggested to increase site area for logistics facilities to around 5 ha and to introduce shared ramps concept to enhance operation efficiency.

2.21.4 A member proposed developing a comprehensive logistics building with lower floors designating for storage of containers and top floors as offices, logistics institutes and training centres etc., and to allow such uses be placed under Column 1 of the land use zone for logistics facilities to facilitate future development. This would enable workers in the area to enhance their knowledge and skills in the industry, which was in line with the concept of high value-added logistics centre. Furthermore, a member suggested to add land designated for dangerous goods storage and cold storage. Another member stated that there should be supporting facilities nearby, such as waste recycling, vehicle repair, and car cleaning etc.

2.21.5 In regard to other facilities, a member supported the development of cycle tracks and proposed provision of recreational facilities such as basketball courts in the employment node for the well-being of workers. A member requested the Government to provide adequate infrastructural support including quality and reliable electricity and internet services, strategic highways and public transportation for the logistics industry in the area.

2.21.6 In regard to the mode of implementation, a member opined that a logistics park under single management would be more efficient, and stated that the Government could take the lead and coordinate the development of the logistics park. He suggested that the Government should separate the land to be
developed by the Government from that by the private sector in order to resolve current land supply issue while attracting foreign investment in developing the logistics park in the HSK NDA.

2.21.7 A member expressed concern that the 24 ha of logistics facilities on the RODP would be insufficient to accommodate all affected operators, and hoped that the Government could finalise the implementation timetable as soon as possible. A member questioned the estimation method of the proposed number of employment opportunities in logistics industry. A member suggested relocating the container yards in HSK to areas near the Kwai Tsing Container Terminals to free up more space for logistics facilities.

2.21.8 The members stated that the Hong Kong Logistics Association was conducting a questionnaire survey with their members to gain a better understanding on the operations of the logistics sector. The results would be submitted to relevant government departments for reference to assist in planning for future developments.

2.21.9 The Hong Kong Logistics Association later submitted their written comments. Furthermore, they submitted their representation for the Special Meeting of Legislative Council Panel on Development held on 9th October, 2015.

2.22 Kiu Tau Wai Industrial Area Operators

2.22.1 We conducted briefing to Kiu Tau Wai Industrial Area Operators at the office of AECOM on 30th July 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating operators including Mee Chun Canning Company Limited, U-Freight Limited, and Dah Chong Hong Holdings Limited.

2.22.2 The representatives of Mee Chun Canning Company Limited stated that their company had a history of around 100 years, and their workshop in HSK was mainly for production and wholesale of food products. The site involved various land use zones including “Industrial”, “Village Type Development” (“V”), and “Agriculture” (“AGR”). They understood the proposal for multi-storey buildings, but stated that their operations would not be suitable to be relocated to multi-storey buildings as the operations required outdoor working area. Although they understood that land resumption and relocation of their premises would be inevitable once the Government confirm the implementation of the NDA, they hoped that the Government could announce the implementation arrangement as soon as possible, in particular on development timetable and land resumption, such that they could make appropriate arrangement and investment (such as purchase of new machines), and to formulate suitable business and operation plan with their shareholders. They stated that they had referred to the compensation and relocation arrangements for business operators in North East New Territories New Development Areas project (NENT NDAs project), but opined that there were insufficient information to answer their questions. They hoped that the Government could provide reasonable land resumption and compensation arrangements, such that they could continue to operate their business.

2.22.3 The representative of U-Freight Limited stated that their premises was located in Lai Tak Group Building and occupied three floors in the building for packaging, storage, and logistics operations. She stated that the operation required container trucks to be parked at ground level, and then use elevators to transport
the goods to different levels. She enquired information about implementation timetable and land allocation method for the proposed logistics facilities such that they could better plan of the company's future development.

2.22.4 The representative of Dah Chong Hong Holdings Limited stated that their factory in HSK was completed recently and was for operation use only instead of investment purposes. He expressed concern about relocation and capital flow issues, and opined that the Government should provide land to affected operators immediately after land resumption such that they could continue their operation seamlessly. He also stated that there were many uncertain factors such as future land prices and market competition, thus hoped that the Government would announce the compensation and implementation timetable as soon as possible, and ensure continuation of that their operation seamlessly.

2.22.5 Mee Chun Canning Company Limited later submitted their written comments.

2.23 San Sang Tsuen and San Sang San Tsuen Residents

2.23.1 We conducted briefing to villagers of San Sang Tsuen and San Sang San Tsuen, and residents from the surrounding areas at San Sang Tsuen Village Office on 31st July 2015, seeking their opinions and comments on the RODP of the HSK NDA.

2.23.2 A number of residents were concerned about the compensation, rehousing, and development timetable of the HSK NDA. They hoped that the Government could provide a concrete and clear proposal for the relevant arrangements. A resident requested to relax the means test for rehousing to PRH so that the affected residents could be rehoused locally.

2.23.3 Some villagers worried that they would not be qualified for local rehousing and compensation if they could not provide documentation proving their residency period during the freezing survey. Some expressed their wishes for resiting the whole village.

2.23.4 There were questions as to whether there would be sufficient capacity of the future transport infrastructure to accommodate the new population. There were also concerns that the increased traffic caused by the construction works and number of workers in the area would affect the living environment of local residents.

2.23.5 A villager from Sha Chau Lei (II) was discontented with the clearance of Sha Chau Lei (II) because of the proposed Regional Park. She stated that the majority of the residents in the village were elderly and had been living there for decades, and it would be difficult for them to move elsewhere. She hoped that the Government could re-plan the Region Town Park in order to retain Sha Chau Lei (II) so to avoid affecting the villagers.

2.23.6 The Rural Representative of San Sang Tsuen of Ha Tsuen Mr. Tang Chi Yau later submitted his written comment.
2.24 Hong Kong Housing Authority

2.24.1 We conducted briefing to Hong Kong Housing Authority on 5th August 2015, seeking opinions and comments on the RODP of the HSK NDA from participating members.

2.24.2 A member supported the development of the HSK NDA as it would help meet the housing need of Hong Kong. He suggested the Government to widely consult the local stakeholders, including indigenous villagers and brownfield operators, as their interests were directly affected by the development. He stated that the Government should aim to meet their demands through communication. He further pointed out that there were beautiful scenic views in the area of Yuen Tau Shan, and considered that the area could be used for recreational developments. He also opined that the area towards the south of the HSK NDA such as Nai Wai and Chung Uk Tsuen has the potential to be the extension of the HSK NDA.

2.24.3 A member expressed concern towards the schedules for provision of facilities and development of the NDA. He stated that with reference to past experience, the Government would develop public housing prior to implementing various community facilities. However, he stated that such implementation approach had caused a lot of social issues such as elderly and youth problems. Therefore, he urged the Government for early planning and implementation of community facilities such as elderly homes, and encouraging participation by private sector in provision of community services in order to cope with the housing development. Furthermore, he raised queries on the carrying capacity of the proposed HSK Station and the reasonable proportion of public and private housing development. He hoped the Government to provide concrete and clear information of HSK's transport infrastructure, such as the proposal for the possible external road to and from Tuen Mun.

2.24.4 A member suggested using the concept of “Green and Healthy City” in the development of HSK NDA. She also opined that the NDA could make reference to the case in Japan and Korea in promoting citizen-led community to foster self-governing and encourage citizens to care more about their community. Furthermore, the member would like more information about the revitalization of river channels. She also suggested provision of youth centre and assistance to the development of youth organization such that they would be more activities for the youngsters. She asked if the proposed public to private housing ratio was considered reasonable, and the breakdowns of the proposed new employment opportunities. She suggested the Government to consider the comprehensive development in designating areas away from residential developments for columbarium use.

2.24.5 A member asked about the standards of development density, and hoped that the Government would consider increasing the employment opportunities and population. He considered that the connection between TSW and HSK should be enhanced, and open spaces should be planned near villages instead of high-rise buildings in order to minimise impacts on villages. He suggested reviewing the location of the proposed HSK Station and road design, as well as the proportions of roads and “A” in the NDA. The member requested further information including the coverage of the first phase of development, the total land area of public housing sites, and typical design of public housing etc. for Housing Authority’s
reference. The member hoped that some public housing units could be completed for the citizens earlier than 2024.

2.24.6 A member expressed support to the HSK NDA, and stated that it would help resolve the housing supply issue. She pointed out that the Light Rail would easily cause traffic accidents, and hoped the Government would provide a safe design for the proposed EFTS. Another member stated that the commercial value of the HSK NDA would be high. He hoped that there would be supporting facilities for cross-border traffic such as resting areas for drivers and vehicle waiting areas which were not planned under the RODP. He enquired about how the HSK NDA could be developed into a “Regional Economic and Civic Hub”.

2.24.7 A member wished to better understand the port back-up, open storage, and logistics facilities uses near the KSWH. He stated that there were already logistics centres and technology park developments proposed near the Hong Kong International Airport, and worried that the position of the logistics centre and technology park in the HSK NDA would be affected by the keen market competition, and hoped that the Government would review the advantages of the HSK in the sector. He also expressed concern towards the operation mode of the port back-up, storage and logistics facilities, such as development mode and rental costs etc. He hoped that the Government could provide more options for the operators, and review the demand and flexibility of relevant land use. If no operators would be willing to continue their operations in the area, it would be a waste of land resources. The Government should provide flexibility in rezoning the land for other uses such as residential use. He also asked if there were standard plot ratios for public and private housing development and opined that the plot ratio for public housing could be higher than that of private housing.

2.24.8 A member observed that the RODP had designated land for PRH and HOS respectively, and concerned that such arrangement would limit the flexibility for planning of different types of public housing to adapt to the changing housing demand in the future. She hoped that the Government could provide flexibility in allowing changes between PRH and HOS in the future. She further stated that a public housing site near Tin Wah Road was quite far from the mass transit and suggested to re-plan the concerned site to a location near public transport for the convenience of residents. Furthermore, the member stated that brownfield operators might refuse to move into multi-storey buildings due to high operating costs, and suggested the Government to collect their views first before confirming the development proposal. She also suggested to raise the density of the residential sites near Hung Fuk Estate. She asked the study team if they could share the experience on land resumption and implementation of the NENT NDAs development.

2.24.9 A member stated that there was a lack of community facilities in TSW and property price was high. She suggested the Government to provide vocational training centre in HSK NDA to encourage further education amongst residents in order to match with the types of jobs to be provided in HSK in the future. She also stated that the HSK NDA would require various community facilities, and hoped that instead of focusing just on housing development, the Government would support and encourage social organizations and private sector to provide different types of community facilities in the area.
2.24.10 A member agreed with the plot ratios of PRH and HOS as specified on the RODP, and opined that it was not suitable to increase the plot ratio of public housing sites. He also pointed out that the proposed public housing sites were very dense and far away from the proposed HSK Station and the existing TSW Station. He suggested the Government to improve the building layout in order to enhance utilization of the sites. He also asked to review the concept of Regional Park as well as its projected usage, as he expected that the usage of Regional Park would not be high in rural areas, and hence could not fully utilize the land. He suggested integrating green spaces with residential areas to enhance building layout and improve living environment of the citizens. The member also expressed concern towards whether there would be a mismatch of jobs created and the skill sets of future residents, and questioned whether it was feasible to consolidate the existing 190ha of affected brownfield operations into 24 ha of land through the proposed multi-storey industrial buildings and worried that some operators would run out of business. Lastly, he hoped that the Government would respect and listen to the opinions of various stakeholders as their views were critical to the successful implementation of the HSK NDA.

2.24.11 A member asked how the HSK NDA would be developed to reflect its greening concept, and pointed out that the shopping streets would be attractive to residents and could foster local economy. He also suggested development of underground shopping streets to allow more activity space for residents. Furthermore, the member hoped that there would be a comprehensive cycle track network to improve connectivity. He also opined that the logistics industry was declining and questioned the Government still focus on developing logistics facilities in the NDA.

2.24.12 A member opined that the successful implementation of the NDA development would greatly depend on communication with relevant stakeholders, and rehousing and land resumption arrangements would also be the key factors. He stated that the Government would need a comprehensive planning strategy for the HSK NDA, and there were not enough land for developing science and technology park in Hong Kong, making it difficult for the industry to grow. The member also observed that the business of logistics industry in Hong Kong was declining, and worried that many operators would not be able to continue their operation in multi-storey buildings due to high operating costs and in turn cause a lot of vacancy in the buildings. He hoped that the Government would provide flexibility in planning of the relevant land use and allowing converting such land uses in the future for other purposes. Regarding the sites planned as “Government (Reserve)”, a member suggested to give some indications as regard to the possible type of development and scheme, such that residents in the neighbouring villages would have a better understanding on its future development. He also expressed concern towards the potential traffic issues caused by the increase in job opportunities in the area.

2.24.13 A member asked whether the proposed District Cooling System would be mandatory to all commercial developments in the NDA, and whether the NDA would adopt the concept of Smart City. He stated that the Government should consider whether the socio-economic profiles of future residents of the HSK NDA would support the planned economic activities, as well as its impact on the provision of job opportunities and social services. A member hoped that the Government could use diagrams to illustrate the progress of development at each particular period of time so that the public could have a better
understanding of the development process. He also stated that NDAs generally had cross-district employment issue, and worried that there would be a mismatch between of the skill sets of local residents and the job created. Furthermore, he stated that the RODP had designated some residential sites with provision of commercial facilities, he suggested to change the relevant annotation from ‘commercial’ to ‘non-domestic’ to cover a broader scope of uses that could be accommodated in the developments. He also suggested using the term ‘Subsidized Sales Flat’ (‘SSF’) instead of ‘Home Ownership Scheme’ in the schedule of use as such type of housing could be developed by both Housing Authority and Housing Society. He also asked if there would be land reserved for religious institutions, and whether the Government would consider organizing activities or water sports events using the revitalized river channels.

2.25 The Hong Kong Institution of Engineers

2.25.1 We conducted briefing to Hong Kong Institution of Engineers at the institution’s premises on 6th August 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.25.2 Regarding traffic arrangements, a member expressed concern over the external connectivity issue of the HSK NDA, and stated that there would be large number of residents travelling cross district for work, which would generate heavy traffic in particular during rush hours. Therefore, he hoped that the Government would make suitable arrangements in planning the transportation infrastructure. A member also expressed concern over the capacity of the KSWH.

2.25.3 A member stated that there were currently large number of recycling yards, logistics facilities, and container yards in HSK. He expressed concern towards the issue of relocation, and hoped to understand more about Government’s plan in resolving the issue of brownfield sites. A member casted doubt on the proposed technology park development as there were already technology parks in Hong Kong.

2.25.4 A member expressed concern over the potential impacts caused by the industrial zone near KSWH as there would be large amounts of container trucks travelling around the HSK area causing noise issue. A member enquired about the details of the proposed hospital as there would be a substantial increase in population in HSK but there were currently insufficient hospitals in Hong Kong.

2.25.5 A member considered that there should be more integration between existing villages and the new developments, such as through strengthening the cycle track network in the area. A member supported the proposed provision of recreational facilities in the NDA, including sports grounds and sports centres, and opined that there was potential to promote water sports activities in Deep Bay. Another member enquired about the details of the revitalization of TSW River Channel.

2.25.6 The Hong Kong Institution of Engineers later submitted their written comments. Furthermore, they submitted their representation for the Special Meeting of the Panel on Development of the Legislative Council held on 9th October 2015.
2.26 Public Forum

2.26.1 We conducted the CE3 public forum at Shung Tak Catholic English College on 8th August, 2015. About 550 people attended including District Councillors, Rural Committees’ members, village representatives, open storage and port back-up operators, local concern groups etc. Major comments discussed during the forum included planning concept, transport infrastructure, brownfield operation, compensation and relocation/rehousing, and implementation arrangement etc.

2.26.2 Some participants requested expanding "V" zone to fulfil the demand for Small House development of indigenous villagers. They also pointed out that the proposed high-rise developments near villages, in particular the commercial and residential developments at Kiu Tau Wai, would cause “wall effect” and affect the living environment of villagers. A participant requested to retain the fung shui lanes of Ha Tsuen and Ping Shan, and to lower the development density and building height of its adjacent developments. A participant requested moving the proposed hospital and RCP away from Shek Po Tsuen and Hung Uk Tsuen to the hill knolls of HSK. A participant also requested retaining Sha Chau Lei (II).

2.26.3 A participant requested the provision of adequate community activities, including schools, residential care home for the elderly, sports grounds, and community halls etc., and the services should be timely provided in tandem with population intake including the population of Hung Fuk Estate. A participant questioned if there were sufficient “Education” ("E") sites to cater for the population growth, and opined that some "E" sites should be located near the commercial centres for the convenience of workers in obtaining on-the-job training. A participant requested the provision car parks in villages. A participant requested retaining the proposed “AGR” zone in the PODP for agricultural rehabilitation purpose.

2.26.4 A participant expressed concern that the proposed HSK NDA development as well as other development projects in Yuen Long would affect the traffic in the area. He also stated that the proposed HSK Station would overload the already congested WRL. He stated that there was lack of concrete proposal provided by the Government in regard to external and internal traffic arrangements, and opined that the HSK NDA should not rely on the WRL as its major mode of transportation. He also questioned if the addition of train compartments and increase of frequency could help relieve the current congested situation of WRL. Some participants suggested the Government to improve the existing road network, and to implement the Tuen Mun to Tsuen Wan Link and the Northern Link proposals.

2.26.5 A participant suggested to elevate the existing Light Rail to give way for widening of Castle Peak Road to relieve the traffic congestion issue. A participant suggested to enhance the connection between the area of Tong Fong Tsuen and the proposed hospital, and extending Ping Kwai Road to the proposed hospital site. As regard to removal of Ting Ying Road, some opposing comments considered that it would affect the existing traffic conditions and bus routes in TSW, and would cause air pollution problem. However, some supported the proposal and opined that the EFTS should be closer to the villages such that villagers could have easy access to the system.
2.26.6 A participant casted doubt on the HSK NDA in attracting businesses to set up offices in the area. There was also a comment that the connection between HSK NDA and the Pearl River Delta should be improved in order to foster economic development and create more employment opportunities. A member queried the method of estimating the 150,000 employment opportunities in the HSK NDA, and opined that the employment types provided by the HSK NDA might not be suitable for the TSW population. He opined that there should be more lower-skilled occupations provided in the NDA. According to past experiences, despite some NDAs had provided different types of employment opportunities such as in commercial, hotel, and industrial sectors, over 50% of their population still required to commute cross district to work. He worried that the existing railway and transportation network would not be able to handle the increased population in the NDA.

2.26.7 Yick Yuen Tsuen villagers requested for village resite and “rehouse before clearance” and requested to retain the Village Office, Pai Fong, and pavilion of Yick Yuen Tsuen. They also requested the Government to relax means test for rehousing to PRH, to carry out freezing survey on the affected residents and squatter structures as soon as possible, and to relax the requirement that the structures in which they were living had to be a domestic structure covered by 1982 Squatter Structure Survey to be qualified for local rehousing. A participant urged that the Government would release the compensation and rehousing arrangements for reference and comment of the affected villagers. A participant stated that under the present situations of inflation and shortage of land, the compensation and rehousing arrangements for the NENT NDAs project was no longer applicable, and suggested the Government to provide different options to villagers such as land exchange. A villager stated that despite the HSK NDA was still at planning state, there were already large developers starting to resume and purchase land, causing nuisances to the villagers. He considered that the present regulatory measures were ineffective and hoped that the Government could protect their rights living in their present premises until clearance. They also hoped that the Government would conduct freezing survey as soon as possible in order to protect their rights.

2.26.8 A participant doubted about if the proposed 24 ha of port back-up, storage, and workshop uses would be able to accommodate the 190 ha of affected brownfield operations, and stated that most multi-storey buildings were not suitable for storage of heavy construction materials and machineries and these operations would require to be operated on large outdoor area. They opined that the Government should reserve relocation sites for the affected brownfield operators before clearance to ensure that their businesses would not be affected. A participant urged the Government to announce the compensation and relocation arrangement to affected operators as soon as possible, and provide information such as the operation mode and whether it would be developed by the Government or private developers. A participant opined that there should be land reserved for the recycling industry.

2.26.9 Comments received at the public forum are summarised in Appendix C. Photos taken during the event are in Appendix D.
2.27 The Chartered Institute of Logistics and Transport in Hong Kong

2.27.1 We conducted briefing to the Chartered Institute of Logistics and Transport in Hong Kong at the Institute's premises on 11th August 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.27.2 A member stated that the logistics industry was an important pillar for supporting Hong Kong’s economic development with significant contribution to the local economy. The logistics industry had been generating a lot of employment opportunities from managerial staff to lower-skilled workers such as truck drivers, crane operators, and warehouse workers. They opined that taking into account its strategic location amongst various Asian cities, extensive connectivity with Mainland China and other countries as a free port, Hong Kong could be developed into a regional logistics hub to serve the global supply chain, if the Hong Kong Government, like Singapore and Dubai, could provide sufficient support for the industry in terms of infrastructure, land and labour. Furthermore, a member pointed out that e-commerce in Asian countries was booming and Hong Kong should tap on the opportunity to promote logistics industry in Hong Kong.

2.27.3 A member stated that the logistics industry in Hong Kong was facing difficulties due to shortage of land for logistics facilities in Hong Kong. In view of the keen competition from Mainland China and other countries such as Singapore, the Government should allocate adequate land for port back-up, open storage, and logistics facilities uses in order to maintain Hong Kong's competitiveness and to foster economic growth. Another member hoped that the Government would resolve the issues of shortage of labour, and the traffic issue caused by the mismatch between local job opportunities and population profile.

2.27.4 A member stated that there were large amount of brownfield operations in HSK and that some of them could be relocated to multi-storey buildings. However, some might not be able to relocate due to its operational needs and hence need to move to other places, or some might need to discontinue their business due to increased operating costs. They were concerned if there were sufficient land to accommodate all the existing operations, and whether the implementation and development proposals had been formulated.

2.27.5 Members generally agreed that the optimal size for logistics sites should be around 5 ha. Another member suggested construction of a multi-storey car park for heavy vehicles in the NDA. A member stated various kinds of logistics facilities, such as air freight, ocean freight, or road/rail freight would require different operational space and design. He noticed that there were no demarcation to differentiate these uses in the RODP and hoped that the Government could take full account in planning the relevant land use.

2.27.6 The Chartered Institute of Logistics and Transport in Hong Kong attended the Special Meeting of Legislative Council Panel on Development held on 9th October, 2015.
2.28 Hong Kong Logistics Development Council, Subcommittee on Infrastructural Support

2.28.1 We conducted a briefing on the RODP of the HSK NDA and consulted the members of the Subcommittee on Infrastructural Support of the Hong Kong Logistics Development Council at Central Government Offices on 18th August 2015.

2.28.2 Members generally welcomed the provision of more land for the logistics industry at HSK NDA. However, some member opined that there should be a clearer positioning and vision for the HSK NDA vis-a-vis those in other parts of Hong Kong which are equipped with logistics facilities such as Lok Ma Chau, Kwai Chung, Tsing Yi, Tuen Mun and the Hong Kong International Airport to demonstrate its competitive edge. A member stated that Hong Kong has the potential to become a regional and international distribution centre in view of the booming e-commerce in recent years, and hoped that the Government could provide policy and facilities support to the industry to deal with the changing market needs.

2.28.3 A member stated that there were currently about 190 ha of brownfield sites in HSK, but only about 24 ha of land was designated in the NDA to accommodate the affected brownfield operations. He hoped the Government would provide detailed information on the current brownfield operations and to ensure that there would be sufficient land to relocate the affected operations. A member queried if the Government had formulated any measures to handle the brownfield operations that could not be relocated. Another member queried if the 37 ha of land planned for modern logistics facilities would be sufficient to cater for the present and future demand for high value-added logistics facilities in the market.

2.28.4 A member expressed concern towards the implementation timetable of the HSK NDA project as logistics industry in Hong Kong should seize the opportunity brought by the “One Belt, One Road” initiative in Mainland China for promoting economic growth. The member further stated that early implementation of the HSK NDA, coupled with Hong Kong’s advantages, would help benefit the growth of the Hong Kong’s logistics industry. He urged for speeding up the pace of development.

2.28.5 A member queried the estimation basis of the 150,000 employment opportunities, and asked the types of job that would match with the skill sets of the future residents of HSK, and the proportion of these jobs which could be taken up by residents in the same districts. He opined that the Government should learn from past experience in development of new towns and develop the HSK NDA to be a self-sustainable.

2.28.6 The Chairman concluded the comments by various members, and stated that it was important for the Government to fully consult various stakeholders before formulating the HSK NDA proposal. He further stated that the Government should pay attention to the changes in the logistics industry, so as to review the development proposals as appropriate and allow sufficient flexibility for future changes.
2.29 Tin Shui Wai Residents (by Invitation)

2.29.1 We conducted briefing to TSW residents at Tin Heng Estate Bus Terminus on 24th August 2015 in response to the invitation by LegCo member Hon Alice MAK Mei-kuen and District Council member Mr. LUK Chung Hung to seek opinions and comments on the RODP of HSK NDA from the participating residents.

2.29.2 Ms. Mak and Mr. Luk expressed concern towards the replacement of Tin Ying Road and pointed out that such arrangement would affect TSW residents since it would affect the existing bus routes connecting between TSW North and the existing TSW Station. They hoped the Government would explain in detail the future traffic arrangement. They also expressed concern over the overcrowding issue of WRL, and opined that the proposed HSK Station would increase the burden of the WRL. They opined that the proposed measures in catering for the increased traffic demand such as implementation of Tuen Mun Western Bypass and increased services of the WRL were insufficient to alleviate the traffic issues. They suggested the Government to implement the Tuen Mun to Tsuen Wan Link to cater for the new population of HSK, Yuen Long and Tuen Mun in the future. They hoped that there would be timely provision of community facilities in tandem with population intake to avoid the issues of TSW from happening again. Furthermore, they hoped that the Government would announce the compensation and rehousing/relocation arrangements for affected residents as soon as possible.

2.29.3 A resident expressed concern towards the future operation and management of the shopping streets and stated that most shopping malls in TSW were monopolised by large developers. They hoped that there would be more street shops for small businesses to enhance street vibrancy and promote local economy. A member added that there were only private markets in TSW, and hoped that the HSK NDA could provide public market to give residents more options. Furthermore, a member proposed development of a “small-scale production workshop/community production centre” to accommodate food processing and textile workshops, and hoped that the Government could explore its viability.

2.29.4 A resident raised concern about employment issue, and hoped that there would be diversified employment opportunities in the HSK NDA to cater for the employment needs of residents of different strata.

2.29.5 A resident stated that the TSW Hospital would not provide full general services, and hoped that the proposed HSK Hospital would complement the TSW Hospital to cope with the increase demand for medical services.

2.29.6 Furthermore, a resident stated that currently there were no suitable parking spaces for coach buses in Yuen Long and TSW, and suggested to allocate land in the HSK NDA for parking of coach buses. In addition, a resident suggested the Government to review the parking standards under the “Hong Kong Planning Standards and Guidelines”, and to allocate more parking spaces in the HSK NDA.
2.30 Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents’ Concern Group (by Invitation)

2.30.1 We conducted briefing to Tan Kwai Tsuen and Wo Ping San Tsuen Squatter Residents’ Concern Group at Rosary Chapel in HSK on 29th August 2015 in response to their invitation to seek opinions and comments from the participating residents.

2.30.2 The concern group had conducted a questionnaire survey with 66 residents in July and August and the survey findings revealed that most residents were worried about the rise in rental and commodity price because of the increase of the new development of shopping malls and hotels. They also expressed concern towards the transportation and village integration issues. They requested extension of the consultation period for 3 months in order to gather more comments.

2.30.3 A resident welcomed the exclusion of the areas to the south of Castle Peak Road from the NDA boundary. However, they stated that there would be large amount of new population brought about by the NDA, and opined that the improvement measures proposed by the Government, such as increasing train cars in trains of WRL and frequency were unable to alleviate the congestion problem of the WRL.

2.30.4 A resident asked if there were measures to ensure that there would be adequate street shops and small shops in the HSK NDA as the development of large shopping malls could potentially drive out small business. The resident also expressed concerns on the impacts of the NDA to existing villages and hoped that the Government could improve road connections between Tan Kwai Tsuen and Wo Ping San Tsuen to the NDA in order to maintain connection between the villages. A resident asked for improvements of the facilities inside villages such as roads and drainage.

2.30.5 A resident asked if there would be any storage of dangerous goods in the future port back-up and logistics facilities land uses in the HSK NDA and concern with the safety issue. A member opined that the public housing development near Tan Kwai Tsuen in the HSK NDA could lead to “wall effect” and worried that the air ventilation issue might affect the villagers.

2.30.6 Some residents were concerned about the proposed public housing developments near the “GB” zone of Tan Kwai Tsuen, and hoped the Government could provide more information about the development.

2.31 Yick Yuen Tsuen Residents

2.31.1 We conducted briefing to Yick Yuen Tsuen residents at Yick Yuen Tsuen Village Office on 30th August 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating residents.

2.31.2 District Council member Mr. TO Sheck-yuen stated that many residents of Yick Yuen Tsuen earned very little income, and would not be able to afford the rents outside the village. He requested the Government to reserve a piece of land to resite the whole village of Yick Yuen Tsuen, and proposed the concept of “village within city” for developing high-rise buildings to rehouse the affected residents. He also suggested allowing villagers to develop taller buildings after land
resumption and provide sufficient community facilities. A villager requested “land for land” compensation and implementation of rehousing arrangement as soon as possible. He also called for “rehousing before development” to allow villagers to live and work happily, and to address the housing needs of elderly in the village.

2.31.3 A villager considered that it was not necessary for the HSK NDA to reference the development model of the NENT NDAs. The Government should make special arrangement for the affected residents in the HSK NDA project and formulate reasonable compensation and rehousing arrangement. A villager was discontent with the Government for resuming farmland from villagers at low price and reselling them to private developers at a higher price. A villager requested the Government to take measures to protect their rights. A villager opined that the compensation for resuming container storage sites was not reasonable. A villager who was in farming practice claimed that they only knew about the HSK NDA project until the third stage of the community engagement, and opined that the Government should use suitable means to disseminate information such that villagers could receive the information. A member enquired about the timetable for clearance, rehousing/relocation, and freezing survey. A villager worried about the possible fraud cases by intermediaries that might arise during the process.

2.31.4 The Village Representative of Yick Yuen Tsuen hoped that the Government could provide “village for village” compensation, and to retain the existing Village Office, Pai Fong, and pavilion. He also urged the Government to carry out freezing survey as soon as possible in order to protect the rights of existing residents.

2.31.5 A villager expressed concern towards traffic problems in the HSK NDA and stated that the population growth in the NWNT for the next 7 to 8 years and the proposed 150,000 new employment opportunities would further exacerbate the overcrowding issue of the WRL. Therefore, he considered that the HSK NDA was not sustainable. He further stated the planning of the NDA could not adhere to the planning principle of people-orientated as land price in Tuen Mun District would increase after implementation of the HSK NDA, causing "real estate hegemony". He also stated that the Government and the Consultant Company had misinterpreted the relationship between provision of local employment opportunities and numbers of cross-district employment. Due to the reasons that the development of the NDA was not sustainable and not people-oriented, he considered that land resumption by the Government would violate the Basic Law.

2.31.6 A member expressed concern over the “wall effect” brought about by the HSK NDA, and stated that it would affect Fung Shui, and could potentially lead to sewerage, traffic congestion and other issues. A comment suggested to convert the existing overhead power lines underground, and to elevate a section of Light Rail for widening of Castle Peak Road.

2.31.7 Tuen Mun Yick Yuen Tsuen Joint Village Concern Group later submitted their written comments.
2.32 Tin Shui Wai Community Development Alliance, Concerning CSSA & Low Income Alliance, 社區工藝發展關注組，天姿作圍，Land Justice League, and Neighbourhood and Worker’s Services Centre

2.32.1 We conducted briefing to Tin Shui Wai Community Development Alliance, Concerning CSSA & Low-Income Alliance, 社區工藝發展關注組，天姿作圍，Land Justice League, and Neighbourhood and Worker’s Services Centre at Tin Yuet Estate Yuet Kwai House on 4th September 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating groups.

2.32.2 A representative stated that the proposed provision of employment opportunities should take into account the socio-economic profiles of location residents, especially the grassroots in TSW. They support the Government’s proposal of promoting “diversified economy” and suggested reserving land in the HSK NDA for developing a “small-scale production workshop/community production centre” such that residents of different strata could be benefit from the economy. A representative also enquired about the operation mode, management and design concept of the proposed shopping streets in the NDA and hoped that small businesses could also be accommodated in the shopping streets.

2.32.3 A representative requested to retain the existing active farmlands in San Sang San Tsuen and other areas within the NDA boundary. He also requested to retain the proposed "AGR" zone planned on the PODP and designated the area for ecological farming such that farmers could continue their farming practices. He also urged the Government to review the prevailing policy on agricultural rehabilitation and provide proactive support such as land and financial assistance to affected farmers.

2.32.4 A representative considered that the amount of land reserved for logistics facilities in the NDA was excessive as there were already logistics facilities developments in Shenzhen Futian and Qianhai. A representative concerned that the large-scale clearance of brownfield operations such as open storage would lead to proliferation of these uses to other areas in the New Territories. He urged the Government to take measures to reinforce protection to farmland, and take firm enforcement to punish any unauthorized developments.

2.32.5 A representative opposed the of Enhanced CNT approach, and opined that it would only encourage developers to hoard land in the HSK NDA in order to make huge profits when implementing the NDA. He urged the Government to conduct freezing survey as soon as possible in order to protect the rights of the affected residents, and to properly deal with the rehousing issue of affected residents and farmers.

2.32.6 A representative quoted TSW as an example that because of environmental, planning, and land issues, there had been lack of economic activities and employment opportunities in the area. He hoped that the Government would reserve land in the HSK NDA to allow flexibility to accommodate the changing social and development needs in the future.

2.32.7 A representative expressed concern towards the traffic arrangements in the area. Another representative hoped that the Government would allocate land for religious institutional use.
2.32.8 Lastly, a representative opined that the Government should respect the needs of different stakeholders, and asked for an extension of the consultation period to seek consensus in the community.

2.32.9 Tin Shui Wai Community Development Alliance, 社區工藝發展關注組, and LegCo member Mr. LEUNG Yiu-chung (the Neighbourhood and Worker's Services Centre) later submitted their written comments. Furthermore, Tin Shui Wai Community Development Alliance, Concerning CSSA & Low Income Alliance, 社區工藝發展關注組 and 天姿作圍 submitted representations for the Special Meeting of Legislative Council Panel on Development held on 9th October, 2015. A representative from the Neighbourhood and Worker’s Services Centre had attended the meeting.

2.33 Tin Sum Tsuen and Tin Sum Sun Tsuen Residents

2.33.1 We conducted briefing to Tin Sum Tsuen and Tin Sum Sun Tsuen residents at the former Ha Tsuen Rural Committee premises on 4th September 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating residents.

2.33.2 There were two key requests from the villagers in the meeting, including to conduct freezing survey as soon as possible as they considered that this could protect the villagers from eviction by the developers, and relax the requirements for clearance for rehousing and compensation.

2.33.3 A villager stated that he had lived in Tin Sum Sun Tsuen for many years and had a strong sentiment towards the village. He hoped the Government would not resume their land. A villager asked if the Government would provide compensation and rehousing for all of their family members as their household had three to four generations living together. He also expressed concern that the rental cost would increase after implementation of the HSK NDA project, and that it would be difficult for them to find suitable accommodations after clearance. A villager requested the Government to announce detailed information regarding compensation and rehousing arrangements to affected residents. A member insisted on "no relocation, no removal", and some requested to cease the NDA development.

2.33.4 A villager stated that there were a lot of old ancestral houses and Small Houses in Tin Sum San Tsuen, and enquired that if the Government would clear all these structures with historical value. He hoped that the Government could provide arrangement to resite the whole village and retain the ancestral houses and Small Houses. Another member was discontented with resuming land for development of open space.

2.33.5 Some villagers stated that there were developers starting to resume and acquire land despite that the HSK NDA was still at planning stage. This had caused nuisance to villagers and casted doubts on the effectiveness of Government’s measures in regulating these activities. They also stated that most of the private land in HSK had already been acquired by large developers. They hoped that the Government would adequately rehouse the affected residents, such as providing resite houses, land exchange, and resite of the whole village within the same area, or provide land to allow villagers to develop on their own.
2.33.6 A villager asked about details of the implementation timetable of the HSK NDA, such as schedule on clearance and site formation. He stated that there was no clear timetable provided by the Government in all the previous community engagement exercises, and hoped that the Government could announce information about the implementation arrangement and compensation as soon as possible. Some villagers asked for “rehouse before clearance”.

2.33.7 A villager stated that the HSK NDA project was not particularly beneficial to villagers. They stated that there were many indigenous villagers who had contributed a lot to Hong Kong’s economic development. He said that there would be a lot of land resumed for residential and commercial developments and by then they would be surrounded by high-rise buildings. He opined that the Government had not taken into account their comments provided during the first and second stage of community engagement as there were no changes were reflected in the RODP.

2.33.8 After the meeting, the representative of Tin Sum San Tsuen submitted 94 sets of written comments by their villagers. The comments had been incorporated into this report.

2.34 Advisory Council on the Environment

2.34.1 We conducted briefing to the Advisory Council on the Environment (ACE) on 7th September 2015, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.34.2 A member asked about the planning rationale in locating the proposed “Logistics, Enterprise and Technology Quarter” in the northern fringe of the HSK NDA as it was considered that Lantau Island, which was much closer to the proposed Logistics Park at Siu Ho Wan and the Hong Kong International Airport, would be a more appropriate location in forming a conglomerate for logistics and related industry. He also considered the land use for port back-up, storage, and workshop uses incompatible with residential and commercial clusters in the north of the NDA in view of the concerns on air and noise pollution. A member doubted about the feasibility of creating the proposed 150,000 employment opportunities.

2.34.3 A number of members asked about measures in mitigating the environmental impacts of the HSK NDA. A member remarked on the visual impact on the clusters of existing villages, which would be encircled by high-rise residential blocks in particular those to the east of the riverside promenade and Ping Ha Road. A member said that while the current RODP had incorporate certain degree of permeability including the creation of visual corridors and breezeways, the landscape and visual impacts, including on the villages, should be further investigated in the subsequent EIA study. A member remarked that the existing villages had brought about various benefits to the area, including these villages serving as green corridors and adding aesthetic value to the HSK NDA. With a view to preserving these benefits, it was important to have careful planning and adoption of comprehensive measures such as drawing up sufficient buffer areas, staggering heights profile and development intensity for buildings, as well as setting back building blocks from the existing villages. Furthermore, a member suggested to re-plan the residential clusters along the riverside promenade so as to return the original visual harmony of the existing villages along the river channels.
2.34.4 Regarding revitalization of river channel, a member noted that there was a broken section of the riverside promenade at Tin Sum Tsuen and San Lee Uk Tsuen between the Regional Plaza and the Regional Park. He suggested the Government could consider resuming the private land for re-aligning the promenade. He opined that vegetation principally of native species should be planned along the entire riverside promenade so as to enhance connectivity and ecological unity. Considering that native vegetation had very limited supply both in species and quantity, he suggested that a mechanism should be drawn up at this stage to ensure adequate supply of native plants for the NDA development. He also said that reference could be made to the study conducted by the Drainage Services Department on river revitalization in exploring the practical use and ecological value of open spaces and the revitalized river channels in addition to their aesthetic value. A member pointed out that it was very costly to manage and maintain well-vegetated river channels, and consideration should be given to include the management scheme and associated costs in the development proposals.

2.34.5 A member suggested that a staggered height profile for buildings should be adopted around the San Sang San Tsuen Egress, and to widen the corridor currently incorporated in the “LO” to better serve the flight path for ardeid. Another member suggested the Government to adopt sustained management and maintenance efforts for “GB” areas, otherwise, the land would be abandoned.

2.34.6 A member suggested the NDA could be better integrated with the revitalized riverside promenade as well as the rural and tourism activities in Deep Bay and Lau Fau Shan to develop synergy and create more job opportunities in the area. A member said that the heritage value of traditional villages should be studied so as to develop the NDA into an important tourist attraction supplemented with innovative design and commercial support. This in parallel could help resolve the compatibility issue between traditional villages and new developments in the NDA. Another member suggested that street shops and local retail services with tints of local culture and heritage should be introduced to meet needs of local residents while promoting local tourism in parallel. A member stated that the riverside promenade and GTC should be extended to nearby attractions including the Hong Kong Wetland Park and Lau Fau Shan.

2.34.7 A member expressed appreciation to the project team for their efforts in incorporating innovative design and planning principles in the RODP. As the initial intake of residents to the HSK NDA would be in 2024, the project team should have time to introduce pioneering concepts and technologies in the plan on top of the common conventional ancillary facilities. A member opined that further consideration should be given on designing energy efficient buildings so as to develop a green community. He further opined that there should be effective spatial allocation to effect the integration of the NDA with the surrounding natural environment, e.g. an ecological link between the riverside promenade, the Regional Park and other open spaces. Another member stated that some of the open space could be developed for community farming.

2.34.8 A member welcomed the green design and facilities, and suggested that benchmarks such as water and energy consumption should be established for future planning purposes, and that the “Smart City” concept should be integrated in the overall design. Another member stated that the NDA should be well-
connected through the GTC, cycle tracks and pedestrian walkways, and user-friendly to all age groups. Another member suggested that major sections of pedestrian walkways should preferably be weather-proof. A member suggested to explore using underground space for logistics and industrial uses. Consideration could also be given to co-locate some of the public facilities such as San Wai Sewage Treatment Works and flushing water reservoir for optimal land use.

2.34.9 The Chairman thanked the project team for their presentation on the HSK NDA RODP, and summarized members' key comments and concerns. He stated that the HSK NDA should be well-connected by GTC, cycle tracks and pedestrian walkways and integrated to facilitate people movements between different activity nodes within the NDA. He also stated that the design and alignment of the promenade should be reviewed to enhance connectivity on the section between the Regional Park and the Regional Plaza. Furthermore, consideration should be given for setting back the new residential developments and staggering their height profile to provide a wider buffer space with the adjacent existing villages. Lastly, further consideration should be given to extend the riverside promenade and GTC to connect with nearby attractions including Lau Fau Shan for bringing in more tourism attractions, commercial activities and employment opportunities in the area.

2.34.10 Minutes of the 208th Meeting of the Advisory Council on the Environment is enclosed in Appendix A7 (English version only).

2.35 The Women Group of Yuen Long Neighbourhood Advice-Action Council

2.35.1 We conducted briefing to the Women Group of Yuen Long Neighbourhood Advice-Action Council on 10th September 2015 to seek opinions and comments from the participating members.

2.35.2 A resident hoped that there should be more community facilities near the HSK Light Rail Station, including markets and community services building. She further stated that with reference to past experience, the implementation of leisure facilities was very slow. Another resident asked about the implementation timetable of the HSK Services Building. A resident hoped that the future town park of HSK would reference the Victoria Park for organizing various activities such as exhibitions, carnivals, Lunar New Year fairs etc. There were also suggestions to establish night markets and shopping streets near the station to promote economic development and create employment opportunities.

2.35.3 Regarding traffic and transportation, a resident stated that the existing traffic in HSK had already exceeded its capacity and worried that the transportation infrastructure would be insufficient to accommodate future population growth and suggested using elevated transport system to reduce traffic congestion. She also opined that the proposed EFTS was impractical and worried that it would induce expensive transportation costs. She suggested to increase bus lines in the area.

2.35.4 Regarding relocation arrangements for logistics operators, a resident expressed concern over the operating costs of multi-storey building. A resident opined that the future multi-storey complex should adhere to the principle of environmental protection and minimise carbon emission and noise through enhancing operation and promoting modern logistics, and thus minimise disturbances to residents. A resident stated that many logistics operations had been relocated to other
regions such as Tsuen Wan and Tsing Yi, the existing transport system should be improved to facilitate residents in the area to commute to other regions for work.

2.35.5 A resident hoped that the new developments of the NDA would not caused “wall effect”. Another member suggested converting the existing overhead power lines underground to enhance the environment in aesthetics term.

2.35.6 Regarding compensation, a resident queried if the Government would allow affected residents to relocate their licensed structures to other areas. A resident enquired about the compensation arrangement for ancestral house. He considered it was not fair that HSK Ling Liang Church could be retained but not his ancestral houses. He also opposed the Government for referencing the compensation arrangement of NENT NDAs project as the resumption price offered by developers were higher than that by the Government. A resident stated that there were land filling activities done by developers which caused flooding to their village houses, therefore he hoped that the Government would commence land resumption as soon as possible and provide reasonable compensation. A resident stated that she was being evicted by developers and urged the Government to carry out freezing survey as soon as possible to protect their interests.

2.35.7 A resident who was practising farming stated that the HSK NDA project would affect the local farming industry. He requested the Government to formulate measures to sustain agricultural development in Hong Kong and provide rehabilitation scheme to the affected farmers. He further stated that there were land allocated for agricultural purposes on the PODP. He hoped that the Government would explain the reason why it was removed in the RODP. He suggested using the Government land near the nearby hillside for agricultural rehabilitation as some existing private land had been used for brownfield operations and considered not suitable for farming. He considered that the area near Lau Fau Shan was suitable for farming and hoped the Government would resume the land and lease out the land for a longer period (i.e. 30 to 50 years) for them to continue farming practices. A resident queried whether the agricultural land rehabilitation scheme would make reference to the case of Choi Yuen Tsuen and provide agricultural land to affected farmers to continue their farming practices.

2.35.8 Furthermore, a resident hoped that there would be “through-train” schools in the HSK NDA in order to alleviate parents’ stress in planning for their children’s education. Some members proposed adding “GB” zone near Hung Tin Road as additional buffer from the proposed hospital site.

2.35.9 We received 339 and 51 sets of written comments from Yick Yuen Tsuen and Po Gwa Ling residents after the meeting. The comments had been incorporated into this report.

2.35.10 The Women Group of Yuen Long Neighbourhood Advice-Action Council later submitted their written comments.
2.36 **Legislative Council Member Hon MAK Mei-kuen and Yuen Long District Council Members Mr. LUK Chung-hung and Mr. LAU Kwai-yung**

2.36.1 We conducted briefing to LegCo member Hon MAK Mei-kuen and Yuen Long District Council members Mr. LUK Chung-hung and Mr. LAU Kwai-yung at the Legislative Council Complex on 15th September 2015 to introduce the HSK NDA RODP and to seek their opinions and comments.

2.36.2 They expressed concern towards the removal of Tin Ying Road and stated that it would cause an additional two minutes of travelling time due to the diversion of bus route. They further stated using other roads in replace of Tin Ying Road might not be effective and hoped the Government could provide other measures such as retaining or depressing Tin Ying Road, and realign the GTC towards Ping Ha Road to service the NDA and the existing villages, while acting as a buffer. They asked about timetable for the removal of Tin Ying Road.

2.36.3 Regarding transportation arrangements, they stated that there were already heavy traffic congestion during rush hours in TSW, and worried that the additional population brought on by the HSK NDA would further burden the existing TSW Station. They hoped the Government would consider providing other transport infrastructures connecting TSW and the urban area, as well as enhancing traffic connection between TSW North and the existing TSW Station. Further, they recommended constructing a new road connecting Tin Ying Road and the proposed hospital to increase connection between HSK and TSW.

2.36.4 They urged the Government to draw a lesson from TSW development when planning for the HSK NDA. They further stated that markets in TSW were monopolised by private developers, and suggested the Government to develop a complex near TSW with car park, cooked food market, and public market such that residents could have more options. They also stated that that the interests of TSW residents should also be considered when planning for the NDA, such as community facilities, traffic arrangements, and car park for heavy goods vehicles. They hoped that the HSK NDA would be planned to integrate with TSW North.

2.36.5 They stated that Yuen Long Theatre was the only civic venue in NTW and suggested the Government to provide more performance venues for local residents and groups for promoting cultural activities such as martial arts / lion dance, especially those related to local culture and rural-urban integration, and hosting graduation ceremonies.

2.36.6 Hon MAK Mei-kuen, Mr. LUK Chung-hung and Mr. LAU Kwai-yung (and jointly submitted with two other Yuen Long District Council members) later submitted their written comments.

2.37 **Heung Yee Kuk N. T.**

2.37.1 Further to the briefing on 21st July 2015, we revisited Heung Yee Kuk N.T. on 17th September 2015, seeking opinions and comments from the participating members.

2.37.2 A member stated that the new buildings in the HSK NDA would cause “wall effect” and affect the village environment and Fung Shui. A member raised concern about the drainage facilities of villages and suggested to improve the existing drainage system and other facilities in the villages. In addition, he also
stated that the Government should respect the tradition and cultural practices of the indigenous villagers. He suggested retaining the existing heritage resources in the villages and designating heritage trail and shopping street to connect these attractions to promote village development. A member requested to retain Yau Kung School.

2.37.3 A member opposed the planning of hospital and RCP next to Shek Po Tsuen. He was discontented that these obnoxious uses were placed close to the villages. He hoped that the Government could re-plan the land use to better coordinate with the villages and suggested to relocate the hospital and RCP to the nearby hillside, and to allocate village expansion area for Shek Po Tsuen. A member opposed construction of high-rise buildings near Kiu Tau Wai to avoid causing "wall effect" and affecting the villagers. A member proposed converting the existing overhead power lines underground, elevating a section of the Light Rail for widening Castle Peak Road, and utilising tunnels in transporting wastes. A member expressed concern over the potential overloading of the public transport system, and proposed a loop system for the EFTS and to realign it closer to villages. A comment suggested the EFTS to be built underground.

2.37.4 A number of members raised comments regarding land resumption and rehousing arrangement. A member stated Yick Yuen Tsuen would be cleared, however, the Government had not provided any proposals on the rehousing arrangements to the affected villagers, and had not gathered statistics on the number of affected villagers, including villagers living in permanent and temporary houses. He hoped that the Government would reserve land for reprovisioning of villages to rehouse the affected villagers. A member stated that housing price was high at the moment, and the Government should provide reasonable compensation, which include the value of the development potential of the land resumed. A member stated that the Government should use Zone A compensation for the land resumption. A member opined that the current compensation system was unfair and stated that the affected residents would required to go through means test in order to be qualified for compensation and rehousing. He hoped that the Government would pay due regard to rehousing arrangement for temporary house residents. A member opined that the Government should rehouse and compensate the affected residents first before commencing the HSK NDA development.

2.37.5 A member stated that the Government had not taken into account the interests of the indigenous villagers, and opined that the HSK NDA would infringe upon their future development rights. He requested the Government to reserve land as village expansion area in order to meet the needs of indigenous villagers and future development of villages, and to develop recreation facilities and car parks for villages. A member suggested allowing higher density residential and commercial development in “V” zone so as to resolve housing problems of villagers and to promote development in the NDA. A member suggested to designate shopping streets near indigenous villages to promote street vibrancy and allow indigenous villages to be benefited from the HSK NDA development. A member hoped that the Government could respect and support the history of indigenous villages and opined that villages and the Government should be cooperating with each other.
2.37.6 A member stated that the HSK NDA would have negative visual and environmental impacts on the villages. He opined that the Government should take into account the feeling of villagers and suggested to allocate more space near villages as buffer zones or to cancel the proposed logistics facilities. Another member stated that the Government should take care of and relocate the affected brownfield operations.

2.37.7 Regarding implementation arrangements, a member hoped that the Government would conduct land resumption in one go such that all land owners would be treated fairly. He also stated that the Government should revise the recommended proposals taking into account the public comments received in order to adhere to the principle of fair treatment to rural and urban development. He hoped that the development would improve the environment of villages and give due considerations to the interest of indigenous villagers.

2.38 Hong Kong Council for Testing and Certification

2.38.1 We conducted briefing to Hong Kong Council for Testing and Certification on 18th September 2015 at Central Government Offices, seeking opinions and comments on the RODP of the HSK NDA from the participating members.

2.38.2 A member introduced the latest situation of the industry and stated that the lack of suitable space had posed limits to the development of the industry. There was three categories in the testing and certification sector, including consumer products testing, environmental testing, and construction materials testing. Consumer testing and environmental testing could generally be relocated to multi-storey buildings due to their rather simple operations. However, for construction materials testing, it would be required ground floor space for operation, including the needs for parking, loading and unloading of materials, and testing conducted in outdoor areas. A member hoped that the design of relevant buildings could take into account the requirements and needs of different types of their operations, for example, floors with low ceiling height would allow better controlled on the testing products and environment, whilst floors with high ceiling height would provide space for operations that required larger working space, and ground floor would be essential for operations with special requirements. He suggested that when planning for the Enterprise and Technology Park, varying floor heights could be used in the building design, such as floor height of 6m to 7m for ground floor and 4m for the rest of the floors. Various members had also provided information of their respective operations such as floor areas (including operation area on the ground floor) and number of employees as reference.

2.38.3 On manpower supply, participants shared that the industry required skilled workers. Some were concerned about the manpower supply if testing and certification establishments would move to the NDA.

2.38.4 A member expressed concern towards the operational model of the proposed Enterprise and Technology Park, for instance whether it would be leased out by the Government or sold through land sale. A member hoped that the Government would allocate the land through land sale to operators. A member asked about the distribution of land amongst relevant industries such as between testing and high technology within the 9 ha Enterprise and Technology Park. A member stated that the Enterprise and Technology Park was proposed near the Hong Kong International Airport and overhead power lines, and worried that the
flight paths and the high voltage cables would affect the results of electromagnetic testing.

2.38.5 A member stated that the HSK NDA would bring about 210,000 of total population. He worried that the population and job opportunities would create traffic issues as the NDA would rely heavily on the existing transport system in the NWNT, and hoped that the Government would strengthen the connection between the HSK NDA and other regions in the territories. A member raised queries about the completion of the proposed HSK Station and concerned about the connectivity between the station and the Enterprise and Technology Park. A member asked about the implementation timetable of the Enterprise and Technology Park.

2.38.6 A member concluded that different testing and certification operators had different operational needs and requirements, and hoped that the Government would consider the comments from each member, such as appropriate floor height, floor area, and issues related to electromagnetic testing.

2.39 Founding President of the N.T. North District Manufacturer Association (by Invitation)

2.39.1 We conducted briefing to Mr. Ko Kim Ching, founding president of the N.T. North District Manufacturer Association, and Mr. Ko Ka Ho at North Point Government Offices on 18th September 2015 to seek their opinions and comments on the RODP of the HSK NDA.

2.39.2 They expressed concern towards the traffic arrangement in NWNT and stated that the Light Rail and WRL were already very congested during rush hours. Therefore, they suggested the Government to enhance facilities of Light Rail, such as expanding the Light Rail platforms and increasing train cars. He also suggested constructing another rail line between Tsuen Wan and Lok Ma Chau to further enhance traffic connection with various districts. They also opined that the Northern Link had to be completed by 2020 in order to resolve the issue of cross-district commute. They stressed that it was important for the HSK NDA to develop adequate transport facilities and carry out road widening before the development of industrial land to avoid traffic congestion.

2.39.3 They stated that the operating environment for the industrial sector was tough, and that the Government should provide adequate support such as leasing premises in Government-built industrial buildings directly to operators. In regard to the specifications and design of industrial buildings, they considered that there should be heavy lifts and wide corridors to facilitate the operations of relevant industries in transporting goods and heavy machines. They stated that the industrial sector would adapt to the changing operating environment, therefore it was considered not necessary to designate land for specific industries but “Industrial” zone. They also suggested allowing operation of restaurants in the industrial area for the convenience of workers. They opined that the “Industrial” zone in the HSK NDA should be supported by good transportation network, and that the roads should be widen to avoid traffic congestion.

2.39.4 They hoped that the Government would properly relocate the affected industrial operators, and arrange temporary or permanent relocation sites for operators to continue their operations. They also hoped the HSK NDA project would be implemented as soon as possible.
2.39.5 Mr. Ko Kim Ching, founding president of the N.T. North District Manufacturer Association later submitted his written comments.

2.40 Legislative Council Member Hon YICK Chi-ming and Representatives of Logistics Industry (by Invitation)

2.40.1 We conducted a briefing on the HSK NDA project and consulted LegCo member Hon YICK Chi-ming and representatives of the logistics industry on 22nd September 2015 at Central Government Offices, seeking their opinions and comments on the HSK NDA project.

2.40.2 A participant stated that there were currently about 60 to 80 ha of brownfield sites in HSK being used for logistics-related operations. He doubted whether 24 ha of land reserved for port back-up, storage and workshop uses would be sufficient to accommodate all brownfield operators in the area. He suggested the Government to relocate port back-up sites to the nearby container terminals and airport in order to release the entire 24 ha of land for logistics facility use.

2.40.3 A participant expressed that the industry was suffering from labour shortage and high rental cost. He hoped that the Government would support the development of the logistics industry.

2.40.4 In order to utilize land more efficiently, a participant suggested logistics sites should be planned at around 5 ha each and to use shared ramp amongst two or more logistics facilities. A participant stated that as e-commerce was growing rapidly in Hong Kong and Mainland China, the logistics facilities should be equipped with modern and quality design with automated facilities so as to facilitate the growth of the industry.

2.40.5 A participant suggested that there should be various supporting facilities in the proposed logistics facilities, such as dangerous goods storage, car park, vehicle repair, cold chain, car wash, and restaurants. There should also be adequate parking spaces for heavy vehicles.

2.40.6 LegCo member Hon YICK Chi-ming later submitted his written comments.

2.41 Shek Po Tsuen Residents

2.41.1 We conducted briefing to Shek Po Tsuen residents at Shek Po Tsuen Village Office on 23rd September 2015, seeking opinions and comments on the RODP of HSK NDA from the participating villagers.

2.41.2 A number of residents opposed the proposed hospital and RCP near Shek Po Tsuen and opined that it would severely affect residents' daily life. They opined that the Government should first seek the approval from residents prior to development, and should not infringe upon the development rights of the village. A member stated that Shek Po Tsuen have contributed greatly towards previous developments in the region, including the WRL and Hung Fuk Estate developments. They hoped that the Government could re-plan the land use and suggested to rezone the RCP site to village expansion area for future expansion of Shek Po Tsuen in order to facilitate integration between urban and rural developments.
2.41.3 A villager opined that the RODP had not taken into account the interests of indigenous villagers and hoped that the Government could give due consideration to the future development needs of Shek Po Tsuen. A villager suggested the Government to allow high-rise development of Small Houses.

2.41.4 A villager stated that there were land in Shek Po Tuen which were used for flood prevention facilities and could not be developed and hoped that the Government would extend their village boundary for future development of the villages. A villager opined that the NDA would infringe upon the future developable land for villages, and because the population of Shek Po Tsuen would increase, the NDA would limit their development rights. He hoped that the Government would collect all comments from the villages before development, and allocate adequate land to rehouse the affected villagers, and to review New Territories Small House Policy.

2.42 Sha Chau Lei (II) Residents

2.42.1 We conducted briefing to Sha Chau Lei (II) residents on 25th September 2015 at ground floor, No. 50 Sha Chau Lei, seeking opinions and comments on the RODP of the HSK NDA from the participating residents.

2.42.2 A villager queried the way in which Sha Chau Lei (II) was named. He pointed out that the current Sha Chau Lei (I) residents had in fact moved into the area at a later time, therefore the name Sha Chau Lei (I) was not justified. He hoped that the Government could explain the rational of the naming method. He considered that the clearance of Sha Chau Lei (II) while retaining Sha Chau Lei (I) was an unfair treatment. He considered that the Government should treat both villages equally. The villagers' wish was “no relocation and no removal”.

2.42.3 A villager said that the majority of the villagers in the village were elderly and had been living in Sha Chau Lei for several decades and had created a friendly neighbourhood. They all wished to continue living in Sha Chau Lei and were unwilling to relocate. A villager stated that Sha Chau Lei would be cleared to make way for the future Regional Park, which was not essential, and suggested the Government to retain their village such that the villagers could continue living in the village.

2.42.4 A few villagers concerned about the relocation and compensation arrangements and opined that the Government had not formulated a concrete development time schedule and detailed compensation and relocation arrangements for information of the villagers. They urged the Government to carry out freezing survey as soon as possible in order to protect their interest, and also to announce implementation arrangement such that villagers could have more time to prepare before development.

2.42.5 A villager stated that the relocation arrangement to PRH did not meet the needs of the villagers. It was considered that PRH should be reserved to those in need, and the proposed arrangement would reduce public housing supply. He suggested the Government to establish specific compensation and relocation arrangement according to residents’ needs. Some villagers commented that the Government should waive the means test for rehousing to PRH, or allow villagers to rent larger public housing at higher rent, or to purchase subsidized sale flats.
2.43 Legislative Council Members Hon CHAN Hak-kan and Hon LEUNG Che-cheung, and New Territories Association of Societies

2.43.1 We conducted briefing to LegCo members Hon CHAN Hak-kan and Hon LEUNG Che-cheung, and New Territories Association of Societies at the Legislative Council Complex on 5th October 2015 to seek their opinions and comments on the RODP of the HSK NDA.

2.43.2 A participant suggested to allocate more mixed-use developments and Government offices near the proposed HSK Station to facilitate commercial activities in the area, and enhance connection between residential and commercial developments. A participant suggested to make use of cycle tracks, pedestrian walkways, and roads to enhance connection between TSW and HSK. Another participant suggested planning of a second commercial centre in the northern part of the NDA for the convenience of residents in different areas.

2.43.3 A participant hoped that the Government would not freeze the boundary of villages, and hoped that there would be adequate buffer zones for villages’ development in the future. A participant requested the Government to provide a time schedule for land resumption and clearance. He also requested that the Government to improve the environment of villages, and to provide more road connections connecting between the NDA and villages.

2.43.4 A participant had reservation towards the removal of Tin Ying Road. Furthermore, a participant hoped that the Government could ensure provision of community facilities in tandem with the population growth.

2.43.5 LegCo member Hon LEUNG Che-Cheung (with 10 other Yuen Long District Council members) and New Territories Association of Societies later submitted their written comments respectively.

2.44 Legislative Council Panel on Development (Special Meeting)

2.44.1 We attended Legislative Council Panel on Development Special Meeting on 9th October 2015 to receive public views on the RODP of the HSK NDA. A total of 21 deputations/individuals presented their views on “HSK NDA Planning and Engineering Study – RODP”.

2.44.2 A deputation from transport and logistics industry requested the Government to allocate more land for logistics use in response to the needs of the industry. He stated that as some of the logistics operating involve construction facilities/materials that require large operating area and would be difficult to be relocated within multi-storey building. Therefore, he hoped that the Government would provide replacement site for relocating the affected operators, and its location should be away from ecologically significant areas and residential developments. There were also comments stating that the 24 ha of land allocated for port back-up and storage use was insufficient, and more land should be allocated in other areas such as Stonecutters Island for port back-up and storage uses. In order to facilitate manpower training of the logistics industry, a deputation suggested allocating land for developing a logistics training and research centre. A representative of the open storage operators stated that the relocation arrangement proposed under the HSK NDA project would affect their interest. He urged the Government to allocate more land for open storage use, and suggested to arrange sites near Lau Fau Shan for open
storage operations. Furthermore, a representative from construction industry suggested introducing sustainable, low-carbon construction materials and construction methods, and to provide incentives for developments in the HSK NDA to pursue Green Building Certification.

2.44.3 A deputation expressed concern over the potential traffic issue of the HSK NDA, especially the capacity of WRL. He stated that with the development of NWNT and its associated population growth, and the proposed 150,000 employment opportunities, the current situation of over-crowdedness of WRL would be worsened, thus he considered that the HSK NDA was not a sustainable development. Some participating LegCo members expressed concern over the transportation arrangements and called on the Government to consider constructing new roads to alleviate transport problems in Yuen Long. Furthermore, a LegCo member expressed concern about that there was inadequate transport linkage between the proposed HSK NDA and other districts and suggested the Government to improve the connectivity of HSK and its neighbouring areas, especially TSW, in order to address the inadequacy of provision of commercial and community facilities in TSW.

2.44.4 A deputation from a concern group on agricultural rehabilitation requested the Government to allocate land near the hillside for agricultural rehabilitation. A LegCo member expressed concern that with reference to past experience, once the Government had proposed a development project, some landowners would force the tenant farmers to move out before the commencement of the land clearance exercise by refusing to renew the tenancy agreements. He urged the Government to make efforts to identify the affected genuine farmers, and to provide appropriate rehabilitation arrangement.

2.44.5 A representative of affected villages expressed grievances on land resumption and requested the Government to properly relocate the affected villagers and to offer reasonable compensation. A representative requested the Government to offer local rehousing, "land for land, house for house", and more rehousing options such as purchasing subsidized sale flats without premium. Furthermore, they requested to relax means test for rehousing to PRH and opined that the affected stakeholders should be compensated without any conditions. There were comments requesting the Government to conduct freezing survey as soon as possible to affirm the identity of qualified villagers for rehousing to PRH and compensation. A LegCo member shared the views of some deputations that certain compensation arrangements had become outdated and needed to be reviewed.

2.44.6 A deputation from professional surveyors opined that flexibility should be given when planning for land uses of the NDA to fit for future development. There were comments opined that the Enhanced CNT approach should be adopted for the proposed development project to expedite housing land supply.

2.44.7 A representative of Heung Yee Kuk N.T. stated that there were insufficient consultation amongst rural committee level and suggested the Government to further consult Tuen Mun Rural Committee, Ha Tsuen Rural Committee, and Ping Shan Rural Committee. He also suggested allocating land as car park for villages. He further stated that the high-rise buildings surrounding villages would result in "wall effect" and drainage issues, and considered that the transportation facilities of Yuen Long would be insufficient to cater for the population growth. He
pointed out that the planning of the NDA should take into account the fung shui lanes of Ha Tsuen and respect their cultural heritage and history. He suggested “rehousing before clearance” and relax means test for PRH. A LegCo member opined that the development of the NDA might restrict the future development of villages and considered that the Government should slightly expand the boundaries of these villages to facilitate their future development, and ensure that there would not be any high-rise development adjacent to these villages.

2.44.8 A copy of the minutes of the Legislative Council Panel on Development (Special Meeting) held on 9th October, 2015 is enclosed in Appendix A8.

2.45 Written Comments Submitted by the Public

2.45.1 During the period of CE3, 1,224 written comments were received. Amongst the comments, there were 8 sets of similar letters as summarised below:

2.45.2 Yick Yuen Tsuen residents opined that development should people-orientated and take into account the wishes and interest of people. The clearance of Yick Yuen Tsuen was not voluntary and the villagers did not want to be relocated. The villagers hoped that the Government could reserve a piece of land for rebuilding Yick Yuen Tsuen to accommodate the affected villagers. They also request cancellation of means test for rehousing to PRH and the requirement that the structure in which they were living had to be a domestic structure covered by 1982 Squatter Structure Survey. They also requested to commence freezing survey for squatters in the NDA immediately to capture and register the present situations of the structures.

2.45.3 Po Gwa Ling residents opined that development should be people-orientated and take into account the wishes and interest of people. The clearance of Po Gwa Ling was not voluntary and the villagers did not want to be relocated. Furthermore, Po Gwa Ling villagers hoped that they would be rehoused to PRH and considered that the current rehousing arrangement for land resumption was too restrictive. They requested cancellation of means test for rehousing to PRH and the requirement that the structure in which they were living had to be a domestic structure covered by 1982 Squatter Structure Survey. They also requested to commence freezing survey for squatters in the NDA immediately to capture and register the occupation and present situation of the structures.

2.45.4 Tin Sum San Tsuen residents requested relaxation of means test for rehousing to PRH. Villagers who had been living in the village for more than two years prior to the freezing survey should be qualified for local rehousing. They requested early commencement of freezing survey.

2.45.5 Shek Po Tsuen residents opposed the development of hospital and RCP near the village and opined that the proposed location of the hospital was not desirable in traffic term and would affected the village environment. Residents stated that there was land available near the existing TSW Station which could be used for hospital development. Furthermore, the residents stated that the planning of RCP near Shek Po Tsuen would affect the living environment of the villagers, and the re-zoning of a nearby open area to other uses was an neglect of the needs of Shek Po Tsuen villagers.
2.45.6 Kiu Tau Wai residents opposed the development of 40-storey commercial building in the Kiу Tau Wai industrial area. They considered that such development would cause “wall effect” and aggravate heat-island effect, it would also cause blocking of sunlight and reducing air ventilation, and affect the well-being of villagers of Kiу Tau Wai. They also suggested to allocate land near Kiу Tau Wai as a local open space.

2.45.7 Some residents opposed the planning of RCP near Hung Fuk Estate, and opined that the proposed RCP was located near a traffic intersection, the wastewater and smell produced would affect the hygiene of the area, as well as directly affect the health of Hung Fuk Estate residents. The residents also pointed out that there was a RCP in Hung Fuk Estate for the use of its residents and shops, therefore the RCP would not be serving them. It was considered unfair to the residents of Hung Fuk Estate should they need to bear all the hygienic and environmental issues created by the RCP.

2.45.8 Shek Po Road Mei Tsuen residents requested relaxation of means test for rehousing to PRH and adhering to the principle of “rehousing before clearance”. Villagers who had been living in Shek Po Road Mei Tsuen for more than two years prior to the freezing survey should be qualified for local rehousing. They also urged the Government to carry out freezing survey as soon as possible. They hoped that Government could announce land resumption and development schedule online, so that the residents could plan ahead and get prepared for the future accommodation arrangement.

2.45.9 A group of commenters opposed that out of the 714 ha of land area of the HSK NDA, only a third of which would be used for housing development. They also stated that there were lack of data on how the proposed 150,000 employment opportunity would be generated. They doubted that the HSK NDA was not planned for Hong Kong people, but for the integration between Hong Kong and Shenzhen.

2.45.10 Apart from comments from individuals, the following associations and organizations also provided written comments:

- Hung Shui Kiu Merchants Association
- Ping Shan Heung Hung Uk Tsuen Rural Representative
- Ping Shan Heung Kiu Tau Wai Indigenous Inhabitant Representative
- Ping Shan Heung Shek Po Tsuen Rural Representative
- Sik Kong Wai Rural Representative
- Ha Tsuen Heung San Sang Tsuen Rural Representative
- Tin Shui Wai Community Development Alliance, Concerning CSSA & Low Income Alliance, 社區工藝發展關注組 and 天姿作圍
- The Catholic Diocese of Hong Kong
- Tuen Mun Rural Committee
- Public Omnibus Operators Association
• Hung Uk Tsuen Merchants Association
• New Territories Association of Societies
• Democratic Alliance for the Betterment and Progress of Hong Kong
• 聚賢舍婦女組
• 鄧鋼輝公民社會服務處
• CNEC Good Tidings Church
• 流浮山區居民協會
• 洪水橋老人聯會
• Federation of Hong Kong Agricultural Associations
• Community for Road Safety
• Vocational Training Council
• The Real Estate Developers Association of Hong Kong
• SD Advocates
• Waters Economics
• The Association of the New Territories Open Storage Operators
• Hung Shui Kiu New Development Joint Village Concern Group
• OOCL HK Branch
• Tin Shui Wai South Area Committee
• Association for Geoconservation, Hong Kong
• Royal Institution of Chartered Surveyors
• Hong Kong Logistics Association
• Uptown Owners’ Committee
• PlanArch Consultants Limited
• The Hong Kong Federation of Trade Unions
• Shung Ming Home for Aged
• Ching Chung Taoist Association of Hong Kong
• Masterplan Limited
• Hong Kong Professionals and Senior Executives Association
- HSK Concern Group
- 北區廠商會會
- Tange Associates Asia Pte Ltd
- 社區工藝及生產發展關注組
- Urban Strategies Inc.
- MTR Corporation Limited
- Kadoorie Farm and Botanic Garden Corporation
- Lau Fau Shan Deep Bay Grove Owners’ Corporation
- Hong Kong Institute of Real Estate Administrators
- The Conservancy Association
- Hong Kong Institute of Planners
- Master Proofer Company Ltd.
- CKM Asia Limited
- World Wide Fund for Nature Hong Kong
- Kenneth To & Associates Ltd.
- 屯門亦園村聯村關注組
- Vision Planning Consultants Ltd.
- Liberal Party
- Tin Shui Wai New Force
- Green Power
- Green Sense
- The Kowloon Motor Bus Co. (1933) Ltd.
- Designing Hong Kong Limited
- The Hong Kong Bird Watching Society
- Glassglobal Ltd.
- Hong Kong Institution of Engineers
- Heung Yee Kuk N.T.
- Ha Tsuen Rural Committee
• Ping Shan Rural Committee
• Kiu Tau Wai Concern Group
• All Grace Holdings Limited
• Mee Chun Canning Company Ltd.
• Shek Po Road Mei Concern Group
• Hong Kong Container Depot and Repairer Association Ltd
• 永聯五金鑄造廠
• 蘇記重櫃場
• Sun Fung Wai Rural Representative
• Tin Sum Tsuen Rural Representative
• Tin Sum San Tsuen Concern Group
• The Hong Kong Institute of Surveyors
• Hong Kong Institute of Urban Design
• At-grade
• Civic Party
• Neighbourhood and Worker’s Services Centre
• Hong Kong Green Strategy Alliance
• The Incorporated Owners of Sheffield Villas
• ASA (HK) Ltd.
3 SUMMARY OF COMMENTS AND RESPONSES

3.1 Summary

3.1.1 We received enthusiastic responses from the public during the CE3. Public views on the RODP and the HSK NDA project were gathered through public forum and meetings with various statutory/advisory bodies, professional institutes, relevant stakeholders, local residents’ concern groups, and business operators and owners. Furthermore, we received a total of 1,224 written comments through email, fax, and post. There were both supportive and opposing comments on the HSK NDA project.

3.1.2 Yuen Long District Council supported in general the NDA project, while urging the Government to tackle related issues including traffic problem, impacts on villagers and open storage operators, providing appropriate and reasonable compensation and rehousing/relocation arrangements, and relaxing the means test for rehousing to PRH such that the affected villagers and operators could be rehoused/relocated properly. There were also supportive comments from political parties, consultancy companies, and professional bodies including the Hong Kong Institute of Planners, Hong Kong Professionals and Senior Executives Association, Hong Kong Institution of Engineers etc. Furthermore, there were a total of 238 comments expressing their support to the HSK NDA project, which would provide land for housing and economic development and provide a large number of employment opportunities. They also supported the use of the Enhanced CNT approach for the implementation of the HSK NDA project. Moreover, we received various views from the public and different sectors, including Tuen Mun District Council, who mainly represented the local residents and business operators affected by the NDA project, and various concern groups within and outside the NDA.

3.1.3 In various briefing sessions and meetings, it was noted that rehousing/relocation arrangements for the affected villagers and brownfield operators, as well as traffic issues in the NWNT were the major concerns. Other comments received cover various issues including need and positioning of the NDA, economic development, logistics facilities, enterprise and technology development, employment opportunities, housing mix, government, institution, and community facilities, transport infrastructure, brownfield operations, ecology and environmental protection, integration with existing villages, cultural heritage, urban design and development intensity, urban farming, compensation to farmers and agricultural rehabilitation, compensation and rehousing/relocation arrangements for affected residents and business operators, implementation arrangement and development timetable, and arrangement of public engagement etc. A summary of the comments collected during CE3 and the responses by the Study Team are set out below.

3.1.4 Taking into account the public views collected in CE3 as well as the preliminary results and recommendations of the technical assessments, we have revised the planning proposals to address various land use and technical issues raised as far as possible. The following paragraphs introduce the major amendments we have made, with corresponding changes listed in Appendix E.
3.2 Need and Positioning of the NDA

3.2.1 Some supportive comments pointed out that given the strategic location, the HSK NDA had the geographical advantage that could reach the Hong Kong International Airport and Qianhai/Shekou free trade zone in Shenzhen via existing and planned highways and railways directly. They believed that the HSK NDA could complement Qianhai’s development, bringing out Hong Kong’s advantages in producer services and creating synergy with the enterprises in Qianhai. Not only would it foster economic interaction with the Mainland, but also economic sustainability of Hong Kong.

3.2.2 Some comments raised that Hong Kong should provide more land for economic development to seize the opportunity brought by the “One Belt, One Road” initiatives of Mainland China. They urged the Government to accelerate the implementation pace of the HSK NDA so as to foster the economic development of Hong Kong.

3.2.3 On the other hand, some commenters were of the view that the NDA development should be solely for the Hong Kong people but not for assisting the economic growth of Shenzhen and hence accelerating the “Hong Kong-Shenzhen Unification”. Some comments stated that there were not enough land designated for residential development on the RODP, and that half of which were designated for private housing development and were unable to meet the housing demand of local residents.

3.2.4 Some comments stated that the HSK NDA was not planned with sufficient civic facilities, and its positioning as the “Regional Economic and Civic Hub for the North West New Territories” could hardly be achieved.

Our Responses

3.2.5 The HSK NDA, being strategically located in the NWNT and well connected to the Hong Kong International Airport and areas of Hong Kong and Shenzhen, is positioned to serve as a “Regional Economic and Civic Hub” for the NWNT. It will be developed as a new generation new town for supporting the social and economic development of Hong Kong. Adhering to the planning principles for creating a sustainable, people-oriented and balanced community, the HSK NDA will be a desirable place to live, work, learn and play for the Hong Kong people. It will also offer development spaces for various residential, commercial, government, institution or community (GIC), logistics and industrial facilities. The wide range of land uses will help HSK NDA to be developed as a “Regional Economic and Civic Hub”, and create new employment opportunities of different types and nature for the residents in HSK as well as the neighbouring areas. Please refer to paragraph 3.6.5 - 3.6.8 for details.

3.2.6 In planning the GIC facilities for the HSK NDA, we have reviewed the current provisions and constraints, as well as followed the “Hong Kong Planning Standards and Guidelines” and advices from various government departments. We have also taken into consideration the needs of surrounding area such as TSW New Town and the proposed Yuen Long South development. In consideration of the comments collected during CE3, we have expanded the “Government” (“G”) zone near the proposed HSK Station on the Revised RODP to include more variety of civic facilities, including a performance venue, and a piece of land to the west of the proposed HSK Station is also zoned “G” for
development of youth facilities. In the northern part of the NDA, we have designated a “G” site for provision of various facilities. Please refer to paragraph 3.8.9 for details. The educational facilities, post-secondary institution, hospital, clinics, magistracy, theatres, Government offices, markets, community halls, sports centres, and other social facilities in the HSK NDA, will not only serve the needs of the future population of the HSK NDA, but also for the residents of TSW, Tuen Mun, Yuen Long New Towns and the Yuen Long South development currently under planning. These will facilitate the HSK NDA to become the “Regional Economic and Civic Hub” of NWNT.

3.2.7 Allegations of the NDA being meant to serve Mainlanders are largely due to misconception. The HSK NDA is positioned as a new generation new town for Hong Kong people providing new housing and development spaces for various commercial and special industrial uses and GIC facilities to serve Hong Kong in the medium to long term. The NDA will have a population of approximately 218,000 (176,000 of which are new population) and approximately 61,000 new residential units. The public-private housing mix of the Revised RODP would be 51:49, or an overall ratio of 69:31 with the TSW New Town included, contributing to a balance in residential development in the region.

3.3 Economic Development

3.3.1 There were comments stated that the proposed economic development of the HSK NDA would be difficult to implement without appropriate economic policy. It was suggested that the Government should develop comprehensive economic policy to foster the long-term economic growth of Hong Kong. The existing economic activities should not be sacrificed under the NDA project and traditional local economy should be retained.

3.3.2 Some comments opined that there should be more mixed developments near the proposed HSK Station with good connection between the commercial and residential developments to foster economic activities in the NDA. Some comments opined that the land near the proposed HSK Station was of high commercial value and that the piece of land reserved for educational use near the proposed HSK Station on the RODP should be released for mixed residential and commercial developments.

3.3.3 A comment stated that the two PTIs planned next to the proposed HSK Station could be combined. There were also comments opined that the proposed location of the EFTS depot near the future HSK town centre will affect its expansion in the future, thus suggested to relocate the depot to the logistics facilities cluster, which was at the mid-point of the EFTS system, to facilitate its future development.

3.3.4 Some comments pointed out that there would be residential developments along the TSW River Channel, but the commercial facilities and employment would be centred around the south of the HSK NDA, and there would only be small amount of commercial activities in the northern part of the NDA near Lau Fau Shan. As such, the HSK NDA could not benefit TSW residents. It was suggested that more commercial and Government facilities such as car park, market, and swimming pool should be developed in the northern part of the NDA.
3.3.5 A comment noted that there were “Commercial”, “Commercial & Residential”, and “Residential” land uses planned near the existing TSW Station, but the area designated for the latter two uses were similar to that for “Commercial” use. It was considered that the scale of commercial development near the existing TSW Station was not sufficient for it to become a “District Commercial Node,” nor would it resolve the problem of lack of economic activities in TSW.

3.3.6 Some commenters concerned that the development of hotels and mega shopping malls would turn the HSK NDA into a tourist area, leading to increase in rent and cost of living, and in turn affecting the livelihood of local residents. Some expressed concern over the mode/type of operation of the shopping streets, and stated that small businesses might not be able to survive the high rental cost if it was run by the Link and big developers.

3.3.7 A comment suggested to further expand the commercial land use in Lau Fau Shan in order to facilitate the tourism development of the area.

**Our Responses**

3.3.8 The Study on “Hong Kong 2030: Planning Vision and Strategy” has reviewed the need for developing new development areas in the New Territories and recommended the implementation of the NDAs to address Hong Kong’s long-term housing and economic development needs and to provide job opportunities. The HSK NDA was one of the ten major infrastructure projects for economic growth. The planning of HSK NDA is a result of the collaborative work of all the relevant bureaux/departments. The Government will timely formulate and take forward various implementation arrangements to facilitate the implementation of the NDA.

3.3.9 To further capitalize on the strategic location of the proposed HSK Station for promoting economic growth, the land uses surrounding the station has been re-arranged to enhance the scale of commercial uses and to facilitate connection between the residential and commercial developments. The “Education and Related Uses” site has been shifted southwards on the Revised RODP and the site near the station is rezoned partly to “Commercial” use to further enhance the economic and commercial activities near the station, and partly rezoned to “G” mainly for the development of youth facilities. The EFTS depot is moved to a logistics facilities site to improve the land use efficiency, and to release the original site for a multi-storey Government facilities building to accommodate the operations and services facilities of various departments. The two PTIs are retained on the Revised RODP as they are designed to serve the cross-boundary and regional traffic and the local transport demand respectively. It would facilitate the role of HSK as a “Regional Economic and Civic Hub”. The cross-boundary traffic could reach Qianhai in Shenzhen directly by using the nearby KSWH which would further strengthen the connections between Hong Kong and Shenzhen. On the other hand, local residents could use the PTI designed for local traffic to access the urban areas and nearby districts, such as TSW, Tuen Mun and Yuen Long etc. more conveniently. There would be cumulative effect on the traffic and junction capacity if the two PTIs are combined. However, the two PTIs are connected at the ground level via the Regional Plaza to facilitate convenient interchange between different transport facilities.
3.3.10 In response to public comments requesting for more commercial and community facilities in the northern part of the NDA, we have adjusted some of the land uses in the northern part of the NDA on the Revised RODP to form a “Local Service Core”. We suggest to rezone a site originally designated as “District Open Space” to “G” for provision of various facilities including community hall, clinic, RCP, and other community facilities. The proposed Government site is located to the south of Tin Wah Road, and it will be easily accessible by the TSW residents. It will serve the residents in the northern part of the HSK NDA and the TSW neighbourhood, as well as to strengthen economic activities in the northern part of the HSK NDA. Moreover, a site near Sha Kong Wai originally planned for an open-air PTI is now rezoned to “OU” annotated “Commercial cum PTI and Public Carpark” to better utilize land resources and provide more commercial and GIC facilities for both HSK and TSW residents.

3.3.11 Apart from reserving sites for comprehensive commercial and retail development, shopping streets are introduced at various locations to promote street vibrancy to provide alternative business operations and to provide an alternative shopping experience and choice for residents. In this regard, we proposed extending the shopping streets in the “Riverine and Village Neighbourhood” and in the town centre on the Revised RODP. To enhance visual aesthetics, we proposed terraced podium design along the shopping street with set-back provided on the first floor.

3.3.12 The “Commercial” site near Lau Fau Shan proposed on the RODP is maintained. The site will provide a public car park to promote economic vibrancy and complement the tourism activities of Lau Fau Shan. The proposed EFTS has been extended to the northern part of the NDA, such that visitors can have easy access from the proposed HSK Station and the existing TSW Station to the northern part of TSW. On the Revised RODP, we have extended a road that connects to Shum Wan Road with a view to enhance traffic connection in the Lau Fau Shan area. Please see paragraph 3.9.22 for details. Further, the pedestrian and cycle track network will be extended towards the Lau Fau Shan area with a view to further promote tourism and economic development in the area.

3.4 Logistics Facilities

3.4.1 The Hong Kong Logistics Association supported the development of the HSK NDA in providing more spaces for the development of Hong Kong’s logistics industry. With growing demand for logistics services in Hong Kong, they hoped that the Government could enhance the HSK NDA’s position as a regional logistic hub to facilitate the development demand of the industry. They also called for “smart logistics park” concept, utilising information technology to improve and increase operational efficiency of logistics operations. The association opined that the logistics industry required a large amount of workers to support its operation and would create employment opportunities including operators in container depots, truck drivers and workers in warehouse etc. They further opined that the industry was suffering from lack of land and workers. They hoped that the development of the HSK NDA could help resolve these problems in order to enhance Hong Kong’s competitiveness.
3.4.2 On the contrary, some opined that the logistics industry in Shenzhen Futian and Qianhai was developing rapidly. Considering the high rental cost in Hong Kong, logistics operators might not necessarily invest in HSK’s logistics facilities. They considered that the land area reserved for logistics facilities were too much.

3.4.3 Comments from the logistics industry generally considered that the size of the land parcels for logistics facilities on the RODP, which was about 2 ha each, was undesirable. After deducting the spaces for ramps connecting to various floors, the usable area of the multi-storey building would be under 50%, which was not economically viable. Since the requirement of land size for different operations varied, it was suggested to combine some of the logistics sites to about 5 ha and use shared ramp to enhance operational efficiency.

3.4.4 The logistics industry was also concerned about the connectivity of the proposed logistics facilities. Some proposed comprehensive uses of the logistics facilities by including a logistics academy, training centre and office etc. to complement the concept of value-added logistics centre and to increase site efficiency. It also suggested that loading and unloading areas should be planned inside the commercial buildings in HSK to facilitate the operation of the logistics industry and enhance efficiency.

3.4.5 Some expressed concern over the implementation mode of the HSK NDA, and stated that while the HSK NDA would have the first population intake by 2024, there was no mention about timetable for the construction of the logistics facilities. There were also concerns on the timing of matching employment and population intake and suggested the Government to confirm the development scheme as soon as possible. Besides, some comments suggested that HSK had the potential to become a regional logistics centre, and develop logistics facilities with integrated uses and supporting facilities such as vehicle repairing and car washing workshops to enable the HSK NDA to become a one-stop logistics park.

3.4.6 There were comments requesting for more details on the port back-up, open storage, and logistics uses near KSWH. Since there were logistics centre and technology park developments near the Hong Kong International Airport, the keen market competition might affect the position of the logistics centre and technology park in HSK. The Government should have more analysis on the advantageous of the HSK NDA.

Our Responses

3.4.7 The logistics industry is one of the pillar industries of Hong Kong. It has significant contributions to Hong Kong’s economy and in providing job opportunities. The Strategic Development Plan for Hong Kong Port (HKP) 2030 Study published in December 2014 recommended developing logistics facilities to foster Hong Kong's development as a regional logistics hub and a supply-chain base. The HSK NDA will provide sufficient land to support the modern logistics and technology industries with a view to maintain Hong Kong’s economic competitiveness. The HSK NDA is close to Shenzhen and efficiently linked with the Greater Pearl River Delta regions. The Government is planning for Tuen Mun Western Bypass which will connect Tuen Mun Area 40 with Tsing Tin Road in Tuen Mun and the KSWH by tunnels. The proposed Tuen Mun Western Bypass will connect the HSK NDA to Tuen Mun-Chek Lap Kok Link, the Hong Kong International Airport, the Hong Kong-Zhuhai-Macao Bridge, and its Boundary Crossing Facilities. At the territorial level, the HSK NDA will give
impetus to foster Hong Kong’s economic growth. Given its strategic location on major freight and passenger routes between Hong Kong and Shenzhen, sufficient spaces will be provided in the NDA for accommodating economic uses including modern logistics, innovation and technology, and testing and certification. To help Hong Kong’s development into a regional logistics hub and a supply-chain base, we have reserved on the Revised RODP approximately 37 ha of land for modern logistics facilities. The proposal has received the support from relevant bureaux/departments, the Government will endeavour to implement the development and the implementation mechanism will be worked out in the next stage.

3.4.8 The logistics operators raised during CE3 that the about 2-ha sites designated for logistics facilities were not desirable, as spaces were needed for ramps connecting various floors inside the multi-storey buildings, they worried that the interior usable area would be insufficient and lower the efficiency ratio of the multi-storey buildings. As such, sites zoned as “OU (Logistics Facility)” have been reconfigured and enlarged (ranging from 3.5 ha to 4.8 ha) under the Revised RODP to assist the industry in maintaining competitiveness within the region and to achieve economies of scale.

3.4.9 In addition, we will take into account the various supporting uses as suggested by the industry when formulating the detailed land uses permitted under the relevant zonings in the next stage. We aware that more flexibility should be reserved in detailed design in order to accommodate the ever-changing mode of operation of the logistics industry in relation to technological advancement.

3.5 Enterprise and Technology Development

3.5.1 A comment stated that there was already a Science Park in Hong Kong, and expressed doubt on the proposed Enterprise and Technology Park in the HSK NDA. There was also concern that market competition would affect the position of the proposed Technological Park in HSK.

3.5.2 Furthermore, the industry was concerned about the implementation of the proposed Enterprise and Technology Park, such as whether it would be rented out by the Government or would be developed through land sale. A comment expressed the wish that the Government could tender the land for development by the operators through land sale.

Our Responses

3.5.3 The Enterprise and Technology Park is proposed to accommodate a variety of economic uses, such as innovation and technology, testing and certification, data centre, modern industries and other related businesses, and non-polluting industrial uses. These uses will be a major source of employment opportunities within the HSK NDA, and will help broaden the economic base of Hong Kong.

3.5.4 An area of about 9 ha is planned in the Revised RODP for Enterprise and Technology Park use. The proposal has gained support from relevant bureaux and departments, and the implementation mechanism will be worked out in the next stage.
3.6 Employment Opportunities

3.6.1 A number of comments raised concerns about cross-district employment issues. They used TSW as an example where a large number of residents had to travel to the urban areas to work and hence leading to traffic issues. There were suggestions to broaden the types of employments in the NDA to better match with the skill sets of local residents, in particular for the grassroots, to reduce cross-district working and traffic demands. Nevertheless, there were comments stating that the Government and the Consultant had neglected and misunderstood the relationship between provision of local employment opportunities and cross-district employment. It was pointed out that all districts had certain ratios of cross-district employment, and that the ratios would not decrease because of increase in local employment opportunities.

3.6.2 There were queries on the estimation of the 150,000 new employment opportunities brought by the HSK NDA project, and the Government was urged to provide more concrete data explaining the estimation methods, as well as how the employment would match with the population in order to signify the uniqueness of the HSK NDA.

3.6.3 Some comments suggested that there should be more commercial and retail elements in DCA2, which was close to TSW, in order to increase the employment opportunities in the district, in particular for residents in TSW North.

3.6.4 An economic consultant agreed that the HSK NDA could become a “Regional Economic and Civic Hub” and supported the notion that the HSK NDA would give impetus to foster Hong Kong’s economic growth. However, they opined that the estimation of the proposed employment opportunity in HSK NDA was on the high side, and considered that it would be difficult to achieve. They suggested to further increase the planned population and improve the ratio between public to private housing by increasing private residential flat number, in order to attract more businesses and labour force to the HSK NDA.

Our Responses

3.6.5 Given the strategic location of the HSK NDA on the major freight and passenger routes between Hong Kong and Shenzhen, there will be different economic activities in the NDA. The area adjacent to the proposed HSK Station will be developed to be a “Regional Economic and Civic Hub” with offices, hotels, retail facilities and other commercial uses, as well as a magistracy and government offices. The area surrounding the existing TSW Station will be developed as a “District Commercial Node” serving also the TSW New Town, with shopping malls and office towers. The northwestern part of the NDA with direct access to the KSWH is designated as “Logistics, Enterprise and Technology Quarter” and “Industrial” zone to provide development spaces for accommodating a wide range of industrial/special industrial uses such as innovation and technological research centres, testing and certification, data centre and related industry and non-polluting industrial uses (including high value-added logistics activities, port back-up, storage and workshop uses) and general industrial uses. Approximately 37 ha of land has been reserved for developing logistics and related facilities, and 9 ha of land has been allocated for the Enterprise and Technology Park.
3.6.6 Through the provision of a basket of suitable and diversified commercial, industrial, community and government land uses, the HSK NDA will offer spaces for accommodating various economic and social activities. The employment opportunities figure on the Revised RODP is about 150,000, among which 75,000 in commercial sector, 61,000 in special industry, and 14,000 in community services sector. This would help address the problem of over-concentration of employment opportunities in the urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease traffic congestion at the commuting corridors between the New Territories and the urban areas. Meanwhile, the HSK NDA will develop EFTS connecting the proposed HSK Station, the existing TSW Station, TSW North and Lau Fau Shan to increase the mobility of the HSK NDA and for the convenience of nearby residents to work in the NDA.

3.6.7 The above-mentioned employment opportunities span across a wide spectrum of sectors, requiring high to general skill sets from workers with different educational background. Amongst which, retail, food and beverage, entertainment, hotel, industrial, port back-up and logistics industry require large amount of general skilled and education level workers to support their operations, such as clerk, salesperson, waiter/waitress, room attendant, godown keeper, truck driver and security guard etc. Furthermore, the proposed “District Commercial Node” will be developed near the existing TSW Station. The employment opportunities created in the HSK NDA will be able to alleviate the unemployment and under employment problems of the TSW residents.

3.6.8 In response to public comments received during CE3, we have designated a “G” site in the northern part of the NDA for provision of various facilities including community hall, clinic, RCP, and other community facilities. In addition, a site near Sha Kong Wai, which is originally zoned for an open-air PTI, has been rezoned to “OU” annotated “Commercial cum PTI and Public Carpark”. Not only will these provide more commercial and community facilities to the HSK NDA and TSW neighbourhoods, but also enhance local employment opportunities. A commercial centre with car parking facility is also planned near Lau Fau Shan to foster economic and commercial activities and complement the tourism activities in the area. The proposed EFTS has been extended to the northern part of the NDA, visitors can conveniently travel between the proposed HSK Station, the existing TSW Station and TSW North.

3.7 Housing Mix

3.7.1 Some comments supported the proposed housing mix of the HSK NDA and opined that the public-private housing ratio was better than the TSW New Town. Some questioned the half-and-half ratio proposed for the HSK NDA and opined that the proportion of public housing should be higher than that of the private housing.

3.7.2 Nevertheless, some comments raised that there should be more private housing in the HSK NDA such that the public-private housing ratio (including TSW) could reach 60:40. However, some comments pointed out that the target group for PRH and HOS were different. These two types of housing should be planned separately and the ratio for HOS should be increased such that aspired home buyers could be benefited from the scheme.
3.7.3 There were comments suggesting to further increase the overall provision of residential flats in the HSK NDA with a view to increase population and labour force in the area.

Our Responses

3.7.4 While there were comments calling for further increase in housing supply, we have to point out that the HSK NDA has been planned with a balanced housing and employment mix with a view to enhance self-containment such that local residents could save time from travelling cross districts to work. Apart from reserving land for housing development in the NDA, sufficient land has to be reserved for economic land uses as well. The HSK NDA will also serve as an employment node in NWNT to address the over-concentration of jobs in the main urban areas. Besides, adequate land has to be reserved within the NDA for various GIC facilities to cope with the population growth.

3.7.5 To develop a harmonious community, different types of residential developments meeting different needs, aspirations and affordability have been planned in the NDA. One of the planning objectives of the NDA is to achieve a balanced community and avoid creating a homogenous residential character dominated by public housing like TSW. This concept has been carried forward from the PODP to the Revised RODP. We have maintained the ratio of public to private housing units as 51:49 (together with TSW New Town, the ratio would be 69:31). This arrangement is to achieve a proper balance in the regional context. In response to the comments on avoiding concentration of public sector housing in a specific area, we have reviewed the distribution of public housing when formulating the Revised RODP.

3.8 Government, Institute or Community Facilities

3.8.1 Some commenters were concerned about the development phasing of the proposed community facilities. It was learnt from past new town developments that PRH will first be developed prior to community facilities. Such implementation arrangement will create social issues such as youth and elderly problems. In order to avoid the experience of TSW New Town from happening again, they urged the Government to ensure timely provision of various community facilities such as RCHE and infrastructure in tandem with the population intake of the NDA, and to encourage provision of community facilities from the private sector.

3.8.2 Several LegCo members and District Council members pointed out that the markets in TSW were monopolised by private developers. They suggested the Government to develop a Government complex with a public car park, a cooked food market and a public market in the northern part of the NDA to serve both the residents of TSW and the HSK NDA. They also urged the Government to take into consideration the interest of TSW when planning the NDA, including providing community facilities and transport infrastructure, as well as car parks for heavy vehicles. Some commenters also requested for more community facilities in the NDA such as swimming pool. A concern group requested reservation of a government site for a “small-scale production workshop/community production centre”, a venue for residents to produce different products, so as to foster local economy and to encourage employment of the grassroots.
3.8.3 The public generally supported the provision of hospital and clinic facilities in the HSK NDA. However, villagers of Shek Po Tsuen and Hung Uk Tsuen expressed objections towards the hospital near their villages. The villagers of Shek Po Tsuen also objected the RCP to the north of their village. They considered that these facilities were obnoxious and would adversely affect the living environment and Fung Shui of their villages. They asked the Government to relocate these facilities elsewhere. Similarly, there were comments opposing the proposed RCP opposite to Hung Fuk Estate for its potential adverse impact on the health of the nearby residents in Hung Fuk Estate.

3.8.4 There were comments stating that the planning of the HSK NDA was unfair to Ping Shan residents as none of the proposed infrastructure would benefit Ping Shan Heung. There were also comments objecting the zoning of a piece of private land between Tin Wah Road and Ping Ha Road to “LO”.

3.8.5 A comment objected the zoning of a proposed “V” near Sha Chau Lei (I), which was originally zoned “Institution or Community” (“IC”) in the PODP. It stated that such change would affect their plan for expanding social services in the area, especially their elderly home services in the future. There was another comment suggesting to rezone part of the proposed public housing site designated for local rehousing to facilitate a private proposal for residential care home for the elderly (RCHE) development.

3.8.6 A comment suggested to indicate the proposed use and plan for the “Government (Reserve)” sites on the RODP such that villagers in the adjacent areas can have a better understanding about the possible developments of these sites in the future. Another comment considered that the Government should designate some “G” zones as buffer areas to allow flexibility to accommodate future development needs. Nonetheless, there was a comment stating that in view of the shortage of land in Hong Kong, the “Government (Reserve)” sites should be re-planned for residential and commercial uses to address the housing need of Hong Kong and to promote economic development of the area.

Our Responses

3.8.7 The HSK NDA will be developed in stages. Our current target is to have the first population intake by 2024. The public housing site for local rehousing will be developed first to accommodate eligible households affected by the HSK NDA. Commercial and community facilities such as RCHE and clinics will be developed concurrently, with target for full completion by 2037/2038. We will ensure timely land provision for various community facilities and infrastructure in tandem with the population intake of the NDA. Please refer to paragraph 3.18.10 for details of the implementation timetable.

3.8.8 When planning for GIC facilities, we have reviewed the existing site environment and constraints. The plan has been carried out with reference to the “Hong Kong Planning Standards and Guidelines” as well as the comments from relevant bureaux/departments. We have allocated land at various locations for GIC uses. The proposed GIC facilities including schools, post-secondary institution, hospital, clinics, magistracy, performance venue, government offices, markets, community halls, sports centres and other social facilities in the NDA will not only be serving the future population of the HSK NDA, but also the residents of TSW, Tuen Mun, and Yuen Long New Towns, as well as the Yuen Long South development under planning.
3.8.9 During CE3, we have received public comments pointing out the shortage of community facilities in TSW, particularly the lack of markets and parking space. In this regard, we have adjusted some of the land uses in the northern part of the NDA on the Revised RODP to form a “Local Service Core”. A site abutting Tin Wah Road and Ping Ha Road originally zoned as “LO” has been rezoned to “G” for provision of various facilities including community hall, clinic, RCP and other community facilities to serve residents living in the northern part of the NDA and TSW and to strengthen the connection between TSW and HSK. Furthermore, to cater for the daily needs of the future residents, three new markets will be provided within the NDA, two of which will be provided within public rental housing sites, and a market of a reasonably large size on a “Government” site with a convenient and easily accessible location to serve the community in the region is being studied. Specific locations of these markets will be subject to further assessment. At present, there are six swimming pools in Yuen Long and Tuen Mun districts (two of which comprises leisure pools). In addition, a swimming pool complex in TSW is under planning. Taking into account the new population in HSK, the swimming pool provision in the area still conforms with the recommendations in the Hong Kong Planning Standards and Guidelines.

3.8.10 We have also allocated commercial land use and car park at Lau Fau Shan which will serve both the Lau Fau Shan and TSW residents. The proposed EFTS will also extend towards TSW North with a view to provide efficient transportation service connecting TSW North, the proposed HSK Station, TSW, and Lau Fau Shan. It will also serve to alleviate traffic congestion in the region, and to provide convenient access of neighbouring residents to use the facilities provided in the NDA. Furthermore, a site originally planned for an open-air PTI has been rezone to “OU” annotated “Commercial Development cum PTI and Public Carpark” to provide more commercial and communities facilities in the northern part of the NDA and to foster economic activities in the area.

3.8.11 Regarding medical facilities, in order to ensure that the medical needs of the community are met, the Hospital Authority (HA) regularly reviews the service capacity and physical conditions of its healthcare facilities for planning the redevelopment or expansion of existing hospitals and the development of new hospitals. The construction of a new hospital in TSW is currently underway, which will provide 300 beds in-patient and day-patient services upon completion. In anticipation of significant growth in demand for healthcare services in the New Territories region as a result of the rapid population growth and ageing in the Tuen Mun and Yuen Long districts, the HA intends to expand the capacity of the new Tin Shui Wai Hospital in the long run to address the demand in the area. In addition, to accommodate future demand for medical facilities in NWNT, we have allocated land in the HSK NDA for development of a hospital and clinics, which will operate in coordination with the hospitals in the New Territories West Cluster in serving the residents of HSK, TSW, Yuen Long, Tuen Mun, and the proposed Yuen Long South development. The proposed hospital is located in the centre of the HSK NDA and is within walking distance from the existing TSW Station for the convenience of residents within and outside the district. The proposed Hospital is separated from Shek Po Tuen by Hung Tin Road which is approximately 80 meters in width. Even though an open space is planned on the RODP to the east of the proposed hospital, separating Kiu Tau Wai and Hung Uk Tsuen some commenters still raised concerns during CE3 towards the possible impacts of the hospital on the living environment and Fung Shui of the villages. In response to the comments, we have adjusted the boundary of the hospital as
well as the layout of its surrounding land uses. The southwestern part of the original hospital site is rezoned for “E” and “G” uses and these facilities will further separate the hospital and the villages. Additional amenity strips and open spaces are planned along Hung Tin Road and west of Hung Uk Tsuen and Kiu Tau Wai in order to increase the buffer distance between the villages and the hospital. Besides, a new local road is introduced to the west of Hung Uk Tsuen and Kiu Tau Wai to connect with Hung Tin Road so as to further separate the hospital from Hung Uk Estate and Kiu Tau Wai as well as to provide additional vehicular access points for the hospital and the nearby villages. Please refer to paragraph 3.9.19 for details.

3.8.12 The RCPs proposed in the NDA will adopt the latest enclosed design, which will meet the relevant hygiene standards. The concerned site near Hung Fuk Estate is for relocating a RCP in the region, which is in urgent need and is one of the very few suitable vacant Government sites in the region. The RCP is separated from the housing estate by Hung Yuen Road. As most refuse collection vehicles have already adopted fully enclosed design, the nuisance caused by the operation of the RCP should be minimized. Regarding the proposed RCP near Shek Po Tsuen, we have re-arranged the land use of the site as well as realigned the proposed local road nearby. The concerned RCP will be moved to the northern part of the NDA, and its original location will be reserved for educational use. An additional amenity strip is added along the proposed local road to serve as a buffer between the new developments and Shek Po Tsuen.

3.8.13 The piece of land in front of a RCHE at Sha Chau Lei (I) is currently used for parking by local residents, a RCP, a local open space, and several Small Houses. There is no development proposed at the site under the HSK NDA scheme, therefore its existing uses will not be affected. The said location was zoned “IC” on the PODP. During the preparation of the RODP, after confirming of the nature of the existing houses, it is considered appropriate to include the Small Houses within the “V” zone boundary, while the remaining areas are maintained under the “IC” use. Application for land allocation for proposed RCHE development at specific site is not within the scope of the HSK NDA Study. With regard to the request to rezone part of the public housing site for a proposed RCHE, we need to point out that the proposed public housing site for local rehousing purpose is necessary for the successful early implementation of the HSK NDA to accommodate the eligible clearnees at the earliest stage. Hence, the site is kept for local rehousing purpose on the Revised RODP. In formulating the NDA proposal, taken into account the demand for residential care places for the elderly, and with the support from relevant bureaux/departments, we have already designated two “G” sites for such purpose and RCHE will also be provided within some planned housing developments in the NDA.

3.8.14 We have reserved sufficient government land in the Revised RODP to allow flexibility to cater for the needs arise in the future. We will continue to liaise with different bureaux/departments to explore possible land uses for these government sites.

3.9 Transport Infrastructure

3.9.1 Some residents expressed concern over the traffic impact brought by the population growth in HSK NDA and considered that there was lack of concrete proposal by the Government with regard to internal and external traffic
arrangements. Some commented that the current WRL was reaching its capacity, and the proposed HSK Station would increase the loading on the WRL. Some opined that the planning of the HSK NDA should not rely on the WRL as the major mode for external transportation.

3.9.2 There were doubts over the proposed increase of train frequency per hour and number of train compartment could effectively alleviate the current overcrowding situation of the WRL. A LegCo member asked the Government to provide assessment reports to explain the current and future traffic situations and to provide the WRL data for reference, including the passenger throughput, loading, and waiting time etc. He also expressed that the increase in train frequency and the number of train compartments would not help improve the problem of overcrowding of the WRL.

3.9.3 There were a number of comments made in light of the removal of Tin Ying Road as this road was vital for the existing traffic. There were existing bus routes using Tin Ying Road to connect northern TSW and the existing TSW Station. Removal of Tin Ying Road would lengthen the bus journeys by about two minutes, which would affect the travelling time of TSW residents. They suggested the Government to retain or depress the existing Tin Ying Road so that vehicles could continue to use the road.

3.9.4 Ha Tsuen Rural Committee expressed concern about the transport infrastructure in HSK NDA, suggested retaining Tin Ying Road, and widening of Lau Fau Shan Road, for the residents of Sheung Pak Nai Tsuen and Ha Pak Nai Tsuen. Some hoped for the implementation of a new road connecting the NWNT and the urban areas, and suggested that the transport network of the HSK NDA to be connected with the existing Light Rail to improve the traffic in the area.

3.9.5 Some comments stated that TSW had been experiencing serious traffic problems during peak hours and hoped that the Government could consider providing other transport infrastructures connecting TSW and urban areas. A District Council member pointed out the junction congestion problem between Tin Yiu Road and Ping Ha Road, and hoped that the HSK NDA would bring about improvements to this problem.

3.9.6 A concern was expressed over the connections and transport infrastructure between TSW and HSK, stating that there was no indication on the RODP about the connection of the two regions. It is suggested that the Government should plan for appropriate road networks to improve the traffic in the area and strengthen the connectivity between HSK and TSW. Besides, some opinions suggested the Government should reduce the reliance on Light Rail as the major transport facility in NWNT, and to strengthen the connectivity between HSK and TSW.

3.9.7 A District Council member suggested to convert the power lines from overhead to underground, and elevate part of the at grade Light Rail to facilitate the widening proposal of Castle Peak Road.

3.9.8 There were comments regarding the alignment of the GTC and suggested to improve the alignment for the convenience of the villagers to travel between the WRL stations and other areas. There were also concerns on the conflict between cyclists, pedestrians and EFTS.
3.9.9 A comment suggested the Government to connect the proposed new roads to the existing village roads, and to avoid blocking of the existing roads or accesses to villages due to the new developments in the vicinity. There were also comments concerning the parking arrangement of heavy vehicles in the HSK NDA.

3.9.10 Some members of the Legislative Council and professional institutes asked whether the Government would reserve land in the HSK NDA for construction of the proposed WEL station to allow connection between the NDA and Shenzhen Qianhai area.

**Our Responses**

3.9.11 Traffic and Transport Impact Assessment (TTIA) has been carried out under the Study to assess the need and traffic impacts of the proposed developments on the future strategic, sub-regional, and local transport networks. It has recommended the required transport infrastructure to meet the needs of the NDA, and proposed the preliminary design options. Furthermore, it has also proposed public transport infrastructures such as railway station, PTI, cycle track and pedestrian walkway, etc. Parking area will be allowed in the “Logistics, Enterprise and Technology Quarter” to cater for the parking demand for heavy vehicles. It has also confirmed that the public road infrastructure, upon completion of the proposed road improvement works, can accommodate the traffic demand from the NDA. The planning of the NDA has also allowed flexibility for the provision of environmentally friendly transport services. It is concluded that the NDA development is technically feasible from the traffic and transportation point of view and will not cause unacceptable traffic impacts.

3.9.12 Through improvements to the existing road and construction of new roads, the NDA will have comprehensive road network. The proposed road network will thoroughly connect different areas within the NDA, and to provide an easy access to neighbouring areas such as TSW and the existing strategic road networks. There are additional public transportation intersection proposed in the NDA, to serve the new residential, commercial, and industrial areas. Cycle tracks will also be developed in the NDA, to strengthen the existing cycle network, and to create a comprehensive cycling network in the NDA. The major distributors of the HSK NDA are located on the periphery of the NDA to minimise air and noise pollution, in which heavy vehicles would use the KSWH and the new roads to access the logistics related facilities. This could concentrate most of the heavy vehicles flow to the western part of the NDA. As heavy vehicles on other roads in the NDA would be significantly reduced, the internal traffic and environmental conditions would be improved.

3.9.13 We noticed that there are concerns regarding the strategic transport infrastructure after the implementation of the future developments in NWNT. The Government is planning the Tuen Mun Western Bypass which will connect Tuen Mun Area 40 with Tsing Tin Road in Tuen Mun and the KSWH by tunnels, to cope with the increasing traffic volume in the NWNT region. With a view to enhancing the connectivity of NWNT with other districts, the Government will bid for resources for conducting a feasibility study for Route 11 which links up Northern Lantau and Yuen Long.
3.9.14 Regarding railway infrastructure, referring to the paper submitted by the Transport and Housing Bureau to the LegCo Panel on Transport on 17 July 2015 regarding the “Planning of Transport Infrastructure in Northwest New Territories”, the construction of Shatin to Central Link will bring opportunities for service improvement. Through the Shatin to Central Link, Ma On Shan Line will be connected to Tuen Mun, from Tai Wai through Hung Hom to Tuen Mun direct, forming a “East West Corridor”. To alleviate the existing crowdedness of the WRL, the number of train compartments of the WRL has been gradually increased from 7-car to 8-car starting from January 2016. The passenger carrying capacity will be increased by at least 14% after all WRL trains are operated with 8-car. With consideration of the facilities along the “East-West Corridor” such as the fire safety requirements at tunnel sections and the length of platforms etc., we currently estimate that the “East-West Corridor” can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the 7-car trains operating in 2015 at an hourly frequency of about 20. In the long term, the Government will timely commence studies on improving the carrying capacity of the railways in the NWNT beyond 2031, to cope with the traffic demands.

3.9.15 Even though the HSK NDA will bring about increase in population and traffic demand, there will be provision of related road infrastructure and transportation facilities, increase in the operating capacity of the WRL, and provision of large amount of employment opportunities within the HSK NDA so that many local residents and those from the New Territories could work in the NDA and reduce the need to commute to the urban areas (i.e. Hong Kong Island and Kowloon) for work. The TTIA for the HSK NDA estimated that the West Rail Service would be able to cope with the traffic requirements in the HSK NDA. Other transportation facilities, such as long haul bus routes, will be reviewed in due course.

3.9.16 To cope with the future development and to improve integration of the surrounding areas including TSW with the NDA, there will be reorganisation of the local transportation network to increase its efficiency and capacity, this would include the construction of new roads, the improvements of existing roads and addition of pedestrian footbridges across the TSW River Channel. Tin Ying Road will be replaced while its function would be supplemented by the widening of Ping Ha Road and by other newly planned roads (Road D1 and Road D3) to ensure an efficient connection between the NDA and neighbouring areas. After the replacement of Tin Ying Road, existing buses could re-route to travel via Ping Ha Road or Tin Tsz Road to reach Tin Heng Estate and the existing TSW Station, and does not require to route through roads within the TSW area. Furthermore, future residents could choose to utilise the proposed EFTS to reach the northern part of TSW, the existing TSW Station and the proposed HSK Station. The TTIA for HSK NDA has demonstrated the proposal is acceptable in traffic term as alternative routes would be provided.

3.9.17 The existing Tin Ying Road is built next to the TSW River Channel on the elevated embankments and close to the neighbouring residential developments in TSW, leading to a certain degree of noise and air pollution. The embankment design separates TSW with developments to the west, thus becoming an obstacle between the residents and the riverbank. Tin Ying Road will be replaced under the proposed traffic network in the NDA, thus releasing land resources for more efficient land uses, including the provision of a riverside promenade, and to introduce an EFTS near TSW, such that TSW could integrate to the nearby NDA...
as overall development. The noise and air pollution impact to neighbouring residents will be reduced after the replacement of Tin Ying Road. River revitalization will be adopted in the design of the HSK NDA, a riverside promenade with pedestrian walkway and cycling tracks will be constructed, and it will become a natural resource that could be accessed by TSW residents as well as future residents of the NDA.

3.9.18 Regarding the suggestion to develop the Tin Ying Road into a tunnel, initial investigation shows that due to various land constraints, including the TSW River Channel, underground utilities (sewage and drinking water pipes), traffic road constraints and the current road connections, developing the Tin Ying Road into a tunnel will not be able to connect to the Hung Tin Road/Ping Ha Road junction. Vehicles that utilise the road tunnel would not be able to reach Ping Ha Road/Tin Fuk Road via Hung Tin Road/Ping Ha Road junction. Therefore, it is doubtful that it will fulfil the function of connecting the north of the NDA/TSW to the south of the NDA (especially the existing TSW Station).

3.9.19 In response to currently serious traffic congestion problem in TSW during rush hours, we have proposed the construction of a new road at Hung Uk Tsuen and west of Kiu Tau Wai connecting Hung Tin Road on the Revised RODP, to provide easy and direct access to the existing TSW Station and neighbouring villages, to alleviate traffic problem surrounding Ping Ha Road. This road will also act as an alternate path towards the proposed HSK hospital and provide an additional connection to the nearby villages.

3.9.20 Land has been reserved for GTC on the Revised RODP, to provide a transit through the entire development area, connecting the existing TSW Station, proposed HSK Station, and the current Light Rail. The proposed GTC, which includes a rail-based or road-based EFTS, footpaths and cycle tracks, and will be separated from traffic roads by varying levels at different sections (detailed design subject to further study). Pedestrian crossing facilities will also be provided at EFTS stations (detailed design subject to further study) to create a convenient and safe pedestrian and cycling environment. The GTC providing an efficient feeder service connecting residential areas to other major facilities. In response to comments regarding the alignment of the EFTS, we have already adjusted the EFTS with some sections closer to existing villages for ease of access of its residents and hence the existing Lau Fau Shan Road will not be upgraded.

3.9.21 We have taken into account the connection between existing villages and future developments on the Revised RODP. We endeavour to retain roads within existing villages as far as possible to minimise the development impact to indigenous village residents, and to provide additional road access for the existing villages, for the ease of access of its residents. We will provide additional road access near Ha Tsuen (Tseung Kong Wai) and San Lee Uk Tsuen to connect with the future developments and new roads. Moreover, the new road at Hung Uk Tsuen and west of Kiu Tau Wai connecting Hung Tin Road as mentioned in above paragraph 3.9.19 will also provide additional access for Hung Uk Tsuen and Kiu Tau Wai. Furthermore, there is an additional connecting road proposed at Shek Po Tsuen. An additional new road has also been proposed near Tin Sum Tsuen South to connect with the proposed HSK Station.
3.9.22 Regarding the suggestion to widen Lau Fau Shan Road, after the existing open storage and port back-up uses have been consolidated and relocated, the relevant traffic volume would be relieved. According to the technical assessment of the proposed traffic network, the current Lau Fau Shan Road could cope with the future demands. Yet, an additional local road extended to Deep Bay Road is still proposed on the Revised RODP to further enhance the connectivity in the Lau Fau Shan area. This will reduce the traffic volume to the existing Lau Fau Shan Road and hence the existing Lau Fau Shan Road will not be upgraded.

3.9.23 Regarding the suggestion to convert the high voltage power lines underground and partially elevate sections of the Light Rail in order to widen the Castle Peak Road, there are many technical difficulties associated with the conversion of high voltage pylons underground, thus appropriate planning arrangements have to be made to ensure that the current high voltage power lines would not be affected by the NDA. There are also technical difficulties in elevating the Light Rail as various sections of Light Rail line are overlapping with KSWB and Hung Tin Road.

3.9.24 According to “Railway Development Strategy 2014”, there are overall financial concerns associated with the WEL, thus it is not included in the proposals under the Strategy. This notwithstanding, we are aware of the potential opportunities that may arise from the substantial development envisaged in the Qianhai area. Closely monitoring the situation of Qianhai development, and any significant increase in cross-boundary transport demand and changes in development parameters in future, we will separately explore the feasibility, as well as economic and social benefits of building a cross-boundary express rail link (or other transport infrastructure) connecting Hong Kong and Qianhai to allow Hong Kong to grasp the development potential of Qianhai with a view to achieving mutual benefits.

3.10 Brownfield Operations

3.10.1 The public generally supported utilizing brownfield sites for development. Some comments suggested that only brownfield sites should be used for development to minimise impact on current residents and farmers. However, current brownfield operators were generally concerned with relocation and compensation arrangements, Please refer to paragraphs 3.17.1 - 3.17.3 and our responses in 3.17.5 - 3.17.10.

3.10.2 Some green groups expressed concerns towards the implementation mode of the HSK NDA and stated that some brownfield operations might relocate to other greenfield sites in adjacent areas such as Lau Fau Shan, which would damage the environment and ecology of those areas. They hoped that the development of brownfield sites would not affect the current rural area and cause proliferation of brownfield operations to other areas.

Our Responses

3.10.3 Within the NDA, it is estimated that some 190 ha brownfield sites will be affected. They refer to private lots in rural New Territories that have been converted to container storage, warehouse, construction materials/machinery storage, car repair workshops, recycling yards and rural workshops, and intermingled with some licenced structures, squatters and other temporary structures. One of the main objectives of the HSK NDA is to better utilize the chaotic and damaged
rural lands to more suitable uses through comprehensive planning and enhanced infrastructure. Many of these brownfield sites involve economic activities providing necessary services and job opportunities to local residents that are still needed in Hong Kong. To develop these areas where the brownfield sites are concentrated into new towns, full-range infrastructural and community facilities have to be provided. Land resumption and clearance, compensation and relocation arrangements will also be involved. Without overall planning and supporting infrastructural facilities, individual developments of brownfield sites in a piecemeal manner would be difficult to support high-density developments including public housing.

3.10.4 To avoid further proliferation of brownfield developments, the clearance and relocation for affected brownfield operators will be carried out in phases during the implementation of HSK NDA. About 24 ha of land has been reserved for port back-up, storage and workshop uses, the Government will actively explore to accommodate some of the affected brownfield operations into the proposed multi-storey buildings in a land-efficient manner. The Government has already commenced the feasibility studies on multi-storey buildings for brownfield operations in mid-2016. The scope of the studies includes conceptual design of multi-storey building, planning, technical and financial assessments, and possible mode of operation and management.

3.10.5 Environmental Impact Assessment (EIA) has been conducted for the HSK NDA Study. The report has been submitted to the Director of Environmental Protection on 30 June 2016 for approval. The report states that the HSK NDA project aspires to turn the existing vast extent of brownfield sites to more optimal uses. Currently, these brownfield operations have created considerable environmental impacts including air quality/dust, noise, visual and water quality impacts. Consolidating the existing brownfield sites and accommodating them into multi-storey building will help to reduce the current environmental impacts created by the operations and improve habitat quality.

3.11 Ecological and Environmental Conservation and Revitalization of River Channel

3.11.1 Some green groups stated that according to the RODP, the egretry was surrounded by logistics facilities and Enterprise and Technology Park which would be about 10 storeys high. Although there were buffer areas separating the egretry from its surroundings, it was still consider insufficient. They suggested that the surrounding area next to the egretry should be rezoned from “Other Specified Uses” to “GB” and connected to the two “GB” zones next to KSWH. If it was not possible, the Government should at least further expand the “LO” adjacent to the egretry to the same size of the egretry. They also recommended adopting staggering heights profile for the buildings in logistics facilities and Enterprise and Technology Park, and providing additional buffer areas at the periphery of these sites so as to minimise impact to the egretry.

3.11.2 Some green groups stated that the egretry was very young and opined that the Government should improve the living environment in order to increase their numbers and to attract egrets in the neighbouring areas to the egretry. They hoped that the Government would take into account the comments raised by green groups, and improve the design of the future developments in the area. They also pointed out that egrets were very sensitive to human activity, therefore,
access to the “GB” zone of the egretry should be restricted, especially during breeding season, that is from March to August.

3.11.3 Some green groups welcomed the idea of revitalising TSW River Channel, but hoped to see more detailed proposals on how the ecology of the river channel could be improved. The ACE members and some villagers of Tin Sum Tsuen pointed out the proposed river improvement and revitalization scheme on the RODP was not connected at San Lee Uk Tsuen and Tin Sum Tsuen, and suggested a continuous riverside promenade at Tin Sam Tsuen.

3.11.4 A green group stated that there were less “GB” in the RODP as compared to the current OZP and that the Government had not provided any justifications.

Our Responses

3.11.5 Environmental Impact Assessment (EIA) has been conducted for the HSK NDA Study to assess the potential environmental impacts associated with the construction and operation of the project. The report has been submitted to the Director of Environmental Protection on 30 June 2016 for approval. The assessment has carefully considered the potential impact of the proposed development on various aspects including ecology aspect and formulated suitable mitigation measures, including the retention of the egretry, wetland compensation area and other habitats in “GB” and “V” zones through the layout of the Revised RODP to avoid impacts to the ecology and species.

3.11.6 Majority of the 441 ha of development area of the HSK NDA are brownfield sites (about 190 ha). The ecological impact assessment of the EIA states that over 98% of these affected habitats are of low ecological value. The San Sang San Tsuen egretry is one of the areas with higher ecological value. The San Sang San Tsuen egretry is a nesting area for Chinese Pond Heron and Little Egret. According to the Egretry Counts in Hong Kong Report submitted by the Hong Kong Bird Watching Society to AFCD in 2015, there were 4 nests recorded in the San Sang San Tsuen colony. In accordance to the survey conducted by the Consultant in 2012, it was suggested that almost all of the ardeids were recorded flying northeast of the egretry. To offer further protection to the egretry in San Sang San Tsuen, the adjacent land uses have been re-planned, including relocating the proposed electricity substation and enlargement of the “LO” sites adjacent to the egretry on the Revised RODP. The “LO” adjacent to the egretry is proposed for passive uses only to maintain spacious areas for protection of the flight paths of ardeids. During construction phases, major construction works will be carried out outside breeding season of ardeids (i.e. between March and August) to minimize potential impacts/ noise/ vibration and visual disturbance. Screening would be provided to minimise human disturbance (e.g. hoarding along the boundary of the works areas to shield the egretry from disturbance).

3.11.7 We fully agree that the existing river channels should not only be regenerated and beautified, they should also be used for the enjoyment of the public. The proposed riverside promenade along the regenerated river channel will include pedestrian walkway, cycle track, EFTS, shopping streets and restaurants for convenient access and enjoyment by the public. The pedestrian walkways and cycle tracks will continue along other river channels such that people can travel through the NDA along these scenic routes.
3.11.8 In response to the comments from villagers of Tin Sum Tsuen and the ACE, we have examined the alignment of the revitalized river channel and proposed to realigned the section near Tin Sum Tsuen with corresponding adjustments to the “V” zone boundary of Tin Sum Tsuen and expansion of the adjacent “LO” in order to provide a continuous promenade in north-south direction from TSW to the south of the NDA.

3.11.9 One of the planning principles of the NDA is to avoid impacts on “GB” areas as much as possible and integrate them with the planned open space network. In this regard, with reference to the Visual and Landscape Impact Assessment results of the EIA Study, except those with relative low ecological value and/or located at the proposed town centre of HSK NDA to meet the need of development, all “GB” areas would be retained as far as possible. The EIA has included detailed analysis and recommendations on tree preservation. A broad-brush tree survey has been carried out in the EIA to determine, in broad terms, the potential impacts on existing trees. The survey indicates that no Old and Valuable Trees (OVTs) are found in the NDA boundary and most of the trees surveyed belong to common tree species of variable quality. Other trees of relatively outstanding quality were found occasionally, which could be preserved. The retained trees within the NDA will be carefully protected during the construction stage. Trees that are inevitably be affected by the development will be transplanted and/or compensated. The number of compensatory trees and planting locations will be considered during detailed design and implementation stages.

3.12 Culture Heritage

3.12.1 Heung Yee Kuk N.T. stated that village traditions and cultural heritage must be preserved. A Village Representative of Ha Tsuen Rural Committee said the planning of HSK NDA should take into account the fung shui lanes of Ha Tsuen, and must respect the traditions and history of the villages, especially the historical value of Yau Kung Tong (Tang’s Ancestral Hall). Some of the Village Representatives considered that most of the land within the NDA fall within Ha Tsuen and suggested to rename the HSK NDA to Ha Tsuen NDA.

3.12.2 There had been proposals to link up various cultural heritages in the villages through a historical and heritage trail and shopping streets to promote rural-urban integration. In addition, there were comments requested the Government to preserve heritage items, including historic buildings with distinguished features and cultural heritage within villages. Some villagers stated that there were quite a number of old houses within the affected villages with over a hundred years of history and bore witness to the development of the New Territories, thus they wished the Government would preserve these buildings.

Our Responses

3.12.3 The proposed heritage trail in the Revised RODP which are concentrated in Ha Tsuen will allow the public to appreciate the valuable cultural relics by walking. The heritage trail will start at the existing TSW Station and connect to the existing Ping Shan Heritage Trail so as to promote cultural tourism of Yuen Long. The proposed heritage trail will pass through two declared monuments (Tang’s Ancestral Hall and Yeung Hau Temple) and four graded historic buildings (Shi Wang Study Hall, Kwan Tai Temple and Gate Tower at Ha Tsuen Shi, and Old Village School at Tung Tau Tsuen). The heritage trail would help promote the
historical features of the area, and provide a safe and efficient amenity for visitors to explore and appreciate many of the culturally significant areas. There are also other historic buildings and culturally significant areas scattered in the HSK NDA. Visitors could make use of the comprehensive cycle track and pedestrian network to travel around the NDA and visit these attractions. We will review the suggestions of setting up village-style bazaar and Pai Fong to promote local culture during detailed design stage.

3.12.4 We fully agree that cultural and historical resources of HSK should be respected. One of the key planning principles of the NDA is to seek balance between development and heritage conservation. Declared monuments and graded historic buildings will not be affected by the HSK NDA project. Taking into account the public comments received, we have further reviewed the heritage and eco trails on the Revised RODP to ensure coordination between heritage conservation and development, and that they are convenient for tourists and local residents.

3.12.5 In response to the comments by villagers, the “LO” planned in front of declared monument Tang’s Ancestral Hall and along the fung shui lanes is enlarged to enhance protection to the fung shui lanes and provide a larger public space for organizing various village rituals and festive events and cultural activities. According to the Cultural Heritage Impact Assessment under the EIA for the NDA, a total of two declared monuments and seven graded historic buildings (one of the historic buildings located in Hung Uk Tsuen had already been demolished) were identified within the assessment area of the Study. The project would not affect any declared monuments and graded historic buildings. As regard to the ancestral houses raised by a villager, according to the built heritage assessment conducted by Consultant, the concerned buildings are nil grade built heritage located in Tin Sum San Tsuen, which are assessed to possess no significant heritage value and are commonly found in New Territories. Furthermore, as the buildings are situated at a central location of the NDA, it is inevitable that the buildings will be affected by the NDA project.

3.13 Urban Design and Development Intensity

3.13.1 Some comments suggested to further increase the development density of “Commercial” zones in the NDA. In particular, some recommended that the density, building height and mixed-use developments in the “Regional Economic and Civic Hub” should be reconsidered to provide more commercial and residential development. There were also comments concerning the scale of the Regional Plaza and considered that it should be reduced to a more appropriate size.

3.13.2 Some groups opined that the maximum building height restriction of 35 to 40 floors should be lifted, since such measures would limit the flexibility in achieving better building design and visual effects. Due to the significant role of regional hub, there should be provision for development of approximate 50 to 60 storey commercial buildings as landmark, higher than the average 40-storey residential buildings in the area.

3.13.3 There were comments suggesting the Government to increase the domestic plot ratio of the NDA as appropriate to provide more housing in order to meet the housing needs of the public. There were individual landowners or their representatives submitted concrete proposals on specific land plots, including
proposals for higher domestic plot ratios, and rezoning of various land uses such as from “Industrial” to private residential developments. There was also a proposal for rezoning a site abutting Castle Peak Road currently designated for “Special Residential – Public Rental Housing” to private residential and HOS developments to capitalize the geographical advantage of being near the proposed HSK Station and to fulfil the vision and positioning of the HSK NDA as a “Regional Economic and Civic Hub”.

3.13.4 A comment stated that the proposed development intensities of some undeveloped land plots on the RODP were set in accordance to the current relevant Outline Zoning Plan without taking into account their development potential, thus unable to fulfil the vision of the NDA.

3.13.5 In addition, some comments from professional institutes stated that the eastern part of the HSK NDA could be seen as an extension of the TSW New Town, and that the proposed “Residential – Zone 2” in “Riverine and Village Neighbourhood” was considered acceptable as this would help form a graded height profile from the high-density developments in TSW to the low-lying villages. Yet, a District Council member considered that the development density near the TSW River Channel was too high and raised concern on the air ventilation impact on existing villages. It was suggested to lower the relevant development density and provide additional breezeways to improve air ventilation in the area. Some ACE members remarked on the visual impact on the clusters of existing villages which would be encircled by high-rise residential blocks. There was also concerns about the proposed residential developments near TSW River Channel which might cause “wall effect” to Ha Tsuen.

3.13.6 An organization opined that the connection between the “Regional Economic and Civic Hub” and “District Commercial Node” was separated by Shek Po Tsuen and San Lee Uk Tsuen, and a portion of the riverside promenade that passed through the Regional Park was blocked by the WRL Emergency Access Point. Therefore, they suggested to review the design in order to improve the east-west connection of the HSK NDA. Tin Sum Tsuen Village Representative and members of ACE also pointed out that there would be a broken section of the riverside promenade at San Lee Uk Tsuen and Tin Sum Tsuen. They suggested to revise the design in order to provide a continuous riverside promenade running from TSW to the south of the NDA.

Our Responses

3.13.7 TSW and Tuen Mun New Towns are located next to HSK in its east and southwest respectively. The Yuen Tau Shan mountain ranges in the west form a green backdrop while Tai Lam Country Park and its foothills provide a green landscape scene in the southeast. Deep Bay and Lau Fau Shan, with natural and rural setting, flank the NDA in the north; the south to north river channel connects the Deep Bay and TSW and run through the whole NDA. The overall planning concept and urban design framework of the HSK NDA draws upon this distinct setting. The Town Centre is planned around the proposed HSK Station. A secondary node is proposed to be located near the existing TSW Station for mixed commercial and residential developments with various community facilities. In response to the public comments received during CE3, a “Local Service Core” is proposed in the northern part of the NDA. Special industries including logistics facilities, Enterprise & Technology Park etc. are proposed at
the northwestern part of the NDA. The proposed Regional Park, together with major recreational facilities, are located in the centre of the NDA.

3.13.8 A gradated building height and development intensity profile is adopted, with the developments of the highest height and density, concentrated at the commercial nodes and descending towards the Lau Fau Shan and Deep Bay areas. This will bring positive impact on natural lighting, air ventilation and visual aspects. Various development densities in the NDA is determined through a balanced of various considerations, including the efficient use of land resources, provision of government institution, and community facilities, capacity of planned infrastructures, and quality urban design framework etc. The building heights have been proposed with reference to Air Ventilation Assessment (AVA), HKPSG and Urban Design Guidelines for Hong Kong.

3.13.9 AVA for the HSK NDA is conducted to assess the air ventilation performance of the NDA and the potential impact of various proposed building heights on the wind environment at street level. The assessment concluded that with implementation of the proposed measures (e.g. ventilation corridors), the overall ventilation performance of the NDA will not be seriously affected. The urban design for the NDA has taken into account the prevailing wind direction in designating breezeway/air paths and road alignments to enhance wind environment comprises of major roads, railway corridor, pedestrian streets, river channel and open spaces etc. In addition, the NDA has adopted measures such as non-building areas/building separations and setbacks, staggered building arrangement, podium and elevated podium design, gradated building heights and terraced podium design etc. to enhance air ventilation.

3.13.10 During CE3, there were comments suggesting to increase the density of commercial developments of HSK NDA, as well as the plot ratios of individual residential sites. After balancing various considerations and relevant technical assessments, we have retained the plot ratio of 9.5 for “Commercial” sites near the proposed HSK Station on the Revised RODP, which is higher than the plot ratio of other new town in general, to support the positioning of the area as a “Regional Economic and Civic Hub”. Furthermore, as mentioned in paragraph 3.3.9, we have reconfigured the “Commercial” sites near the proposed HSK Station in the Revised RODP to further enhance economic vibrancy of the area. In addition, we have also reviewed the building height restrictions on the Revised RODP to cater for better building design and visual effects, which will reinforce the vision of the HSK NDA as a “Regional Economic and Civic Hub”.

3.13.11 With regard to development density of residential sites, we have retained the maximum plot ratio of 6.5 (domestic plot ratio of 6 and non-domestic plot ratio of 0.5). To enable the HSK NDA to develop in a sustainable manner, the proposed commercial floor area, number of new housing flats, and employment/population in the Revised RODP are considered suitable. This also adheres to the planning principles for creating a people-oriented and balanced community. Further increase the commercial and residential plot ratio of the NDA may overload the capacity of the planned infrastructure.

3.13.12 With regard to the "Industrial" zone at the western fringe of the NDA across KSWH, the zone will not only provide land for general industrial development, but also help redistribute industrial activities to free up land at more central location within the HSK NDA. This area has direct access to strategic highways which
would minimise movements of heavy vehicular traffic within the NDA. Hence, it is necessary to retain this “Industrial” zone on the Revised RODP to facilitate the overall development of the NDA. When formulating land use proposals for the NDA, we have taken into account the suitability of the distribution of different land uses and various associated factors. Furthermore, regarding a piece of land designated for “Special Residential – Public Rental Housing” zone along the Castle Peak Road, different regional factors have been considered when formulating the public-to-private housing ratio of the NDA, including the overall population and housing mix etc., to cater and fulfil different housing needs among different sectors of population in the district. Amending such scheme will affect the housing mix and distribution of the NDA. Besides, the proposed development on a piece of residential area on Hong Chi Road has been submitted to and adopted by the Yuen Long District Lands Conference. Taking into account the application of land exchange is near completion, we maintained the development parameters under land exchange on the Revised RODP. The residential site is adjacent to an indigenous village, which its surrounding environment is not compatible for high-density development.

3.13.13 The PR of 5 to 5.5 and building height of 28 to 35 storeys for the proposed residential developments along the TSW River Channel, are generally lower than those of the existing residential developments in TSW on the other side of the river channel (plot ratio of 6 and building height of 37 to 39 storeys). The proposed residential development will be separated from TSW New Town by an approximate 100m wide river channel and riverside promenade. On the western side of the residential cluster, 5m set back requirements from Road D2 have already been introduced on the Revised RODP to increase the separation of the new residential towers from the existing villages and additional amenity strips (about 5 to 50 meters wide) have been incorporated as buffer areas. To further address the public and ACE’s concerns, we have rearranged the land use and spatial layout of the developments along the TSW River Channel in the Revised RODP, and incorporated additional open space to enhance air ventilation performance.

3.13.14 To further address concerns of villagers on high rise developments enclosing the existing villages, additional amenity strips have been incorporated on the Revised RODP to serve as buffers from the adjacent uses. Please see paragraph 3.14.11 for details. A strip of 6m NBA has also been added to the development site to north of Kiu Tau Wai to increase the buffer distance between the buildings and the village. Please see paragraph 3.14.11 for details. In response to the comments by ACE, the existing river channel near Tin Sum Tsuen will be realigned and regenerated to enhance its continuity in north-south direction. Please refer to paragraph 3.11.8 for details.

3.13.15 The EIA for the NDA includes Landscape and Visual Impact Assessment. The landscape and visual impacts due to the NDA development are considered to be acceptable with the implementation of the appropriate mitigation measures during the construction and operational phase of the project. Given the generally rural nature of the project area, development of the project will likely bring about land use changes that will fundamentally change the visual and landscape character of the area. However, such changes could be regarded as positive enhancement given the project area is presently a large area of dilapidated and haphazard brownfield sites. The creation of new landscape resources as result of new developments and their site greening and amenity plantings, new high
quality street trees and roadside vegetation along all District Distributor and local roads, and the trees and plantings within new open spaces sites and riverine corridors, will enhance the landscape quality of the area.

3.13.16 The Regional Plaza in front of the proposed HSK Station will be a civic venue for social integration, as well as providing leisure, retail, and food and beverage facilities. It will also be a land reserve for further strategic railway development. In response to a comment about the size of the Regional Plaza being too big, we have revisit the alignment of the GTC near the Regional Plaza in the Revised RODP, and the area of the Regional Plaza has been reduced to 4.7ha.

3.14 Integration with Existing Villages

3.14.1 The Heung Yee Kuk N.T. stated that indigenous villagers have contributed a lot to the development of the New Territories. The Government should take into consideration the position and interests of indigenous villagers when developing NDAs. A Village Representative stated that the HSK NDA would infringe upon and limit the future development rights of villages. Since the population of villages would increase in the future, they strongly requested the Government to reserve land near villages as village expansion areas for future development.

3.14.2 Ha Tsuen Rural Committee requested expansion of village boundary to allow villagers to develop the land. They worried that the NDA developments surrounding the existing villages will affect their living environment, Fung Shui, and traffic conditions. They proposed to install noise barriers to minimise potential noise impact. A member also expressed concern towards integration issues between the HSK NDA and the existing villages.

3.14.3 Ping Shan Rural Committee opined that the Government had not taken care of the indigenous villages. They reiterated their comments made during CE1 and CE2 for expanding the village boundary to compensate their loss due to land resumption. They were dissatisfied that the authorities had not provided any response on this matter. They also pointed out that there would be high density commercial and residential developments near Hung Uk Tsuen and Kiu Tau Wai. Since there were a number of existing high-rise buildings nearby, they worried that the development would adversely affect the village environment and layout. They hoped that the Government would re-planned that area to maintain the existing condition, and reserve sufficient buffer to avoid affecting the village environment.

3.14.4 Shek Po Tsuen and Hung Uk Tsuen opposed the development of hospital and RCP near their villages. They opined that these facilities will adversely affect the village environment and Fung Shui. They stated that there were large amount of vacant land near the hillside of TSW and HSK, and the Government should review the location of the hospital.

3.14.5 A number of Village Representatives were dissatisfied that the HSK NDA project had not proposed any measures to improve the village environment or to assist in its development. Some requested the Government to carry out village improvement works on traffic, lighting, and drainage etc. to improve the community facilities near the villages.
3.14.6 An ACE member worried about the visual impact on the clusters of existing villages which would be encircled by high-rise residential blocks. He suggested that sufficient buffer distance should be considered. The Hong Kong Institution of Engineers stated that while there were a lot of existing villages in HSK, the Government had not proposed any measures to integrate these villages with the HSK developments. They urged the Government to propose measures to effectively connect the existing villages and the HSK developments, such as planning of cycle tracks. Nevertheless, they expressed support for the provision of recreational facilities in the HSK NDA, such as sports ground and sport centres, and said that the Government should consider providing water sports at Deep Bay. They also expressed concern that the “Industrial” zone adjacent to KSWH would cause impact to the nearby residents.

3.14.7 Some villagers expressed that their houses were permanent village houses, not temporary houses. They requested the Government to provide detailed compensation and relocation arrangements. Some villagers requested for local rehousing of the whole village.

Our Responses

3.14.8 The planning of the HSK NDA has minimised impact on the existing residents by retaining the existing villages within HSK as far as possible. In formulating the planning proposals for the NDA, all existing “V” zones fall within the HSK NDA, except for Tin Sum Tsuen (paras. 3.11.8 and 3.14.9 refer), are retained in-situ in accordance to the existing Outline Zoning Plan and reflected in the Revised RODP. These “V” zones generally encompass their respective village environs (VEs), and there is still land within the “V” zones for Small House developments.

3.14.9 We have slightly adjusted the “V” zone boundaries of various villages to incorporate the existing houses that fall marginally outside the “V” zone (including New Grant Lots with building licences or permit to construct Small Houses). Sha Chau Lei (I) is a village resite area and its “V” zone boundary in the RODP has been expanded to include six similar houses to the southeast. The “V” zone boundary of Tin Sam Tsuen has been adjusted in response to the realignment of river channel as discussed in para. 3.11.8 above. The total area of the “V” zone of Tin Sum Tsuen remains unchanged.

3.14.10 During the formulation of the RODP, we have incorporated buffer areas between the existing villages and development zones. However, during CE3, there were still concerns expressed by villagers on high-rise developments enclosing the existing villages. In this regard, we have re-arranged some of the land uses near existing villages, with additional “A” to serve as buffers from the adjacent uses. Apart from the originally planned “A” near Fung Kong Tsuen, Tseung Kong Wai, Sik Kong Wai, San Uk Tsuen, Tung Tau Tsuen, Lo Uk Tsuen, Ha Tsuen Shi, Kau Lee Uk Tsuen, and Sang San Tsuen, additional “A” have been incorporated near San Lee Uk Tsuen, Shek Po Tsuen, Kiu Tau Wai, and Hung Uk Tsuen in the Revised RODP. In response to the comments concerning the proposed development to the north of Hung Uk Tsuen and Kiu Tau Wai, a strip of 6m NBA has also been added to make sure there would be sufficient buffer and to minimize impact on the nearby residents.
3.14.11 Regarding the RCP and hospital sites near Shek Po Tsuen and Hung Uk Tsuen, as mentioned in paragraph 3.8.12, we have re-arranged the land use and realigned a local road near the north of Shek Po Tsuen, and relocated the RCP to the northern part of the NDA with its original location used as an "Education" site. There will be an additional amenity strip in front of the road to serve as buffer between Shek Po Tsuen and the NDA. Regarding the hospital location, as mentioned in paragraph 3.8.11 above, we have reduced the area of the hospital site and rearranged its boundary and neighbouring land uses on the Revised RODP, as well as incorporated additional buffer to further separate the hospital from the neighbouring villages.

3.14.12 Taking into account the comments of Ha Tsuen residents concerning the residential developments along the TSW River Channel, we have re-arranged the spatial layout of that area in the Revised RODP. We have incorporated an additional open space to enhance the air ventilation performance and visual porosity, and to avoid "wall effect". Please refer to paragraph 3.13.13 for detailed response.

3.14.13 Furthermore, we have retained the current fung shui lanes in the area. As described in paragraph 3.12.5, we have expanded the “LO” planned in front of the Declared Monument of Tang’s Ancestral Hall to further protect the fung shui lanes from being blocked, and also to provide more public spaces to allow festive and cultural activities to take place.

3.14.14 In response to the comments by villagers of Tin Sum Tsuen, as mentioned in paragraph 3.11.8, we have re-examined the alignment of the river channel in the Revised RODP and proposed to realign and regenerate the relevant section of the river channel near Tin Sum Tsuen. This will provide a continuous comprehensive network in a north-south direction from TSW to the southern part of the NDA to allow residents to travel conveniently between the Regional Plaza near the proposed HSK Station and the Regional Park through the promenade. There will also be cycle tracks along the riverside promenade to enhance integration between existing villages and the NDA.

3.14.15 Furthermore, to enhance integration between the NDA and existing villages and to promote walking, we propose an additional 10m pedestrian street at the north part of the NDA, such that villagers of Ha Tsuen could easily access the commercial and community facilities located in the area.

3.14.16 In addition, we have conducted Drainage Impact Assessment and will improve the drainage system in the area. Flood protection measures in the form of retention lake, polder schemes and underground storage tank for retaining the storm water during storm surge are proposed to support the need of the NDA. The proposals under the HSK NDA will help improve the environment of the existing villages. Furthermore, we have proposed community facilities in the vicinity of existing villages to serve the nearby villagers.

3.14.17 Furthermore, we have designated village resites near Fung Kong Tsuen and Tsing Tsuen Wai to accommodate affected villagers eligible for compensation under the Village Removal Policy.


3.15 Community Farming, Rehabilitation, and Compensation

3.15.1 Some farmers and local groups raised that there were a number of active farmlands in San Sang San Tsuen and the Government had once reserved a piece of land under “AGR” zone on the PODP for rehabilitation purpose. However, the “AGR” zone was deleted on the RODP and its original location was planned for other uses. They urged the Government to retain the active farmland in-situ, such that the farmers can continue their farming practices.

3.15.2 Furthermore, some villagers said that they had been farming for living for a long time. They requested “land for land, house for house” compensation, and hoped that they could continue their farming practices. They suggested the Government to allocate the narrow strip of land near the hillside of Lam Tei and Ha Tsuen for agricultural rehabilitation, and to re-build all license houses. Some of the farmers complained that they were being evicted by land owners after the announcement of the NDA project, and some said they were being disturbed and their crops got destroyed.

3.15.3 An organization requested the Government to take into account on factors like current living standard and inflation and increase ex-gratia compensation for relocation of farm structures. They also raised concern on some incidents in which tenants were forced to terminate their contracts by their land owners. They suggested that the Government to conduct site assessments once received requests from relevant tenants so that they would receive their fair share of compensation.

3.15.4 Some casted doubt on the special agricultural land rehabilitation scheme proposed by the Government. They stated that there were no details with regard to the location and size etc. of the potential farmland for rehabilitation. Based on past experience, the outcome of the special agricultural land rehabilitation scheme was not desirable. This was contributed by the fact that there were limited government agricultural lands, while private landowners might not agree to lease their land for farming purposes.

3.15.5 A green group opined that using “A” for community farming was not sufficient and suggested to open up part of the Regional Park to promote community farming. Some stated that there were existing villages and farming activities at the location of the proposed Regional Park. It was suggested to retain part of the non-indigenous villages and hoped that there would not be further loss of existing farming activities. They also suggested the Government to allocate more land for agricultural use so as to retain existing farming activities. A comment suggested to integrate agricultural rehabilitation with the NDA development by reserving land near some indigenous villages for farming and related activities as well as promoting creative industry by the youth to achieve rural-urban integration.

Our Responses

3.15.6 In the PODP promulgated during CE2 in 2013, an “AGR” zone of 11 ha was planned in the southwestern part of the NDA. However, there were comments received during CE2 saying that the site was not suitable for farming since it was filled with construction materials and would be surrounded by developments. The Study Team had then reviewed the public comments received, including those about the subject “AGR” zone, as well as conducting relevant planning and
technical assessments to further examine the planning proposals and prepare the RODP. Taking into account the overall needs of the NDA and other land use demand, and also comments by various government departments, the Study Team considered that the concerned site was more suitable for provision of various public facilities to support the development needs of the NDA. Therefore, on the RODP promulgated during CE3, the site had been rezoned for EFTS Depot, open space, roads, and possible site for the district cooling system. In fact, there are a lot of brownfield sites within the NDA which are subject to various degree of contamination, and provision of agricultural land for rehabilitation would require to meet the rehabilitation programme of farmers. As majority of the land in the NDA are private land, timely provision of a suitable site for rehabilitation within the NDA is very difficult.

3.15.7 The planning of the HSK NDA has minimised impact on the existing land users as far as possible. Nevertheless, it is inevitable that some 7 ha of active agricultural land will be affected. These agricultural land are mainly situated near the existing Yick Yuen Tsuen and San Sang San Tsuen area, in proximity to the proposed HSK Station, which will be the future town centre of the HSK NDA. To actively assist the farmers affected by the NDA project, the Government will adopt the special agricultural land rehabilitation scheme to assist farmers affected by the NDA project. The Government will announce the details of the arrangements under the scheme in due course. Currently, a major cluster of abandoned agricultural land zoned “AGR” in Lau Fau Shan / Pak Nai area are found suitable for rehabilitation.

3.15.8 Under the prevailing policy, the Government will provide technical support to assist the affected farmers to re-establish their farming activities. Affected farmers whose domestic structures are affected by Government clearance can apply to the Lands Department for agricultural resite upon relocation. When processing such application, the Lands Department will consult relevant departments for issuing a short term waiver to the landowner, allowing him to construct a domestic structure in certain specification at the acquired agricultural land. Upon formal commencement of the land resumption and clearance procedures in the future, we will conduct field assessment and record the crops and their conditions on the affected land. Applications for various ex-gratia allowances will be processed according to the established mechanisms.

3.15.9 Furthermore, the Chief Executive announced in the 2016 Policy Address the implementation of the New Agriculture Policy to promote the modernisation and sustainable development of local agriculture. Key elements of the New Agriculture Policy include setting up an Agricultural Park (Agri-Park), to examine the feasibility of identifying and designating Agriculture Priority Areas that have higher value for agricultural activities for agricultural activities, setting up a $500 million Sustainable Agricultural Development Fund etc. It is also proposed to strengthen the support that is being provided to help farmers move up the value chain, including the marketing of their products and brand building, and to promote other auxiliary activities related to agriculture such as leisure farming and educational activities. These initiatives will help farmers improve their productivity and preserve farmland for agricultural purposes.
3.15.10 Regarding the narrow strip of government land near the hillsides of Lam Tei and Ha Tsuen suggested for agricultural rehabilitation, we understand that it refers to the area west of KSWH. The proposed land is mainly private land, and is designated for industrial use in the overall planning of the NDA, which may not be suitable for agricultural rehabilitation.

3.15.11 During CE3, we received public comments expressing their aspiration for experiencing farming activities. In this regard, on the Revised RODP, some areas in the Regional Park and “A” have been designated for community farming and farmers’ markets. These facilities will help the promotion of community farming by providing spaces to the public to experience farming and for local farmers to sell their produce.

3.15.12 As regard to the comment that some farmers are being evicted by land owners, the relationship between a private landowner and an occupier and their respective interests are governed by the private agreements they have entered into. Generally speaking, matters concerning their relationship have to be dealt with in accordance with the agreement between them and the relevant ordinances. In fact, whether or not the private land involved is affected by a development project, the owner can always recover possession of his property under the relevant clauses of the contractual agreement or resort to legal means to deal with the occupation of his property. The Government is normally not in a position to interfere. If residents are evicted unlawfully, they should report this to the Police immediately.

3.16 Impacts on Residents and Compensation and Rehousing

3.16.1 Tuen Mun Rural Committee expressed concerns towards the implementation mechanism and arrangements of the HSK NDA and the mode of land resumption adopted. They commented that the Government should rehouse the affected villagers within the same “Heung” such that they could continue their existing way of living. They stated that the Government should explain in details to affected villagers about rehousing and land resumption arrangements.

3.16.2 Yick Yuen Tsuen residents opined that the development should be people-oriented and able to meet the wishes and interests of the residents. They stated that the clearance of Yick Yuen Tsuen was involuntary and the residents did not wish to be relocated. They questioned the reason why the clearance of their village when a nearby church could be retained. They urged the Government to reserve a site to relocate the entire village and rehouse the villagers.

3.16.3 Po Quar Ling Tsuen, Tin Sum Tsuen, and Shek Po Road Mei Tsuen residents opined that the development should be people oriented, and consider their wishes and interests. They stated that the clearance of their villages was involuntary, and the residents did not wish to move out from their existing villages. They commented that the criteria for rehousing set by the Government was very mean and stringent. They requested the Government to relax the criteria for rehousing and compensation, including waiving the means test for rehousing to PRH, and the requirement that the structure in which they were living has to be a domestic structure covered by 1982 Squatter Structure Survey. They also requested early start of conducting freezing survey to protect them from being evicted by land owners.
3.16.4 Sha Chau Lei (II) residents expressed their wishes for continuing to live at Sha Chau Lei and did not wish to move elsewhere. They considered that the resumption of their land for developing open space has no insignificant function. Some villagers were concerned about implementation and compensation arrangements. They pointed out that the Government had not provided a concrete development timetable nor detailed compensation and rehousing arrangement for villagers to make reference. They urged for early implementation of freezing survey in order to protect the interest of existing villagers. They also requested for early release of implementation programme and arrangement, such that the residents could have sufficient time to prepare before the development. Some suggested tailor-made compensation and rehousing arrangements that suit the needs of each villagers, relaxation of the means test for rehousing to PRH, and considering to allow villagers to rent larger public housing flats at higher rents, or to purchase HOS as one of the options.

3.16.5 San Sang San Tsuen Residents were concerned about the compensation, rehousing, and development timetable of the HSK NDA. They requested the Government to relax the means test for rehousing to PRH so that the affected residents could be rehoused locally. Some villagers worried that they would not be qualified for local rehousing and compensation if they could not provide documentation proving their residency period during the freezing survey. Some expressed their wishes for village resite.

3.16.6 Some accused the Government for discriminating against non-indigenous villages as only the five non-indigenous villages were cleared under the scheme while all indigenous villages could be retained, and considered this as an act of infringing upon the rights of private house owners. A resident stated that residents should have the right to remain their current way of living in accordance to the Basic Law. Since the NDA development was not sustainable and not people-oriented, the land resumption by the Government would be against the Basic Law.

3.16.7 Several affected households of Sun Fung Wai abutting Castle Peak Road (including a florist and a nursing home) opposed the HSK NDA development. A commenter stated that the Government should adhere to the principle of retaining existing indigenous villages and retain the affected Small Houses along with Sun Fung Wai. On the other hand, a villager requested the Government to allow affected villagers to rebuild their licensed domestic structures on agricultural lots outside the NDA.

3.16.8 Some residents complained that they were being evicted by private land owners after the announcement of the HSK NDA project.

*Our Responses*

3.16.9 Noting the concerns of the villagers, in formulating the RODP, further examination has been undertaken to assess if all the existing houses within the area could be retained, including those within Yick Yuen Tsuen, Tin Sum Sun Tsuen, San Sang San Tsuen, Sha Chau Lei (II) and Shek Po Road Mei Tsuen. The assessment indicates that impact on certain domestic structures is unavoidable due to their locations. Tin Sam Sam Tsuen, San Sang San Tsuen and Yick Yuen Tsuen are located within 500m of the proposed HSK Station which would be the future “Regional Economic and Civic Hub” for high density development. Shek Po Road Mei Tsuen and Sha Chau Lei (II) are also located in
the central areas of the NDA and would be developed into the future Regional Park and sports facilities for serving the entire NWNT. As the affected structures are rather dispersed, it is difficult to preserve them in any consistent manner without adversely affecting the coherence of the plan for the project. The area along the Castle Peak Road where the several affected lots of Sun Fung Wai are located is designated for public housing development. Therefore, it will inevitably be affected by the HSK NDA development.

3.16.10 During CE2, we received strong request from the residents for local rehousing. In this regard, we have reserved a site near Hung Fuk Estate on the RODP for eligible clearers to help maintain the social fabric of the existing communities. On the Revised RODP, we have expanded the site for local rehousing. The Government is working on the details of local rehousing arrangement for the HSK NDA. Details will be announced in due course.

3.16.11 In general, the Government will provide various cash allowance and compensation, or provide appropriate rehousing arrangement to eligible persons affected by the implementation of public works in accordance with the relevant prevailing compensation and rehousing policies. As for HSK NDA project, the Government will consider special compensation and rehousing arrangements for the affected clearers, making reference to the measures adopted for the Kwu Tung North and Fanling North (KTN/ FLN) NDAs (also known as the North East New Territories New Development Areas Project) (http://www.landsd.gov.hk/en/doc/NENT_Bklet.pdf). The Government is working on the details for the compensation and rehousing arrangements for the HSK NDA project. Details will be announced in due course.

3.16.12 As regard to the comment that some residents are being evicted by land owners, the relationship between a private landowner and an occupier and their respective interests are governed by the private agreement they have entered into. Generally speaking, matters concerning their relationship have to be dealt with in accordance with the agreement between them and the relevant ordinances. In fact, whether or not the private land involved is affected by a development project, the owner can always recover possession of his property under the relevant clauses of the contractual agreement or resort to legal means to deal with the occupation of his property. The Government is normally not in a position to interfere. If residents are evicted unlawfully, they should report this to the police immediately.

3.17 Impact on Business / Brownfield Operators and Compensation and Relocation

3.17.1 The Hung Uk Tsuen Merchants Association stated that some operations required to be carried out on industrial land. They concerned that relocation to multi-storey buildings would require large amount of investments and that applications for relevant licenses and permits would require a long period of time. They also raised concerns about safety issues such as compliance with relevant fire safety and environmental regulations. They stated that due to shortage of land in Hong Kong, rising operating costs, and lack of Government support to small and medium enterprises, the operating environment for dangerous good storage, production factories, and heavy machinery factories had become very difficult. There were also requests from the affected operators for proper relocation.
3.17.2 The Association of the New Territories Open Storage Operators was of the view that the proposed multi-storey buildings would not solve the issues of brownfield sites. They considered that the proposed 24 ha of land designated for port back-up, storage and workshop uses would not be sufficient in accommodating the existing 200 ha of affected brownfield sites in HSK, and that multi-storey buildings would not be able to handle heavy machinery, as these require to be operated on the ground level. There were also many problems associated with relocation to multi-storey buildings, such as reduced operational efficiency, increased transport time, and reduced operational space, which would cause operators losing their original advantages. They also suggested the Government to provide multi-storey buildings with cheaper rent and to give priority to affected operators in relocation. They hoped the Government could provide concrete proposals and explore the issues on relocation arrangement, compensation, license applications, and mode of operation.

3.17.3 Kiu Tau Wai industrial operators requested for more details about land resumption and implementation arrangement, and hoped that the Government could announce the development timetable as soon as possible such that they could better plan for their business and minimise impacts on their operations. They also urged the Government to provide reasonable land resumption compensation and relocation arrangement so that they could continue their operations. An operator hoped that the Government would assist them in applying for environmental and planning permits so that they could continue their operation in the NDA.

3.17.4 Shung Ming Home for Aged requested for “no removal and no demolition”. There were currently about 54 elderly living in the RCHE, and most of them were local indigenous villagers. The existing location of the RCHE was convenient for their family to visit. The RCHE operator expressed their wish to stay and continue their operation.

Our Responses

3.17.5 The brownfield operations affected by the HSK NDA are still active with certain degree of contribution to the local economy and employment generation, but their proliferation has also created considerable environmental, traffic, visual, flooding and other problems. As stated in the 2014-15 Budget, the Government is exploring feasible improvement measures, including accommodating some of these operations in suitable multi-storey buildings. Also, as stated in the 2015 and 2016 Policy Address, the Government is studying feasible measures, including accommodating some brownfield operations into the multi-storey buildings and the brownfield operations in the HSK NDA has been taken as a pilot scheme, with a view to taking forward the development of the NDA.

3.17.6 As mentioned in paragraph 3.10.3, a major objective of the HSK NDA is to convert these brownfield sites to more suitable uses through comprehensive planning and enhanced infrastructure, while retaining suitable land to consolidate these operations to enhance efficient use of land resources and improve the environment. 24 ha of land has been reserved for port back-up, storage and workshop uses. To address the brownfield operators’ concern, we have designated part of the “OU (Port Back-up, Storage & Workshop Uses)” zone on the Revised RODP for open storage use of large construction machinery and materials which could not be accommodated in multi-storey buildings.
3.17.7 The Government has commenced in mid-2016 detailed feasibility studies on proposed multi-storey buildings for brownfield operations. The scope of the study includes conceptual design, planning, technical and financial assessments, and possible mode of operation and management of the proposed multi-storey buildings. Meanwhile, to tie in with the HSK NDA Study, the Government has commissioned a questionnaire survey on existing brownfield operations in HSK NDA to seek better understanding on their modes of operation and conditions. The survey was conducted from August to November in 2015, during which more than 250 brownfield operators in the NDA had been interviewed successfully. The on-going feasibility studies will provide a comprehensive analysis of the survey findings as well as formulate recommendations.

3.17.8 Separately, the Government will look for measures to address the impacts on the existing industrial operators. In the formulating the RODP, we have expanded the boundary of the NDA and designated 13 ha of land to the west of the KSWH for general industrial use. The said “Industrial” zone will have direct access to KSWH.

3.17.9 As regard to Shung Ming Home for Aged, since it is located within the central location of the NDA and in a site planned for PRH development, it would be inevitably affected by the NDA project. In considering the demand for residential care places for the elderly and with the support of relevant departments, we have designated two “G” sites for such purpose and some RCHEs will also be provided within planned public housing site in the NDA.

3.17.10 The Government is working on the details for the implementation arrangement including compensation and rehousing and will announce the details in due course.

3.18 Implementation Arrangement and Programme

3.18.1 There were comments supporting and opposing the Enhanced CNT approach in implementing the HSK NDA. For those who opposed the approach, they considered that it would easily lead to collusion between the Government and the private developers. For those who supported the approach, they considered that the participation of private developers could speed up the land resumption process and reduce conflicts.

3.18.2 Considering the land within the HSK NDA were largely under private ownership, some comments stated that participation by private sector in the development of the HSK NDA was important. They supported making reference to the NENT NDAs and using the Enhanced CNT approach to speed up the land resumption process. However, they considered that the Government should not impose minimum site area requirement for land exchange; allow application for sites straddling over two different land use zonings; provide flexible application time for land exchange; and entrust developers to construct certain infrastructural facilities.

3.18.3 Some District Council Members stressed that the Government should ensure timely provision of various community facilities and infrastructure in tandem with the population intake of the NDA and not to repeat the situations of the TSW New Town.
3.18.4 Some village representatives would like to have the land resumption done in one go instead of by phases.

3.18.5 Most of the villagers and business operators would like the Government to announce the detailed implementation mechanism and timetable as soon as possible, and to provide adequate time for relocation and future development.

**Our Responses**

3.18.6 The Government has been adopting the CNT approach in developing new towns in the past and there were in fact individual cases where modification of lease including in-situ land exchange applications was allowed, in particular to those development sites that involve private land but has yet been resumed under the NDA development scheme, or those sites that are planned for private development.

3.18.7 To ensure timely and orderly implementation of the HSK NDA, the Government will consider to adopt the Enhanced CNT approach as the implementation mode for the HSK NDA, drawing reference to that adopted for the Kwu Tung North and Fanling North NDAs. Under the Enhanced CNT approach, the CNT approach will be the basis for the implementation of the NDA with the Government to resume and clear the private land planned for public works projects, public housing and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes, including disposal of land planned for private developments in the market. However, modification of lease, including in-situ land exchange applications meeting specified criteria and conditions will also be allowed.

3.18.8 As the total development area of the NDA is very large (approximately 441 ha), it will be implemented in stages. Our current target is to have the first population intake by 2024 and completion of all infrastructure and public housing developments by 2037/2038. In drawing up the detailed implementation programme with phasing and packaging of works for the NDA, we will liaise with relevant government departments to ensure timely provision of various community facilities and infrastructure in tandem with the population intake of the NDA.

3.19 **Public Participation**

3.19.1 Some affected residents comment that they had only been notified during the CE3 of the Study and request to extend the community engagement period.

3.19.2 Some commenters, especially local residents and business operators, stated that the planning of the NDA was not of their concern. They were dissatisfied that the Government had not thoroughly explained the relevant compensation and rehousing/relocation arrangements, which they were most concerned about.

**Our Responses**

3.19.3 We treasure very much public views and comments on the planning and development of the HSK NDA. The Study adopts an open and collaborative three-staged Community Engagement Programme to ensure timely incorporation of public views into the planning and design of the HSK NDA. CE1 invited public to discuss major topics including the vision, strategic role and planning principles
of the NDA; CE2 sought public’s opinion on the PODP; and CE3 collected public views on the RODP. We received enthusiastic responses from the public during the periods of community engagements on the planning and land use of the NDA. The HSK NDA is still under planning stage, we will further seek comments from relevant stakeholders during its implementation including land resumption, compensation, and relocation arrangements.

3.19.4 During the Study, we have promoted the three stages of community engagement through various ways, and endeavoured to seek comments from local residents through the existing district consultation mechanism (including Tuen Mun and Yuen Long District Councils and relevant Rural Committees). The three stages of the community engagement have been completed in February, 2012, October 2013, and September 2015 respectively. We have proactively consulted local residents attended meetings with the residents including Tin Sum San Tsuen, Shek Po Tsuen, Yick Yuen Tsuen, San Sang San Tsuen, Sha Chau Lei (II), Tin Sum Tsuen, Shek Po Tsuen, San Sang Tsuen, and TSW residents etc. We have also met with local business operators and owners including Hung Uk Tsuen Merchants’ Association and New Territories Open Storage Operators Limited, Hong Kong Container Depot and Repairer Association, Ki Tung Wai industrial operators etc. to listen to their comments on the NDA. We have also held workshops and public forums to engage the public in planning the NDA. We have thoroughly taken into account public opinions in the preparation of RODP. After CE3, we have actively responded to the public comments and made amendments to the RODP as appropriate. These include adjustments in the GTC alignment, reconfigure and enlarge some land parcels in “Logistics, Enterprise and Technology Quarter”, introduce additional “LO” within the residential area along TSW River Channel to improve air ventilation. Additional government, institution and community facilities have also been incorporated in the northern part of the NDA. Changes have also been made to the area near the proposed HSK Station to increase economic vitality (see major amendments in Appendix E). Although the CE3 is completed, we will continue to listen to public opinions towards the NDA project, and is happy to maintain communication with stakeholders.

3.19.5 Regarding information distribution, apart from our study website, consultation digest with highlights of the HSK NDA proposals has been prepared and distributed through postal circular to residents within and near the NDA, as well as stakeholders and relevant organizations. The consultation digests are also available for free collection at the Tuen Mun and Yuen Long District Offices, enquiries counters of Planning Department at North Point and Shatin, and the Civil Engineering and Development Department at Shatin. We have also informed previous commenters when commencing CE2 and CE3 to express their views again. Furthermore, exhibition panels and short videos were setup at Tuen Mun and Yuen Long District Offices, Sha Tin Government Offices, and North Point Government Offices to promote and introduce the NDA proposals. We have also used Mobile Exhibition Centre to promote the planning of the NDA at different locations.
4 CONCLUDING REMARKS

4.1 Way Forward

4.1.1 The CE3 of the Study ended on 16 September 2015. The comments gathered under CE3 served as an important input to the subsequent amendments to the RODP and layout plan.

4.1.2 The EIA Ordinance procedures have commenced and the amendment of relevant statutory Outline Zoning Plans will proceed with in 2017. Moreover, other preparatory work associated with the development project will follow.

September 2016
Appendix A

Stage 3 Community Engagement
Notes of Meeting Notes
二零一五年六月二十六日
舉行的城市規劃委員會第 1088 次會議記錄

出席者

發展局常任秘書長 (規劃及地政) 主席
周達明先生

黃遠輝先生 副主席

陸觀豪先生

黃仕進教授

何培斌教授

許智文教授

劉文君女士

梁宏正先生

馬詠璋女士

邱榮光博士

陳祖楹女士

張孝威先生

霍偉棟博士

符展成先生

何立基先生

黃令衡先生
黎慧雯女士
林光祺先生
劉興達先生
梁慶豐先生
邱浩波先生
陳福祥先生
楊偉誠先生
袁家達先生
簡兆麟先生
潘永祥博士
運輸及房屋局首席助理秘書長（運輸）
王明慧女士
環境保護署副署長（1）
謝展寰先生
地政總署副署長（一般事務）
林潤棠先生
民政事務總署總工程師（工程）
關偉昌先生
規劃署署長
凌嘉勤先生
規劃署副署長／地區秘書
李啟榮先生
因事缺席

劉智鵬博士
李律仁先生
鄒桂昌教授
李美辰女士
雷賢達先生

列席者

規劃署助理署長／委員會
龍小玉女士

總城市規劃師／城市規劃委員會
顧建康先生(上午)
王鳳兒女士(下午)

高級城市規劃師／城市規劃委員會
區晞凡先生(上午)
李建基先生(下午)
核准草圖

20. 秘書報告，行政長官會同行政會議在二零一五年六月十六日，核准下列草圖：
   (a) 古洞北分區計劃大綱圖（重新編號為S/KTN/2）；
   (b) 粉嶺北分區計劃大綱圖（重新編號為S/FLN/2）；
   (c) 粉嶺/上水分區計劃大綱圖（重新編號為S/FSS/20）；
   (d) 虎地坳及沙嶺分區計劃大綱圖（重新編號為S/NE-FTA/14）；
   (e) 恐龍坑分區計劃大綱圖（重新編號為S/NE-HLH/9）；
   以及
   (f) 馬草壟及蠔殼圍分區計劃大綱圖（重新編號為S/NE-MTL/3）；

21. 核准圖則一事已於二零一五年六月十九日憲報公布。

一般事項

議程項目 3
[公開會議]

洪水橋新發展區規劃及工程研究──建議發展大綱圖及第三階段社區參與
(城市規劃委員會文件第9954號)
[此議項以英語進行。]

22. 許智文教授已就此議項申報利益，因為他獲規劃署署長邀請出任「洪水橋新發展區規劃及工程研究」（下稱「研究」）
的專家小組成員，就研究提供獨立意見。由於艾奕康有限公司 (下稱「艾奕康公司」) 及雅邦規劃設計有限公司 (下稱「雅邦公司」) 是研究的顧問，下列委員亦已就此議項申報利益：

| 黃仕進教授 | 目前與艾奕康公司有業務往來，也是香港大學土木工程系講座教授兼系主任，而該系曾獲艾奕康公司的贊助 |
| 林光祺先生 | 與艾奕康公司及雅邦公司有業務往來 |
| 黎離雯女士 |  |
| 符展成先生 |  |
| 劉興達先生 | 與艾奕康公司有業務往來 |
| 何培斌教授 |  |
| 劉文君女士 |  |

23. 由於此議項只是向委員簡介研究，作為社區參與活動的其中一環，與會者同意上述委員可繼續留席參與討論。

24. 下列政府代表及研究顧問此時獲邀到席上：

| 張綺薇女士 | 規劃署助理署長／全港 |
| 靳嘉燕女士 | 規劃署總城市規劃師／規劃研究 |
| 方學誠先生 | 土木工程拓展署(下稱「拓展署」)總工程師／新界西3 |
| 陳卓榮先生 | 拓展署高級工程師／新界西5 |
| 何偉略先生 | 艾奕康公司 |
| 麥艾倫先生 | 雅邦公司 |
簡介部分

25. 主席表示歡迎上述各人到席，並請研究小組向委員簡介研究。

26. 助理署長／全港張綺薇女士表示，研究的第三階段社區參與已在二零一五年六月十七日展開，這次簡介的目的在於就為洪水橋新發展區（下稱「新發展區」）制訂的建議發展大綱草圖徵詢委員的意見。

27. 麥艾倫先生借助投影片簡介研究的背景及建議發展大綱圖的土地用途建議，並按文件詳載的內容陳述以下要點：

背景

(a) 洪水橋新發展區最初在「香港2030：規劃遠景與策略」研究中提出，並為《二零零七至零八年施政報告》公布的十大基建項目之一；

(b) 研究旨在為新發展區制訂可行的土地用途大綱，以應付香港在住屋及其他土地用途方面的長遠需要。為建立共識，研究採用三個階段的社區參與計劃。第一階段社區參與分兩輪進行，首輪於二零一一年十一月在研究展開前舉行，以及及早主要的有關課題推動公眾討論；次輪則在二零一一年十二月至二零一二年二月期間進行，目的是就關於新發展區的策略性角色、建立以人為本的社區，以及提倡綠色生活與工作環境的主要議題，作進一步討論；

(c) 第二階段社區參與於二零一三年七月十五日展開，就新發展區的初步發展大綱圖徵詢公眾的意見。其間舉行了一系列社區參與活動，包括公眾論壇、簡報會、專題小組會議及巡迴展覽，並諮詢了各法定及諮詢團體。此外，考慮了公眾表達的意見及願景，以及發展計劃對現有居民及營商者的影響後，在制訂建議發展大綱圖時，亦進一步修訂了土地用途建議；
(d) 為期三個月的第三階段社區參與於二零一五年六月十七日展開。除城規會外，亦會就發展計劃諮詢其他相關的委員會，包括立法會發展事務委員會、屯門和元朗區議會及相關的鄉事委員會、鄉議局、環境諮詢委員會，以及主要的區內關注團體。此外，亦會為受影響的村民、港口後勤／露天貯物業務營運商、專業團體、環保組織及其他機構安排簡介會；並會安排於二零一五年八月舉行公眾論壇；

(e) 新發展區的地理位置優越，毗鄰天水圍、屯門及元朗新市鎮，鄰近現有和已規劃的主要交通通道，南接市區和香港國際機場，北達深圳市。此外，亦建議在港鐵西鐵線增設洪水橋站。洪水橋地區將為香港的未來發展提供更多機會；

(f) 新發展區將會是香港新一代的新市鎮。由於位處新界西北部的要衝，新發展區除了是香港中長期主要的房屋用地供應來源外，亦將成為新界西北的「區域經濟及文娛樞紐」。此外，研究的其中一個願景，是將現有的大片棕地改為更合適的用途，以善用土地並改善環境；

建議發展大綱圖

(g) 在制訂建議發展大綱圖時，已進行各種技術評估，初步評估結果確認擬議發展計劃整體上可行，在規劃及工程方面不會引致無法解決的問題；

(h) 新發展區的主要發展參數摘述如下：

<table>
<thead>
<tr>
<th>新發展區總面積 (公頃)</th>
<th>714</th>
</tr>
</thead>
<tbody>
<tr>
<td>(包括新發展面積 442 公頃)</td>
<td></td>
</tr>
<tr>
<td>總人口</td>
<td>215 000</td>
</tr>
<tr>
<td></td>
<td>(包括来自現有及已落實發展的 42 000 人口及新增的 173 000 人口)</td>
</tr>
</tbody>
</table>
新住宅單位數目

<table>
<thead>
<tr>
<th>房屋組合</th>
<th>約 60 100 個</th>
</tr>
</thead>
<tbody>
<tr>
<td>公共 51%：私人 49%</td>
<td></td>
</tr>
<tr>
<td>公共 69%：私人 31%（連同天水圍）</td>
<td></td>
</tr>
<tr>
<td>就業機會</td>
<td>約 150 000 個</td>
</tr>
<tr>
<td>地積比率</td>
<td>最高住用地積比率：6 倍</td>
</tr>
<tr>
<td></td>
<td>最高非住用地積比率：9.5 倍</td>
</tr>
</tbody>
</table>

(i) 建議發展大綱圖的主要建議重點如下：

新發展區的定位

(i) 根據建議發展大綱圖的土地用途建議，將會透過提供一籃子的商業、工業、社區及政府土地用地，提供大約 150 000 個就業機會。這將會有助紓緩商業活動及就業機會過於集中在市區的問題，亦可加強當地社區的活力，解決天水圍職位不足，以及減輕新界與市區之間的交通走廊的擠塞情況；

增加房屋用地供應

(ii) 洪水橋新發展區約 87 公頃土地已規劃作房屋發展之用，可提供約 60 100 個新住宅單位，容納約 173 000 新增人口。新發展區的公共和私人房屋比例約為 51% 比 49%。建議的房屋組合，將有助糾正天水圍新市鎮現時公共和私人房屋不均衡的情況。若把天水圍新市鎮一同計算在內，公共和私人房屋比例將約為 69% 比 31%。房屋發展將會分期進行，首批住宅單位預計將於二零二四年落成；

促進經濟活力

(iii) 區內將提供新發展空間予不同經濟用途，包括辦公室、零售、酒店及各類型產業發展(包
括現代化物流、創新科技及檢測認證)，將可
提供 560 萬平方米總樓面面積，創造約
150 000 個新就業機會；

建設平衡共融社區

(iv) 新發展區是按以人為本的原則作規劃。在規
劃政府、機構及社區設施時，已顧及附近地
區(包括天水圍)的需要。約 56 公頃土地已
預留作發展不同類型的政府、機構及社區設
施，包括醫院、診所、學校、安老院、體育
中心和運動場。新發展區將會成為區域文娛
樞紐，設有政府辦公室、社區會堂和裁判法
院，服務新發展區及新界西北次區域。此
外，新發展區亦會提供約 62 公頃休憩用地，
包括區域市鎮公園及地區和鄰舍休憩用地；

優化運輸網絡改善易達程度

(v) 為了新發展區得以持續發展，其中一個主要
規劃概念是盡量減少交通流量。在新發展區
內提供多元化的就業機會可促進區內就業，
有助減少對外交通的需求；

(vi) 擬建洪水橋鐵路站將有助促進新發展區的易
達程度。未來數年，西鐵服務會透過提升訊
號系統及增加車廂而逐步改善，大致可應付
新發展區以至新界西北次區域其他新發展的
需求；

(vii) 計劃興建連接新發展區至屯門新市鎮及市區
的新策略性公路，長遠配合新界西北次區域
的預期交通增長；

(viii) 新發展區將闢設分層環保運輸走廊，提供快
速區域運輸服務。環保運輸走廊包括以軌道
或道路為基礎的環保運輸服務、行人道及單
車徑，提供交通穿梭服務，把住宅羣連接到「物流、企業和科技區」、鐵路站及主要社區設施；

(ix) 新發展區亦會興建新的主要幹路和地區幹路，以促進區內東西及南北方向來往的車流，便利新發展區的內部連繫。此外，亦會建造完善的區內道路網絡、單車徑、行人道和步行街，方便區內車輛和行人的往來；

締造綠色城市

(x) 新發展區將提供一個健康舒適、人與大自然融合的環境，而且將會是一個綠色城市，在城市規劃、城市設計、運輸及環保基礎設施各方面採用可持續和節能策略，以推動節能環保，減少碳排放及可持續的生活模式；

(xi) 新發展區會採納緊密發展及以鐵路為本的城市形態，主要的人口、經濟活動及社區設施將會集中在可步行前往集體運輸及公共運輸樞紐的範圍內。新發展區將設環保運輸走廊和完善的單車及行人網絡，以推廣環保交通；

(xii) 會探討是否可在新發展區利用環保基礎設施以加強水務／排水／廢物管理及能源效益，以及在區內推動綠色社區／建築；以及

(xiii) 會探討是否可設立資訊與通訊科技平台，協調不同的城市功能，以提升城市管理及方便居民與商業活動。

28. 總城市規劃師／規劃研究靳嘉燕女士借助投影簡介新發展區發展計劃的實施安排及模式，並按文件詳載的內容陳述以下要點：
補償及安置

(i) 新發展區的規劃已盡可能減低對現有居民的影響。然而，無可避免會有部分現有構築物需要清拆，以實施新發展區的發展。估計有約1500幢現有住用構築物（主要是臨時構築物和寮屋）受影響；

(ii) 政府會為所有受新發展區發展影響的居民制訂合適的安排。按照現有規劃，政府會為受影響並合資格的住戶提供原區安置，並已就此在建議發展大綱圖預留用地興建公共租住房屋。政府亦會參考古洞北及粉嶺北新發展區的補償及安置方案，考慮為受影響的清拆戶提供特設的補償及安置安排；

棕地作業和工業用地的安排

(iii) 洪水橋現有的棕地作業，當中部分在經濟上仍然活躍，並提供區內就業機會，但其發展亦已在環境、交通、視覺、水浸及其他方面造成頗大問題。新發展區的其中一個規劃目標，是更善用這些棕地和改善整體環境。政府會探討透過在合適地點發展多層工業大廈或其他善用土地的方式，提供其他處所予部分受影響的棕地作業的可行性。為此，在新發展區北綠已預留約24公頃土地作港口後勤、貯物及工場用途。政府亦會探討合適的安排，以處理對現有工業樓宇的影響；

協助受影響農戶

(iv) 約7.6公頃常耕農地會受新發展區計劃影響。為積極協助受影響的農戶，政府會採用古洞北／粉嶺北新發展區的特殊農地復耕計劃，積極和優先為農戶和農地業權人進行配對；

實施模式

(v) 為確保適時及有序地發展新發展區計劃，政府會參考古洞北／粉嶺北新發展區計劃的實施模式，考慮
採用「加強版的傳統新市鎮發展」模式。根據該模式，政府會收回需要規劃作新發展區的土地，同時在換地申請符合相關準則及條件的情況下，容許處理土地業權人為個別規劃作私人發展的用地所提出的換地申請；

(vi) 在考慮第三階段社區參與所蒐集的意見及提議後，政府會進一步為新發展區計劃的實施安排制訂細節；以及

暫定推展時間表

(vii) 在總結研究前，政府會考慮在第三階段社區參與所接獲的公眾意見，以優化有關的發展建議。拓展署隨之會就所需的工地平整及基礎設施工程進行詳細的工程設計顧問研究工作。視乎完成所需法定及撥款審批程序的進展，第一階段工地平整及基礎設施工程計劃於二零二零年展開，目標是讓首批居民於二零二四年遷入。新發展區的發展預計在二零三七年全部完成。

提問及討論部分

29. 主席請委員就研究發表意見。委員提出的問題和意見如下：

規劃概念

(a) 新發展區的規劃人口和就業職位是如何計算得出的？

(b) 新發展區將提供機會，解決天水圍新市鎮現時房屋種類及人口／就業不均衡的情況。新發展區和天水圍之間應建立綜合交通運輸聯繫；

(c) 由於研究範圍內大部分土地現時由棕地作業佔用，並有零星的住宅建築物散佈其間，要將新發展區發展成綠色市鎮並非易事。在落實綠色市鎮的構思
時，應仔細考慮所採用的規劃工具，並可參考新加坡落實「花園城市」和「花園中的城市」概念的經驗。此外，亦須就每幅住宅用地制訂規劃指引，以便提供更多綠化空間；

(d) 在制訂土地用途建議時，應尊重現有村落內的現有歷史文物（包括屏山鄉的祠堂），並應仔細規劃現有村落與新發展區的新住宅發展之間的鄰接；

(e) 鑑於洪水橋新發展區地理位置優越，毗鄰屯門、元朗及天水圍新市鎮，因此應規劃為新界西北次區域未來的商業、文化和文娛中心。新發展區的設計應以此為目標；

(f) 應在鐵路站附近規劃新發展區的高密度商業和住宅發展項目；

(g) 市鎮公園應設於住宅區居民可容易到達的地點；

(h) 區內現有的棕地作業是本港建造業的「貨倉」，用作存放建築機械、建築材料和預製建築組件。棕地作業如須搬遷及／或重置，對建造業將有深遠影響，並會影響業內人士的生計，故須審慎規劃和實行；

(i) 除建造業外，棕地作業在物流業亦擔當重要的角色。就棕地作業對香港經濟的貢獻進行評估，可提供有用的參考資料。某些物流設施（例如貨櫃存放場）未必適合遷入多層大廈，故或有需要另覓替代理地點；

(j) 新發展區將會成為新一代新市鎮的楷模。新發展區可以發展成自給自足的市鎮，而不會加重本港現有基礎設施的負擔。應考慮在區內推行環保措施，包括自負盈虧的廢物處理和供水系統；監察熱島效應和碳排放的措施；以及創新的規劃和設計，把水道結合成範圍更廣的生態走廊，以連接鄰近地區的濕地和具重要生態價值的地方；
可考慮闢設面積較細而對居民來說更方便易達的鄰舍休憩用地，代替擬議的市鎮公園；

應鼓勵在新發展區發展本地工業和商貿，以盡量減少區內居民的跨區行程，以及盡量減輕發展計劃對現有和日後居民造成的社會影響；以及

應進一步闡釋新發展區內擬設的環保交通系統。

30. 張綺薇女士、麥艾倫先生及方學誠先生回應時陳述以下要點:

(a) 洪水橋新發展區除了是香港中長期主要的房屋用地供應來源外，亦定位為新界西北次區域的「區域經濟及文娛樞紐」，故此必須在房屋用地供應和就業機會之間取得適當平衡。在新發展區創造足夠的就業機會是研究的主要規劃目標之一，旨在減少區內居民跨區出行的需要，從而減輕對運輸系統造成的交通影響。為使新發展區能夠自給自足，區內會提供不同種類的職位，以配合新發展區和附近地區現有和未來人口的類別和技能；

(b) 雖然無可避免會有部分現有住用構築物需要搬遷及／或重置，但在制訂建議發展大綱圖時，已盡量避免現有發展和民居的主要集中地。為此，青山公路南面的地方沒有納入新發展區的範圍。至於會受新發展區發展影響的現有住用構築物，政府會制訂合適的安排。政府會為受影響並合資格的住戶提供原區安置，並為此在建議發展大綱圖預留了一塊用地。另外，亦會參考古洞北／粉嶺北新發展區的補償及安置方案，考慮為受新發展區影響的清拆戶提供特設的補償及安置安排；

[梁宏正先生此時到席。]

(c) 與初步發展大綱圖比較，建議發展大綱圖預留了約24公頃土地專門作港口後勤、貯物及工場用途，可容納部分受新發展區計劃影響的現有棕地作業。為
善用土地資源並盡量減少負面的環境影響，政府會探討發展多層工業大廈，以容納部分需要遷置的現有棕地作業的可行性。由於有部分棕地作業並不適合移入多層大廈，故該塊預留土地亦應容許作露天貯物用途，以容納棕地作業。此外，政府會就建造業的土地需求進行一項全港性的研究，而洪水橋新發展區發展計劃亦會將該項研究的結果納入考慮；

(d) 洪水橋新發展區與天水圍新市鎮之間的連繫，是研究的其中一個重要課題。建議發展大綱圖提出闢建全面的交通運輸網絡（包括環保運輸系統、行人道和單車徑），連接洪水橋新發展區和天水圍新市鎮，締造兩個緊密連繫、互惠互利的社區；

(e) 在制訂建議發展大綱圖時，已仔細考慮洪水橋新發展區內的休憩用地和綠化區之間的連接。河道將會成為新發展區內綠化空間的主幹。除了傳統的設計特色（例如沿河道闢設長廊）外，亦會考慮將河道與生態資源融合，並與濕地公園連接起來；

(f) 已進行詳細的生態評估，以識別區內重要生態資源，包括雀鳥飛行路線和覓食地。除了現有綠化帶須予保存外，建議發展大綱圖亦提出增設綠化廊和綠化區，以推廣綠色市鎮概念，提升該區的生態價值；

(g) 在進行研究時，已檢視並慎重考慮新發展區內所有歷史文物地點。在建議發展大綱圖上亦特意保留「風水」里；

(h) 除現有的西鐵天水圍站外，擬建的洪水橋站亦會服務新發展區。另外，建議在新鐵路站四周發展全面的運輸網絡（包括環保運輸走廊的環保運輸服務），以服務新發展區，並把新發展區與天水圍新市鎮連接起來；

(i) 研究已仔細考慮現有村落與洪水橋新發展區的新發展項目之間的鄰接。現有村落周邊會設緩衝地帶，
以舒緩有關的鄰接問題，新發展項目的建築物高度與鄉村民居的高度輪廓亦會保持一致：

(j) 為推動節能環保、減少碳排放及可持續的生活模式，建議採納一系列環保措施。城市規劃委員會文件夾附了研究的「第三階段社區參與摘要」，當中載有一系列環保措施和建議。研究亦會進一步探討採用環保系統和服務（例如部分委員提議的綠化鄰舍和碳審計系統）的可行性；以及

(k) 在環保運輸方面，建議在新發展區闢設完善的單車徑系統，連接住宅區和就業區。主要的交通樞紐（例如港鐵站及／或環保運輸走廊沿途車站）會設有單車停泊處。

31. 主席多謝研究小組作出簡介，並期望他們在進行下一階段的研究時考慮委員的意見。主席多謝政府的代表及顧問出席會議。他們全部於此時離席。

[陸觀豪先生、張孝威先生、邱榮光博士及符展成先生此時暫時離席。]
Minutes of 1088th Meeting of the
Town Planning Board held on 26.6.2015

Present
Permanent Secretary for Development (Planning and Lands)
Mr Thomas T.M. Chow

Mr Stanley Y.F. Wong
Mr Roger K.H. Luk
Professor S.C. Wong
Professor P.P. Ho
Professor Eddie C.M. Hui
Ms Julia M.K. Lau
Mr Clarence W.C. Leung
Ms Anita W.T. Ma
Dr W.K. Yau
Ms Bonnie J.Y. Chan
Mr H.W. Cheung
Dr Wilton W.T. Fok
Mr Ivan C.S. Fu
Mr Sunny L.K. Ho
Mr Lincoln L.H. Huang
Ms Janice W.M. Lai
Mr Dominic K.K. Lam
Mr Patrick H.T. Lau
Mr H.F. Leung
Mr Stephen H.B. Yau
Mr F.C. Chan
Mr Frankie W.C. Yeung
Mr Peter K.T. Yuen
Mr Philip S.L. Kan
Dr Lawrence W.C. Poon

Principal Assistant Secretary (Transport)
Transport and Housing Bureau
Miss Winnie M.W. Wong

Deputy Director (1), Environmental Protection Department
Mr C.W. Tse

Deputy Director of Lands (General)
Mr Jeff Y.T. Lam

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Director of Planning
Mr K.K. Ling

Deputy Director of Planning/District Secretary
Mr Raymond K.W. Lee

**Absent with Apologies**

Dr C.P. Lau
Mr Laurence L.J. Li
Professor K.C. Chau
Ms Christina M. Lee
Mr David Y.T. Lui
In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board
Mr Louis K.H. Kau (a.m.)
Ms Karen F.Y. Wong (p.m.)

Senior Town Planner/Town Planning Board
Mr Raymond H.F. Au (a.m.)
Mr Chesterfield K.K. Lee (p.m.)
and that court hearing dates had yet been fixed.

Members agreed that the Secretary should represent the Board in all matters relating to the JR in the usual manner.

(iv) Approval of Draft Plans

20. The Secretary reported that on 16.6.2015, the Chief Executive in Council approved the following draft plans:

(a) Kwu Tung North Outline Zoning Plan (renumbered as S/KTN/2);
(b) Fanling North OZP (renumbered as S/FLN/2);
(c) Fanling/Sheung Shui OZP (renumbered as S/FSS/20);
(d) Fu Tei Au and Sha Ling OZP (renumbered as S/NE-FTA/14);
(e) Hung Lung Hang OZP (renumbered as S/NE-HLH/9); and
(f) Ma Tso Lung and Hoo Hok Wai OZP (renumbered as S/NE-MTL/3).

21. Approval of the draft plans was notified in the Gazette on 19.6.2015.

[Ms Julia M.K. Lau arrived to join the meeting at this point]

General

Agenda Item 3
[Open Meeting]

Hung Shui Kiu New Development Area Planning and Engineering Study – Recommended Outline Development Plan and Stage Three Community Engagement

(TPB Paper No. 9954)
22. Professor Eddie C.M. Hui had declared interest in the item as he had been invited by the Director of Planning to serve as a member of the Expert Panel for the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study) to provide independent advice on the Study. The following Members had also declared interests in the item as AECOM Asia Co. Ltd. (AECOM) and Urbis Ltd. (Urbis) were consultants of the Study:

Professor S.C. Wong - having current business dealings with AECOM and being the Chair Professor and Head of the Department of Civil Engineering of the University of Hong Kong which had obtained sponsorship before from AECOM

Mr Dominic K.K. Lam ] having business dealings with AECOM
Ms Janice W.M. Lai ] and Urbis
Mr Ivan C.S. Fu ]

Mr Patrick H.T. Lau ] having business dealings with AECOM
Professor P.P. Ho ]
Ms Julia M.K. Lau ]

23. As the item was a briefing to Members as part of the Community Engagement (CE) exercise of the Study, the meeting agreed that the above Members should be allowed to stay at the meeting and participate in the discussion.

24. The following government representatives and consultants of the Study were invited to the meeting at this point:

Ms Amy Y.M. Cheung - Assistant Director of Planning/Territorial, Planning Department (AD/T, PlanD)
Ms April K.Y. Kun - Chief Town Planner/Studies and Research (CTP/SR), PlanD

Mr Michael H.S. Fong - Chief Engineer/New Territories West 3, Civil Engineering and Development Department (CE/NTW3, CEDD)

Mr Edward C.W. Chan - Senior Engineer/New Territories West 5, (SE/NTW5), CEDD

Mr Igor Ho - AECOM

Mr Alan Macdonald - Urbis

Presentation Session

25. The Chairman extended a welcome and invited the study team to brief Members on the Study.

26. Ms Amy Y.M. Cheung, AD/T, said that Stage 3 CE of the Study commenced on 17.6.2015 and the purpose of the briefing was to solicit Members’ views on the draft Recommended Outline Development Plan (RODP) formulated for the Hung Shui Kiu (HSK) New Development Area (NDA).

27. With the aid of a Powerpoint presentation, Mr Alan Macdonald made the following main points on the background of the Study and land use proposals of the RODP as detailed in the Paper:

Background

(a) the HSK NDA was identified under the ‘Hong Kong 2030: Planning Vision and Strategy’ and the NDA was one of the ten major infrastructure projects announced in the 2007-08 Policy Address;
(b) The Study aimed at formulating a feasible land use framework for the NDA to meet the long-term housing and other land use needs of Hong Kong. A three-stage CE programme was adopted to foster consensus building. The Stage 1 CE of the Study was carried out in two rounds. The first round was held prior to the commencement of the Study in November 2011 to initiate early public discussion on the key relevant issues, and the second round took place between December 2011 and February 2012 to facilitate further discussion on the major topics relating to the strategic roles of the NDA, building people-oriented communities, and promoting a green living and working environment;

(c) the Stage 2 CE of the Study commenced on 15.7.2013 to seek public views on the Preliminary Outline Development Plan (PODP) formulated for the NDA. A series of CE activities including a public forum, briefing sessions, focus group meetings and roving exhibitions were conducted and various statutory and advisory bodies were consulted. Taking into consideration the public views and aspirations expressed, the impacts on the existing residents and business operators, the land use proposals had been further revised in formulating the RODP;

(d) the three-month Stage 3 CE of the Study commenced on 17.6.2015. Apart from the Board, other relevant committees including the Legislative Council Panel on Development, Tuen Mun and Yuen Long District Councils and the relevant Rural Committees, Heung Yee Kuk, Advisory Council on the Environment, and major local concern groups would be consulted. Briefing sessions would be arranged for the affected villagers, port back-up/open storage operators, professional bodies, green groups and other organisations. A public forum would also be arranged in August 2015;

(e) the NDA was situated at a strategic location adjoining Tin Shui Wai (TSW), Tuen Mun and Yuen Long New Towns, and in proximity to the existing and planned major transport links connecting the urban area and
the Hong Kong International Airport in the south, and Shenzhen in the north. Moreover, a new railway station along the MTR West Rail had been proposed at HSK. The HSK area therefore offered tremendous opportunities for future development;

(f) the NDA would be the next generation new town for Hong Kong. Being strategically located in the NWNT, it was positioned as a “Regional Economic and Civic Hub” for the NWNT apart from being a major source of housing land supply in Hong Kong in the medium to long term. It was also one of the visions of the Study to turn the existing vast extent of brownfield sites to more optimal uses for better land utilisation and environmental improvement;

RODP

(g) in formulating the RODP, various technical assessments had been undertaken, and the preliminary findings confirmed that the proposed development was broadly feasible without causing insurmountable planning and engineering problems;

(h) key development parameters of the NDA were summarised as follows:

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<th>Total NDA Area (ha)</th>
<th>714</th>
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<tr>
<td>(including new development area of 442 ha)</td>
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<tr>
<td>Total Population</td>
<td>215,000</td>
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<tr>
<td>(including population from existing and committed developments of 42,000 and new population of 173,000)</td>
<td></td>
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<tr>
<td>No. of New Flats</td>
<td>About 60,100</td>
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<tr>
<td>Housing Mix</td>
<td>Public 51% : Private 49%</td>
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<tr>
<td></td>
<td>Public 69% : Private 31% (together with TSW)</td>
</tr>
<tr>
<td>Employment Opportunities</td>
<td>About 150,000</td>
</tr>
<tr>
<td>Plot Ratio (PR)</td>
<td>Maximum domestic PR : 6</td>
</tr>
<tr>
<td></td>
<td>Maximum non-domestic PR : 9.5</td>
</tr>
</tbody>
</table>
(i) major proposals of the RODP were highlighted as follows:

**Positioning of the NDA**

(i) according to the land use proposals under the RODP, about 150,000 employment opportunities would be provided through a mix of commercial, business, industrial, community and government uses. This would help address the over-concentration of commercial activities and employment opportunities in the main urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease congestion at the commuting corridors between the New Territories and the urban areas;

**Increasing Housing Land supply**

(ii) about 87 ha of land in the HSK NDA would be planned for housing purpose, providing some 60,100 new housing units for accommodation of about 173,000 new population. The public/private housing mix in the NDA would be at a ratio of about 51:49. The proposed housing mix would help to redress the existing imbalance of public/private housing in the TSW New Town. Including the TSW New Town, the public/private housing mix would be at a ratio of about 69:31. The housing development would be implemented in phases and the first batch of the housing units was anticipated to be in place in 2024;

**Fostering Economic Vibrancy**

(iii) new development spaces would be provided to accommodate economic uses including offices, retail, hotels and various industrial uses, including modern logistics, innovation & technology, and testing & certification. A total GFA of 5,600,000m² would be provided, creating about 150,000 new employment opportunities;
Creating a Balanced and Harmonious Community

(iv) the planning for the NDA was people-oriented. The requirements of the surrounding areas including TSW had been taken into account in the planning of government, institution and community facilities. About 56 ha of land would be reserved for development of different types of GIC facilities, including a hospital, clinics, schools, residential care homes for the elderly, sports centres and sports ground. The NDA would provide a regional civic hub, with government offices, a community hall and a magistracy serving the NDA and the northwest New Territories (NWNT) sub-region. Moreover, some 62 ha of open spaces, including the Regional Town Park and district and local open spaces, would be provided in the NDA;

Enhancing the Transport Network to Improve Accessibility

(v) for sustainable development of the NDA, one of the key planning concepts was to minimise traffic generation. The provision of diversified employment opportunities within the NDA would facilitate local employment, thus helping to reduce demand of external traffic;

(vi) the proposed HSK Railway Station would help to enhance the accessibility of the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system and addition of train compartments in the years ahead would generally be able to meet the demand of NDA and other new developments in the NWNT sub-region;

(vii) new strategic highways connecting the NDA with the Tuen Mun New Town and the urban area would be planned to cope with the anticipated traffic growth in the NWNT sub-region in the long term;
(viii) a grade-separated Green Transit Corridor (GTC) would be introduced in the NDA to provide rapid intra-district transport service. The GTC would include rail-based or road-based environmentally friendly transport services, pedestrian walkways and cycle tracks to provide feeder services to connect the residential clusters with the “Logistics, Enterprise and Technology Quarter”, rail stations and key community facilities;

(ix) new primary and district distributors to facilitate east-west and north-south movements within the NDA would be provided to enhance the internal connectivity of the NDA. A comprehensive local road network, cycle tracks, pedestrian walkways and pedestrian streets would also be provided to facilitate internal vehicular and pedestrian movements;

Creating a Green City

(x) the NDA would become a place that fostered healthy, wellness and human-nature integration. It would be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living;

(xi) a compact and rail-based city form would be adopted with major population, economic activities and community facilities concentrated within walking distance of mass transit and public transport nodes. Green mobility was promoted within the NDA through the introduction of the GTC and a comprehensive cycling and pedestrian network;

(xii) green infrastructures to enhance water/drainage/waste management and energy efficiency and the promotion of green neighbourhoods/buildings within the NDA would be explored; and
(xiii) the establishment of an information and communication technology platform to coordinate different city functions for enhancing city management and convenience of residents and businesses would be examined;

28. With the aid of a Powerpoint presentation, Ms April K.Y. Kun, CTP/SR, made the following main points on the implementation arrangement and approach of the NDA development as detailed in the Paper:

Compensation and Rehousing

(i) while the planning of the NDA had minimised the impacts on the existing residents as far as possible, it was unavoidable that some existing structures would have to be cleared to make way for implementation of the NDA. It was estimated that some 1,500 existing domestic structures, comprising mainly temporary structures and squatters, would be affected;

(ii) suitable arrangement for all those affected by the NDA development would be devised. In that connection, local rehousing would be provided to eligible affected households and a public rental housing site had been reserved for such purpose on the RODP according to current planning. Special compensation and rehousing arrangements would be considered for the affected clearees of the NDA by making reference to the compensation and rehousing package for the Kwu Tung North and Fanling North (KTN/FLN) NDAs;

Arrangement for Brownfield Operations and Industrial Areas

(iii) some of the existing brownfield operations in HSK were still economically active and contributing to local employment. However, their proliferation had created considerable environmental,
traffic, visual, flooding and other problems. One of the planning objectives of the NDA was to make these brownfield sites available for more optimal uses and improvement of the overall environment. The feasibility of providing alternative accommodation for some of the brownfield operations affected by the NDA project through development of multi-storey industrial compounds or other land-efficient means at suitable locations would be examined. In that connection, about 24 ha of land at the northern fringe of the NDA were reserved for port back-up uses, storage and workshop uses. Suitable arrangements to address the impacts on existing industrial buildings would also be explored;

Assistance to Affected Farmers

(iv) about 7.6 ha of active agriculture land would be affected by the NDA project. To proactively assist the farmers affected, the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs would be adopted to provide proactive and priority assistance in matching farmers with agricultural landowners;

Implementation Approach

(v) to ensure timely and orderly development of the NDA project, the “Enhanced Conventional New Town” approach would be considered as the implementation mode, drawing reference to that adopted for the KTN/FLN NDAs. Under that approach, the Government would resume land required for the NDA while allowing the processing of land owner’s applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions;

(vi) taking into account the views and suggestions collected in the Stage 3 CE, further details of the implementation arrangement for the NDA project would be worked out in the next stage; and
**Tentative Implementation Programme**

(vii) The public views received during Stage 3 CE would also be taken into account in refining the recommended development proposals before finalizing the Study. CEDD would then undertake a detailed engineering design consultancy for the required site formation and engineering infrastructure. Subject to completion of the required statutory and funding approval procedures, the first phase of the site formation and engineering infrastructure works was planned to commence in 2020 with the first population intake targeted in 2024. Full development of the NDA was targeted at 2037.

**Question and Discussion Sessions**

29. The Chairman invited Members’ views on the Study. Members had the following questions and comments:

**Planning Concept**

(a) how the planned population and employment for the NDA were derived?

(b) the NDA would offer opportunities to help address the current imbalances in housing type and population/employment in TSW New Town. Integrated transport linkages between the NDA and TSW should be provided;

(c) as a large part of the Study Area was currently occupied by brownfield operations and scattered with existing domestic structures, creating a green town for the NDA would be challenging. The planning tools for implementing the green town concept should be carefully considered, and reference could be made to the experience of Singapore in implementing the ‘Garden City’ and ‘City in a Garden’ concepts. Besides, planning
guidelines should be formulated for each residential land parcel in order to provide more green spaces therein;

(d) in formulating the land use proposals, due respect should be given to the existing historic and heritage features within the existing village settlements including the ancestral halls of Ping Shan Heung. Interfaces between the existing village settlements and the new residential developments in the NDA should be carefully planned;

(e) given the strategic location of the HSK NDA in proximity to the Tuen Mun, Yuen Long and TSW New Towns, the NDA should be planned as a future commercial, cultural and civic centre of the NWNT sub-region. The design of the NDA should be oriented towards that objective;

(f) high density commercial and residential developments in the NDA should be planned around the train stations;

(g) the town park should be planned at a location easily accessible to the residential neighbourhoods;

(h) the existing brownfield operations in the area were the ‘warehouse’ of Hong Kong’s construction industry for storage of construction machines, construction materials and pre-fabricated building parts. Displacement and/or relocation of the brownfield operations would have far-reaching implications on the construction industry and would affect the livelihood of people engaged in the field. Any displacement and/or relocation of the operations should be carefully planned and implemented;

(i) apart from the construction industry, the brownfield operations also played an important role in the logistics industry. An assessment on the contribution of the brownfield operations to Hong Kong’s economy would be useful. Multi-storey buildings might not be a solution for accommodating certain logistics facilities such as container depots and replacement sites might be required;
(j) the NDA would become a model for the new generation of new towns. It could be developed into a self-sustainable town without imposing additional burdens on the existing infrastructures of Hong Kong. Green initiatives including self-supporting waste management and water supply systems, measures to monitor heat island effect and carbon emissions, and innovative planning and design to integrate the water channels into a wider ecological corridor to connect the wetland and ecologically important areas in the vicinity should be considered;

(k) consideration might be given to providing smaller localised open spaces in lieu of the proposed town park to improve their accessibility to residents;

(l) local industries and businesses should be encouraged in the NDA with a view to minimising outward trips and the social impacts on the existing and future residents; and

(m) the proposed green transport system within the NDA should be further explained.

30. In response, Ms Amy Y.M. Cheung, Mr Alan Macdonald and Mr Michael H.S. Fong made the following main points:

(a) apart from being a major source of housing land supply in the medium to long term, the HSK NDA was also positioned as a “Regional Economic and Civic Hub” for the NWNT sub-region. Thus, a proper balance between the supply of housing land and employment opportunities had to be struck. Creation of sufficient job opportunities in the NDA had been one of the key planning objectives of the Study as it would reduce outward travels and hence the traffic impact on the transportation systems. To enhance the self-sustainability of the NDA, a variety of jobs would be provided to match with the types and skills of the existing and future populations in the NDA and in the surrounding areas;
(b) while displacement and/or relocation of some existing domestic structures was inevitable, major clusters of existing developments and settlements had been avoided as far as possible in formulating the RODP. In that connection, the area to the south of Castle Peak Road had been excluded from the NDA boundary. As for those existing domestic structures that would be affected by the NDA development, suitable arrangement would be devised. In this regard, local rehousing would be provided to eligible affected households and a site for such purpose had been designated on the RODP. Moreover, special compensation and rehousing arrangements would be considered for the affected clearees of the NDA, making reference to the compensation and rehousing package for the KTN/FLN NDAs;

[Mr Clarence W.T. Leung arrived to join the meeting at this point.]

(c) as compared with the PODP, 24 ha of land had been specifically reserved for port back-up, storage and workshop uses under the RODP which could accommodate some of the existing brownfield operations affected by the NDA project. To optimise the use of land resources and minimise adverse environmental impacts, the Government would explore development of multi-storey compounds to accommodate some of the displaced brownfield operations. The reserved land should also allow for open storage to accommodate those operations which might not be feasible to be housed in multi-storey buildings. Besides, the Government would conduct a study on land requirements for the construction industry on a territorial basis and the HSK NDA development would take into account findings of this study;

(d) the connectivity between the HSK NDA and TSW New Town had been one of the major topics of the Study. Under the RODP, a comprehensive transport network including environmentally friendly transportation system, pedestrian-ways and cycle paths had been proposed to connect the HSK NDA with the TSW New Town, thus creating two cohesive communities that could benefit each other;
(e) the linkages of open spaces and green areas within the HSK NDA had been carefully considered under the RODP. The river channel would become the backbone of green spaces within the NDA. Apart from conventional design features such as the provision of promenades alongside the river channel, consideration would also be given to integrating the channel with ecological features and linking it up with the Wetland Park;

(f) detailed ecological assessments had been undertaken to identity the ecologically important features in the area including bird flight paths and forging grounds. While it was important to preserve the existing green belt areas, additional green corridors and green areas had been proposed under RODP to promote a green town concept and to enhance the ecological value of the area;

(g) all heritage and historic sites within the NDA had been examined and duly taken into account in the Study. ‘Feng shui’ lanes had also been purposively preserved in formulating the RODP;

(h) apart from the existing West Rail TSW Station, the NDA would be served by the proposed HSK Station. From the new station, a comprehensive transportation network, including those environmentally friendly transportation services in the GTC, had been proposed to serve the NDA and to connect it with TSW New Town;

(i) interfaces between the existing villages and new developments in the HSK NDA had been carefully considered under the Study. Buffer zones would be allowed around the existing villages to soften the development interface, while building heights of the new developments would be in keeping with the height profile of village settlements;

(j) a series of green initiatives had been proposed to achieve efficiency, carbon emission reduction and sustainable living. A comprehensive list of green measures and proposals for the NDA was set out in the Stage 3 CE Digest
of the Study annexed to the TPB Paper. The use of environmentally friendly systems and services, such as green neighbourhood and carbon audit system as suggested by some Members, would be further explored under the Study; and

(k) in terms of green transport, a comprehensive cycle path system had been proposed in the NDA, linking up residential neighbourhoods with the employment areas. Cycle parking areas would be provided in the major transport nodes such as the MTR and/or GTC stations.

31. The Chairman thanked the study team for the briefing and hoped that they would to take into account the views expressed by Members at the next stage of the Study. The Chairman thanked the government representatives and the consultants for attending the meeting. They all left the meeting at this point.

[Mr Roger K.H. Luk, Mr H.W. Cheung, Dr W.K. Yau and Mr Ivan C.S Fu left the meeting temporarily at this point.]
屯門區議會第二十三次會議

會議記錄

日期：2015年7月7日（星期二）
時間：上午9時30分
地點：屯門區議會會議室

出席者：

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<tr>
<td>梁健文先生，BBS，MH，JP (副主席)</td>
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<td>蘇耀成先生</td>
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<td>何俊仁議員</td>
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<td>羅煌楓教授，JP</td>
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<tr>
<td>劉振輝先生(秘書)</td>
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<td>民政事務總署屯門民政事務處高級行政主任(區議會)</td>
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</tbody>
</table>
缺席者：
劉皇發議員，GBM，GBS，JP (主席)
朱耀華先生
蘇嘉雯女士

應邀嘉賓：
陳漢儀醫生 衛生署署長
梁芷薇醫生 衛生署首席社會醫學醫生
劉家強先生 路政署署長
游坤偉先生 路政署助理署長/新界區
嚴德耀先生 路政署高級區域工程師/西北
方學誠先生 土木工程拓展署總工程師/新界西 3(新界西)
陳耀華先生 土木工程拓展署高級工程師/5(新界西)
靳嘉燕女士 規劃署總城市規劃師/規劃研究
黃可怡女士 規劃署城市規劃師/規劃研究 2
何偉略先生 AECOM 項目經理

列席者：
劉淦權先生 民政事務總署屯門民政事務專員
勞俊衡先生 民政事務總署屯門民政事務助理專員(一)
梁偉成先生 民政事務總署屯門民政事務助理專員(二)
古潔儀女士 民政事務總署屯門民政事務處高級聯絡主任(一)
周嘉年先生 民政事務總署屯門民政事務處高級聯絡主任(二)
林立德先生 土木工程拓展署總工程師/新界西 2
唐麗芳女士 教育局總學校發展主任(屯門)
曾兆昌先生 食物環境衛生署屯門區環境衛生總監
高劍豐先生 香港警務處屯門區副指揮官
蔡俊華先生 香港警務處警民關係主任(屯門區)
李揚道先生 房屋署物業管理總經理/屯門及元朗
黃樹恩先生 康樂及文化事務署屯門區康樂事務經理
李智文先生 規劃署屯門及元朗西規劃專員
陳德義先生 社會福利署屯門區福利專員
黃嘉雯女士 運輸署總運輸主任/新界西北
何嘉雯女士(助理秘書) 民政事務總署屯門民政事務處一級行政主任(區議會)一
IV. 討論事項
(a) 洪水橋新發展區規劃及工程研究第三階段社區參與
（屯門區議會文件 2015 年第 31 號）
45. 副主席歡迎土木工程拓展署總工程師/新界西 3（新界西）方學誠先生、高級工程師/5（新界西）陳卓榮先生、規劃署總城市規劃師/規劃研究靳嘉燕女士、城市規劃師/規劃研究 2 黃可怡女士，以及顧問公司項目經理何偉略先生出席是次會議。
46. 設署靳女士表示，洪水橋新發展區規劃及工程研究就洪水橋新發展區制定了「建議發展大綱圖」，並已展開第三階段社區參與，署方希望藉是次會議邀請議員就「建議發展大綱圖」提出意見。此外，署方在第一及第二階段社區參與期間亦曾諮詢屯門區議會，並已經就當時議員提出的意見及其他公眾意見修訂了規劃建議。接着，她請與會者一同觀看一套由顧問公司準備，約長十分鐘的介紹短片。

47. 顧問公司何先生以投影片（附件三）向議員簡介文件的內容，當中重點包括：(a)背景；(b)第二階段主要公眾意見；(c)策略性位置；(d)新發展區的願景；(e)發展建議及其亮點；(f)實施安排；以及(g)暫定推展時間表等。

48. 多位議員就此議題提出意見及查詢，有關內容綜合如下：

(a) 認為署方應妥善安排約 2,000 名亦園居民（包括亦園內的永久屋、亦園閣及順風圍丁屋等）的搬遷事宜，務求讓他們能再於原區建屋居住；
(b) 提議署方考慮將受影響地區的高壓電纜改以隧道形式置於地下，以改善外觀，並增加地面發展的靈活性；
(c) 建議架空現有的藍地至洪水橋段輕便鐵路（下稱輕鐵）系統，以騰出空間作其他用途（例如擴闊青山公路等）；
(d) 要求署方考慮以隧道形式將廢物運往位於藍地順達街的新界西北廢物轉運站；
(e) 建議署方跟進深港西部通道各個接駁口的交通規劃，並盡快落實及展開各項相關的建設工作（包括興建學校等）；
(f) 提議署方以隧道形式打通深港西部通道至望后石及青山山脈一帶，以連接港珠澳大橋；
(g) 查詢投影片第六頁中以黃色顯示的路線是否屯門西繞道的另一走線，並要求署方為此與運輸及房屋局方面聯絡，以作配合；
(h) 指出投影片第六頁中以藍色顯示的路線與前十號幹線的走線相近，並表示區議會會大力支持有關計劃，希望署方可以盡快落實有關方案，並展開相關工程；
(i) 查詢有關電車系統、醫院、大專院校及科技園的規劃詳情，以及相關的政策支援細節；
(j) 表示不反對署方擬於區內興建電車系統，但要求署方在設計時，考慮將有關系統與區內現有的鐵路系統互通（例如南面接駁泥圍輕鐵站及以架空形式於北面連接天水圍的輕鐵站及西鐵站等），以方便居民，並避免居民因需付輕鐵及電車兩方面的車資而增加交通費負擔；
(k) 關注有關農業復耕、收地補償及棕地作業等多方面的事宜，並指出署方現時欠缺相關發展的具體方案，故認為發展局有需要跟進；
(l) 要求與元朗區議會進行聯席會議，以便分享意見，並尋求共識；
(m) 希望政府能在有人口遷入洪水橋新發展區前，已經能夠準備好相關的醫療、教育、交通道路及文娛康樂設施，以免因新發展區內相關設施不足而令居民湧至屯門區分用服務（特別是醫療方面）；
(n) 要求署方在進行發展計劃時盡量做好保育工作，以保護區內的歷史文物；
(o) 支持政府發展棕地，但希望發展局方面能妥善安置原有使用者，並向他們作出合理賠償；
(p) 質疑政府是否能在只有約 22 萬人口的洪水橋新發展區創造約 15 萬個就業機會；
(q) 認為有關成為新界西北的「區域經濟及文娛樞紐」的發展願景在落實時會出現困難；
(r) 建議政府進行一次性的收地工作，不要分批進行。此外，由於居民在收地的賠償方面已有一定期望，故希望政府會有妥善安排；
(s) 質疑政府能否於 8 至 9 年時間內進行整個發展計劃，並讓第一批居民於 2024 年入伙；以及
(t) 要求署方重新考慮有關洪水橋新發展區的警署及消防處位置安排，以免兩者分隔太遠。

49. 規劃署靳女士多謝議員的意見，並作出以下綜合回應：

(a) 署方就洪水橋新發展區進行規劃時，會以新發展區並鄰近地區的整體需要，作出配合；
(b) 署方在制訂發展時間表時，會按人口遷入的次序，就所需要的社區及其他配套設施，作出相應安排；
(c) 發展區內預留的醫院用地，預計最少可容納 1,600 個床位。署方會繼續與醫管局方面探討詳細設計；
(d) 署方在第二階段社區參與時收到很多意見，當中有意见要求政府善用新發展區的機遇及相關的群聚效應，藉以促進香港的經濟。為此，署方已將發展區內兩個鐵路站附近範圍的經濟用地擴大，而部分發展密度由最高地積比率 8 提升至 9.5；就業機會方面亦由第二階段社區參與時預計的約 10 萬個，增加至現時第三階段社區參與的約 15 萬個。詳細就業分類資料已載於第三階段社區參與摘要的第 18 頁；
(e) 配合洪水橋新發展區作為新界西北「區域經濟及文娛樞紐」的定位，洪水橋鐵路站附近設有政府用地，提供不同設施包括裁判法院，政府寫字樓，社區會堂院，並設有區域廣場，可作為進行不同文娛活動的場地；

16
署方在進行設計時已盡可能減少對現有居民的影響。惟部分構築物因
其所在位置，亦有部分十分接近鐵路站，故無可避免需要清拆，當
中可能受影響而有人居住的構築物估計約為1,500個。政府會參考古
洞北/粉嶺北新發展區計劃的特設方案，考慮為受影響的清拆戶提供特
設的補償及安置方案。此外，政府亦已於「建議發展大綱圖」內預留
公共房屋發展用地，以便向合資格的清拆戶提供原區上樓安置的安
排。

現時新發展區內約有190公頃的棕地，棕地活動有其經濟效益但同時
造成相當大的環境、交通、景觀、水浸及其他問題。為了改善環境及
善用土地資源，在新發展區北緣預留了約24公頃土地，以整合區內
現有港口後勤，貯物及工場等不同的作業用途。政府會研究發展多層
工業大廈或其他善用土地的方式，雖然過程可能並不簡單，但署方會
盡努力進行相關工作；以及

有關實施模式方面，政府會參考古洞北/粉嶺北新發展區計劃的實施模
式，考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府
會收回需要規劃作新發展區的土地，同時在換地申請符合相關準則及
條件的情況下，容許處理土地業權人為個別規劃作私人發展的用地所
提出的換地申請。

50. 土木工程拓展署方先生作出以下的補充：

(a) 顧問公司將會就洪水橋新發展區的現有棕地作業進行一個較為全面
的問卷調查，希望藉此了解相關棕地作業的運作模式和將來有機會搬
遷及繼續營運的相關需求等。待上述調查完成後，署方會以收集到的
資料就相關計劃的成本及設計等方面進行分析及評估；
(b) 有關交通方面，政府知悉新界西北面陸續會有不同的發展項目開展，
故亦明白區內交通的需要。運輸及房屋局代表曾於2015年7月17日
舉行的相關立法會議上，向議員交代有關新界西的交通發展；
(c) 新發展區內將會設立環保運輸走廊，為該區提供快速的集體運輸服務
系統。環保運輸走廊可提供交通穿梭服務，把住宅羣連接到「物流、
企業和科技區」，將來及現有的鐵路站及主要社區設施，盡量減少車
輛交通及碳排放，藉以締造綠色城市，並滿足新發展區的交通需求。
署方會於稍後就集體運輸服務系統的運作模式（例如電車或電動巴
士）、技術性、財務安排和與現有輕鐵接駁（例如南面的泥圍及北面
的天華路等）等方面進行較全面和深入的可行性研究。待完成評估
後，署方會提出較為具體的方案；
(d) 發展時間表方面，由於署方需時處理各項問題（包括收地事宜及與各
持分者溝通等），故現時未能提供具體時間表。就現有計劃而言，若
一切順利，署方的目標是讓首批居民於2024年入伙，而整個發展計
(e) 署方計劃於洪福村附近劃出一幅用作「原區安置」的土地，並於該地興建公共房屋，讓首批受影響而合乎資格的申請人入住；
(f) 政府會評估整個新界西北的交通狀況，並會就區內未來的發展，計劃落實興建新的區域性主幹道及策略性公路，以應付交通需求。此外，政府現時未有考慮有關將受影響地區（特別是青山公路）的輕鐵系統架空的方案；以及
(g) 由於有關將受影響地區的高壓電纜改以隧道形式置於地下的工程在技術上非常複雜，故署方已在規劃上作出配合，務求令現有的高壓電纜不會受新發展影響。

51. 顧問公司何先生表示，架空相關輕鐵系統的方案在實行上存在相當困難。由於該段輕鐵系統會經過深港西部通道及洪天路等地段，故若需要架空鐵路系統，則其高度須作出相應調整，而整段系統會較一般架空鐵路為高。

52. 有議員指出，署方擬預留約60公頃土地以發展「物流、企業和科技區」，並希望創造約15萬個就業機會，故應更深入探討有關連接機場及深港西部通道的交通方案，以配合相關發展，並避免將大量車流引入屯門公路。

53. 有議員表示，現時行走於區內的輕鐵是以電為能源的，故認為與署方所指的環保運輸走廊運作模式有所重疊，有取巧之嫌。此外，由於現時的輕鐵有優先過路權，與一般車輛在行走時已會產生衝突，故要求署方考慮以架空方式發展新的交通設施，並就新設施與區內現有交通的接駁方面作出詳細研究，完善區內交通。

54. 有議員重申有關與元朗區議會進行聯席會議的要求。

55. 有議員表示，他只是建議將藍地至洪水橋段的輕鐵系統架空，而該路段未有牽涉洪天路。此外，他亦重申有關將高壓電纜改以隧道形式置於地下及以隧道形式將廢物運往位於藍地順達街的新界西北廢物轉運站的意見，並希望署方能把握是次大型發展的機會，改善該區的環境及交通情況。
56. 土木工程拓展署方先生作出以下的綜合回應：

(a) 政府知悉新界西北面會有不同的發展項目陸續開，同時亦清楚區內的交通需要，而署方亦一直與發展局及運輸及房屋局保持緊密的聯繫。在 2015 年 7 月 17 日舉行的立法會相關會議上，運輸及房屋局代表會向議員交代有關新界西的交通發展，內容包括新的策略性公路及接駁市區的走線等。如有需要，署方亦可於稍後時間再到區議會作出介紹；

(b) 有關環保運輸走廊的規劃方面，署方擬把將來的現代化電車或電巴士與現時路面的運輸系統分開，務求盡量避免新的交通設施與路面車輛產生衝突。此外，署方會於稍後時間安排進行相關的詳細可行性研究，以便將來作出較具體的建議；

(c) 有關屯門區議會與元朗區議會進行聯席會議的建議方面，署方會跟進；以及

(d) 署方擬於廈村迴旋處附近設置一個新的廢物轉運站，以服務洪水橋新發展區的居民。由於將來新發展區會有一條新的區域性主幹道，故屆時所有垃圾車及其他重型車輛均可經由此主幹道作出分流，無需經由其他新發展區的道路行走，減少對區內交通的影響。

57. 副主席多謝土木工程拓展署及規劃署代表出席是次會議，並請他們考慮本區議會的意見。
Meeting

The Tuen Mun District Council (“TMDC”) held its 23rd meeting on 7 July 2015.

Meeting between the Director of Health and Tuen Mun District Councillors

2. The Director of Health (“D of H”) attended the meeting of the TMDC to brief Members on the work of the Department of Health (“D H”) and listen to the views of Members on items of concern of the local community.

A number of Members put forward their views and questions which included:  (a) they asked the DH to directly disseminate the latest information about communicable diseases to the TMDC; (b) they suggested that the staff of the DH should attend more seminars on cleaning work held for front-line cleaning workers; (c) they urged the DH to enhance the public dental services in Hong Kong; (d) they suggested that the Government should improve the medical services for women and allocate more resources to the breast cancer screening programme; (e) they suggested that the Government should relax the age requirement for joining the Elderly Vaccination Subsidy Scheme from 65 or above to 60 or above; (f) they suggested that the DH should strengthen the promotion of the message of anti-smoking; (g) they requested the DH to strengthen its cooperation with the relevant government departments in the areas of drainage cleaning and prevention of mosquito breeding so as to combat dengue fever; (h) they suggested that the Government should facilitate the promotion of breastfeeding at policy level; (i) they requested the DH to consider arranging early comprehensive assessment for preschool children and timely Child Assessment Service; (j) they requested the DH to study Hong Kong’s mechanism of issuing the Outbound Travel Alert on individual countries affected by infectious diseases; and (k) they suggested that the DH should strengthen the Chinese medicine services in the district and optimise the use of the existing facilities in Tuen Mun Clinic. The D of H thanked Members for their views and gave a consolidated reply accordingly.

Meeting between the Director of Highways and Tuen Mun District Councillors

3. The Director of Highways (“D of Hy”) attended the meeting of the TMDC to brief Members on the work of the Highways Department and listen to the views of Members on items of concern of the local community.
Stage 3 Community Engagement of the Hung Shui Kiu New Development Area Planning and Engineering Study

4. The representatives of the Civil Engineering and Development Department (“CEDD”), the Planning Department (“PlanD”) and the Consultant briefed the TMDC on the paper on Stage 3 Community Engagement of the Hung Shui Kiu New Development Area Planning and Engineering Study and invited Members to give views on the Recommended Outline Development Plan. A number of Members put forward their views and questions on the paper which were highlighted as follows: (a) they opined that due arrangements should be made for the relocation of residents of Yick Yuen so that they could continue to live in situ; (b) they suggested that the overhead high voltage cables located in the affected area should be laid underground in the form of tunnel; (c) they suggested that the existing Light Rail system – Lam Tei to Hung Shui Kiu Section should be elevated to spare space for other uses; (d) they requested the department concerned to consider the transportation of waste to the North West New Territories Refuse Transfer Station at Shun Tat Street, Lam Tei through a tunnel; (e) they urged the department concerned to follow up the traffic planning of various junctions of the Hong Kong-Shenzhen Western Corridor (“HKSWC”) and to implement and commence the various related projects as soon as possible; (f) they suggested that the department concerned should consider connecting the HKSWC to the Pillar Point and the Castle Peak Range with a tunnel so as to link up with the Hong Kong-Zhuhai-Macao Bridge; (g) they enquired whether one of the new roads under planning was another alignment of the TMWB and requested the department concerned to liaise with the Transport and Housing Bureau in this regard for compatibility; (h) they expressed the hope to learn more about the planning details of the tram system, the hospital, the tertiary institution and the technology park as well as the details of the relevant policy support; (i) while expressing no objection to the proposed development of the tram system in the area, they requested the department concerned to consider, during the design stage, linking up the tram system
with the existing railway system; (j) they expressed concern over issues related to the agricultural resite, compensation for land resumption and brownfield operations; (k) they requested for a joint meeting with the Yuen Long District Council; (l) they suggested that the department concerned should implement proper conservation measures while carrying out the development plan; and (m) while expressing support for the development of the brownfield by the Government, they hoped that it could make proper rehousing arrangements for and reasonable compensation to the existing users. The representatives of the CEDD and PlanD gave a consolidated reply accordingly.

Secretariat, Tuen Mun District Council
Date: 6 August 2015
屏山鄉鄉事委員會
洪水橋新發展區規劃及工程研究
第三階段社區參與諮詢特別會議記錄

日　期：二零一五年七月八日(星期三)
時　間：上午十時正
地　點：本會會議廳
會議主席：曾樹和
紀　錄：鄭家和
出席者：
執行委員：曾樹和(主席)　鄭達善(副主席)　莫永堅副主席
黃永生　鄭胤楚　黃志孝　盛曉銘　鄭子光　陳文輝
黃連成　吳燦輝　林權　鄭則鳴　交流芳　鄭鈞銘
梁金祥
新界鄉議局特別議員：鄭志強
顧　問：張木林　鄭慶業　葉兆廣
村代表：林建順　林春樹　陶連壽　陳世安　陶志堅(村民)

政府部門代表：

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請　假：鄧建國 蔡建新 梁卓榮 梁 寶 楊大有 陳錫儒 麥炳祥
顧　問：李軍樑 沈豪傑
會議內容：

一． 主席致歡迎辭及介紹與會嘉賓

二． 土木工程拓展署及規劃署

洪水橋新發展區規劃及工程研究第三階段社區參與諮詢

曾樹和主席表示，就洪水橋新發展區規劃及工程研究第三階段社區參與諮詢，各位受影響的鄉村儘量提出意見，讓有關部門重新作出修訂。先請有關部門闡述新發展區最新發展規劃意向。

方學誠總工程師表示，就洪水橋新發展區經過第一及第二階段社區參與諮詢後，收集各方意見後，制定建議發展大綱圖，今天就第三階段的諮詢，部門及顧問公司會聽取大家的意見，作爲考慮的依據，優化建議發展大綱圖。

顧問公司以電腦投影機播放最新修訂的背景資料，簡述建議發展重點及摘要如下：

● 新發展區的願景
  ➢ 為香港新一代新市鎮，提供房屋、經濟及社會發展用地；
  ➢ 新界西北的「區域經濟及文娛樞紐」；
  ➢ 為新界西北居民提供大量經濟、政府及社區休憩設施；及
  ➢ 善用土地資源，將現有大片棕地改爲更合適的用途。並改善整體環境。

● 發展建議
  ➢ 新發展區總面積 714 公頃，發展土地面積 442 公頃。
  ➢ 總人口 215,000，新增人口 173,000；
  ➢ 新住宅單位數目大約 60,100。房屋組合，公共住宅單位佔 51%及 69%連同天水圍，私人住宅佔 49%及 31%連同天水圍。地積比率：最高住用地積比率 6，最高非住用地積比率 9.5；及
  ➢ 新就業機會大約 150,000。

● 建議的亮點
  ➢ 優化運輸網絡及促進可達性；
  ➢ 多元化就業機會有利本區就業，減少對外交通；
  ➢ 擬建洪水橋站，以鐵路為本的公共運輸；
  ➢ 可能興建的新策略性公路連接屯門及市區；
  ➢ 環保運輸走廊包括以軌道或道路爲基礎的環保運輸服務、行人道及單車徑。走廊會以不同水平與道路分隔，避免做成現時輕鐵與地面車輛衝突的情況。並就與道路交接擬定三個方案；
方案一：行車道路上升，環保運輸走廊水平保持不變。  
方案二：行車道路輕微上升，環保運輸走廊水平輕微下降。  
方案三：行車道路保持水平，環保運輸走廊水平下降。

● 實施安排、補償及安置  
  ▶ 為受影響並合資格住戶提供原區安置；  
  ▶ 參考古涸口／粉嶺北新發展區的特設補償及安置方案；  
  ▶ 對棕地作業和工業用地的影響，會探討發展多層工業大廈或其他善用地土的方式；  
  ▶ 協助受影響務農人士，採用古涸口／粉嶺北新發展區的特殊農地復耕計劃，積極和優先為務農人士和農地業權人進行配對；  
  ▶ 會採納切實可行的實施模式，適時有序地發展新發展區，另參考古涸口／粉嶺北新發展區計劃，考慮採用「加強版的傳統新市鎮發展模式」，推展新發展區。

● 暫定推展時間表  
  ▶ 2020 年第一階段工地平整及基礎設施工程  
  ▶ 2024 年首批居民入伙  
  ▶ 2037 洪水橋新發展區整體發展完成

● 第三階段社區參與活動  
  ▶ 第三階段社區參與在 2015 年 6 月 17 日展開，為期 3 個月。  
  ▶ 諮詢相關的議會/委員會，區內關注團體和其他感興趣的團體/組織。  
  ▶ 會在 2015 年 7 月 15 日諮詢元朗區議會  
  ▶ 公眾論壇在 2015 年 8 月 8 日下午二時至五時於洪水橋天主教崇德英文書院舉行。  
  ▶ 將詳細考慮收集到的公眾意見，優化建議發展大綱圖及確定發展藍圖。

以下為本會委員對洪水橋新發展區的意見和建議如下：

1. 鄧志強特別議員 (坑尾村村代表) 表示，屏山近洪屋村與橋頭圍對出較早前已興建三幢公寓，現時若再在旁邊興建多幢式高層大廈 (圖 1 位置) 表示強烈反對。建議該處應規劃為休憩公園，可讓週邊鄉村村民及公寓居民可享用公園內設施。將原本規劃在洪屋村附近興建的休憩處應改為 v-zone (圖 6 位置)，若不作修訂，必須保留原狀。此外，環保運輸走廊如在地面運作，會造成交通阻塞，建議應改為地下或架空鐵路，否則，會變成環保塞車走廊。

2. 鄧子光執委 (洪屋村村代表) 表示，政府就洪水橋新發展區鄰近屏山區東北面工業用地規劃興建多幢式高層大廈，對坑尾村及橋頭圍影響較大，而在洪屋村興建醫院位置亦無改變 (圖 5 位置)，完全漠視村民意願，及嚴重損害原居民的權益及福祉，因此，本村聯同石
埠村及橋頭圍提出反對興建醫院計劃，並要求取消擴大休憩用地範圍。另外，很多有利基建規劃均集中在廈村一帶，而將本村長久以來的工業用地全部取締。我村盼望政府就有關規劃能釋出更多鄉村式發展用地，讓村民解決居住問題。

3. 姚同發(橋頭圍村代表)表示，我們就洪水橋新發展區在第二階段諮詢所提交的意見，部門沒有回覆我們，新發展區會興建 40 層多幢高樓（圖 1 位置），形成屏風樓效應，影響鄉村環境及空氣流通。為何不選其它位置而在本圍建高樓，本圍曾於較早前受到起樓工程而震裂村屋，現正商討賠償問題，擔心會再次震裂村屋。以前因發展天水圍區收取橋頭圍大量鄉村用地作道路用途，但後來無進行道路基建，二十年後規劃大綱圖仍未作出修訂。請規劃署回應。

4. 林權執委(石埠村村代表)表示，有關新發展區無照顧受影響的鄉村及原居民權益，在 1975 年已收取本村大量 V-zone 地作為地區規畫發展，更將週邊土地劃為綠化地帶。本人於今年六月十五日就上述發展與相關部門在會議上表達意見，要求將村內的 V-zone 地擴闊，當時表示難以作出修訂及有壓力。若我們反對上述新發展區規劃是否照上城規會，若是，本人認為政府漠視及封殺鄉村的土地及民意，必定反對該項發展。

5. 鄧達善副主席(塘坊村村代表)表示，會支持和配合政府就洪水橋新發展區的規劃及發展需要，但與此同時政府亦要顧及鄉村村民的土地發展權益，希望可以擴大及釋放更多鄉村 V-zone 地。若發展 40 層多幢式高樓大廈，應儘量遠離鄉村範圍，以免影響鄉村環境及土地發展。

6. 莫永堅副主席(沙江圍村代表)表示，我們原先接受就洪水橋新發展第二階段諮詢後再作修訂的原意，但後來發覺將鄉村的土地規劃原意完全改變，而事前沒有諮詢我們意見。另外近天華路與屏厦路交界的私人土地劃為 LO，不能接受將本圍的周邊土地作其他發展用途，只照顧鄰鄉(廈村)的土地權益，規劃後勤用地及倉地，而將所有惡惡的發展規劃予屏山鄉的鄉村，特別是將天影路、天華路及流浮山路河套旁改為私人房屋發展，村民受惠不到，我們一定會極力反對，甚至採取司法覆核。

7. 鄧慶業議員表示，就新發展區收取及剝削原居民鄉村大量土地，令鄉村土地無法發展，對村民不公平。如此大型壟住規劃新發展區，擔心日後交通及各項配套設施規劃不足，導致交通基建、渠通、人流及幾條河道等設施負荷量過重。建議將多幢式高樓大廈規劃在赤圍近馬路沿線一帶，可與鄉村保持一段距離。如此大型新發展區，不能只靠西鐵或輕鐵，應仿效荃灣興建新地下鐵路，才可紓緩及配合其時的交通流量的需求。此外，發展鄉村棕地並以多層式大廈發展整合鄰近的倉庫業及物流業，質疑是否可行，可能造成週邊交通及人流阻塞。部門應與村代表深入溝通作出修訂後，做一個模型設計圖予大家參閱，可以清楚顯示周邊環境設施。
8. 陶連壽（沙咀圍村代表）表示，新發展區第二次諮詢承諾按我等意見修改，但在第三階段的文件中完全無修改。更將 D.D.129 屬於沙咀圍、新康村、鰲磡村、網井村及網井圍村多個私人大地規劃為綠化地帶，剷創業主的土地發展，本人提出反對。此外，新發展區將建多幢高樓大廈，座落於屏山鄉屬下鄉村，為何不選在洪屋橋地區？政府規劃新發展區先要諮詢所屬鄉村村代表意見，就鄉村土地發展取得共識和平衡各方需求。

9. 林權（石埗村村代表）表示，石埗村安福村後面一幅地，為何由公屋改為低密度私人住宅，是否為發展商鋪路。另外，近洪屋村工業用地及葬區位置建醫院提出反對。

10. 張木林議員表示，支持新發展區的整體發展，但發展對原居民村落影響很大，沿鐵路線興建 40 層多幢大廈，這種規劃考慮應作出檢討。雖然開洪屋村興建醫院，擔心鄉近廿一萬人入住，人口增加，醫院人流不斷穿梭，造成地區及交通負荷過重。此外，隨醫院增加就業外，其他看不到有十萬個就業機會。

11. 曾樹和主席表示，規劃署及土木工程拓建展區就上述規劃諮詢各位意見，收集大家意見後，將會作出修訂。現請有關部門作出回應。

12. 方學誠總工程師回應，就新發展區收集大家意見後會再修訂建議，他先就工程方面解釋，關於規劃方面會與規劃署同事回應。

13. 環保運輸走廊：正因應現時地面鐵路的局限性，將來環保運輸走廊會與行車路系統分離，在設計規劃概念上免去所產生的衝突。

14. 河道排放問題：初步規劃會於適當位置設立地底蓄水池，作爲暴雨時泄放大量雨水的設施，稍後會小心作評估及設計，制訂一個具體的設計方案。

15. 道路網絡：按照新發展區大網圖，路面交通網絡長遠會作出改善，同時透過接駁至擬建洪水橋站及現有西鐵天水圍站的環保運輸服務，市民可通過集體運輸來往新發展區和市區。增加西鐵車箱數目、提升西鐵班次以及提供合適的巴士服務，將可滿足乘客量的需求。運房局亦會適時爭取資源，就新界西北的長遠鐵路運量及策略性公路展開研究，以應付新增的運輸需求。洪水橋新發展區將會分階段發展，現時目標是在 2037 年完成整體發展。規劃方面交規劃署同事回應。

16. 蕭嘉燕總城市規劃師表示，非常珍惜到鄉委會聽取委員的意見，在上兩次階段的諮詢，委員會對擬建醫院位置表示關注，擔心會否影響鄰近的鄉村。就醫院與鄉村之間的分隔已作出改善，在洪屋村與醫院中間加設地區休憩用地（DO）及隄舍休憩用地（LO）作緩衝區（離度由 40 米至 200 米），完全將醫院與洪屋村分開，與鄉村有一定距離，不會影響鄉村環境及景觀。
17. 就V-Zone的意见，新發展區的規劃方向是不影響區內十七條原居民鄉村的V-Zone的範圍及丁屋申請，並在V-Zone周邊加設美化市容地帶(A)作爲緩衝區，大家就鄉村發展不存在太大分歧。至於如有其他美中不足之處，會另作檢討。

18. 棕地問題：洪水橋現有的棕地作業，當中部分在支援經濟發展上有存在價值，對在區內提供就業亦作出貢獻，但其發展亦已在環境、交通、視覺、水浸及其他方面造成頗大問題。新發展區的其中一個規劃目標，是更善用這些棕地和改善整體環境。政府會探討透過在合適地點發展多層大廈或其他善用土地的方式，提供其他區域所需部分受影響棕地作業搬遷的可行性。

19. 高密度樓宇：因爲土地缺乏，有需要善用土地資源發展多幢式及較高密度的高層大廈，以配合香港未來的住屋及經濟發展需要。就洪水橋新發展區的發展潛力作出檢討後，亦認同適合在亦園位置近洪水橋新鐵路站集中較高密度的發展，新發展區的建議已作出調整並反映在建議發展區大綱圖上。刚才大家提出很多意見，我們已記錄在案，並會研究和檢討，作出適當的修訂。

20. 葉兆鴻顧問表示，政府就新發展區規劃，主要是提升市民及地區的生活質素，希望發展不會對原居民構成重大影響，因原原居住歷史文化根深柢固。若能夠配合政府的地區發展，從而達致城鄉共融，樂見規劃署在第2及3階段諮詢規劃圖內也有作出修訂。其中特色亮點，締造一個健康綠色城市，似模仿以往曾構思洪水橋興建無煙城。此外，構思地下儲水池如何連接污水渠、環保運輸走廊會否影響汽車行駛，是否以綜合大廈取代現有棕地運作，很多物流業及倉庫業都座落於這些鄉村棕地上，如在多層式大廈運作會否有限制。未來將有21萬5千人入住，而就業機會方面如何配合。

21. 靳嘉燕總城市規劃師回應，在上次諮詢建議就業人數為10萬人，後來收到公眾意見，要求加強新發展區的經濟發展，因此部份擬議商業用地發展密度由8增加至9.5，有關物流、企業和科技區亦加入不同類別的用途，整體擬議經濟發展提升洪水橋新發展區的就業機會至15萬，令該區居民可以有更多工種選擇，使不同階層及不同背景人士可以原區工作。在交通配套設施方面亦會作出配合，加強區內連接，方便當區居民原區就業。

22. 至於醫院位置，已盡量不接近民居，並加寬了鄉村與醫院之間的緩衝區。但在規劃醫院位置上需平衡各方面的因素，包括公共交通的接駁。明白委員就醫院對鄉村可能造成影響的憂慮，稍後會再研究是否有進一步紓緩的空間。

23. 方學誠總工程師強調，就有關諮詢日後仍會繼續，亦會與各位保持聯繫和溝通，最後才落實建議。另外，研究顧問正準備一個新發展區的模型，完成後再邀請大家參閱。有關綠色城市構思，祈望可以
採用低碳或零碳排放，是否採用電動車行走，則有待進行技術評估及可行性的研究後，再作定案。

24. 道路網絡方面，新發展區將透過改善現有道路及興建新的道路，以提供一個全面及完善的道路網絡。詳情可參考第三階段社區摘要中第22頁內的擬及現有交通網絡圖，當中會1條主要幹道（P1路）及8條地區幹道（D1-D8路），由南至東及東至西連貫新發展區各處。至於位處於西北面的物流及工業區，將會有不同的道路直接接駁到港深西部通道，重型車輛將不需穿越新發展區居住的地區，符合道路設計的規劃概念。

25. 雨水系統設計會儘量收集雨水作爲再用或灌溉用途，區內的污水亦會經過合適的污水處理，以提升污水再用的可行性。

26. 鐵路服務方面，港鐵將會提升鐵路的服務班次及增加車卡，由每小時15班增加至28班，以及車廂數目由七卡增加至八卡，以應付運輸需求。整合僱地作業是一個較為複雜的問題，當局會研究將僱地作業遷入多層式大廈的可行性，並就僱地作業問題諮詢業界意見。

27. 曾樹和主席表示，多謝規劃署及土木工程拓展署代表詳細回應。現時規劃署很多圖則內容已過時及未更新，地政處審批村民申請丁屋看大綱圖，曾因過時大綱圖一條道路拒絕有關申請，經查證該道路早已取消。如要興建醫院應遠離鄉村範圍。希望規劃署更正發展大綱圖及爲沙田圍邊增設美化市容地帶。

28. 鄧慶全副主席表示，就洪水橋新發展區涉及屏山鄉及廈村鄉的屬下鄉村的土地問題，但規劃署卻對廈村鄉的規劃特別受惠，例如設置美化市容地帶等，而屏山鄉卻沒有得到規劃上的受惠，反而在鄉村附近除設立醫院，對屏山鄉受到影響的鄉村村民不公平。

29. 曾樹和主席表示，當承建商在鄉村邊界範圍進行建設，因打樁工程引致震裂村屋，過往曾發生在屏山鄉灰沙圍、石埗村，最近發生在橋頭圍，仍未解決賠償問題。希望承建商關注此情況，以免破壞城鄉和諧共處。規劃署及土木工程拓展處就上述規劃諮詢各位意見，收集大家意見後，希望按村長意見作出規劃修訂。本會亦希望洪水橋新發展區順利推行，早日落實。

30. 鄧慶全議員表示，若在鄉村範圍進行大型基建有完善的規劃，亦會照顧原居民的權益。在交通沿線範圍發展商住樓宇，圍村發展亦會因利成便，如能做到城鄉共融，新發展區可以很快展開。

31. 曾樹和主席表示，部門會就洪水橋新發展區項目在七月十五日諮詢元朗區議會。當日下午兩時半在區議會會議室舉行。當日村代表及村民可以在門外展示橫額及抗議標語，讓政府官員及傳媒界知道你
們的心聲，亦可以在區議會列席表達意見，若人數不超過 50 人就不必申請。

32. 與會者無其他問題提問，會議於上午十一時三十分完畢。

主席：曾樹和

紀錄：鄭家和

日期：二零一五年七月八日
城鄉規劃及發展委員會
二零一五年度第四次會議記錄

日  期：二零一五年七月十五日（星期三）
時  間：下午二時三十分至下午六時二十五分
地  點：元朗橋樂坊二號元朗政府合署十三樓
元朗區議會會議廳
出席者
出席時間  離席時間

主席：  鄧賀年議員  會議開始  會議結束
副主席：  沈豪傑議員  會議開始  會議結束
委員  賢家雄議員, BBS, MH, JP  會議開始  會議結束
  陳思靜議員  會議開始  下午 4:52  會議結束
  張木林議員  會議開始  會議結束
  程振明議員  會議開始  下午 4:31  會議結束
  周永勤議員  會議開始  會議結束
  徐君紹議員  下午 2:51  會議結束
  鄭俊宇議員  會議開始  下午 3:55  會議結束
  郭慶平議員  會議開始  下午 3:55  會議結束
  郭強議員, MH  會議開始  會議結束
  黎偉雄議員  會議開始  會議結束
  李月民議員, MH  下午 2:45  下午 4:45  會議結束
  梁福元議員  會議開始  會議結束
  呂  堅議員  會議開始  會議結束
  陸頌雄議員  會議開始  會議結束
  麥業成議員  會議開始  會議結束
  文炳南議員, MH  會議開始  會議結束
  蕭浪鳴議員  下午 2:47  下午 4:05  會議結束
  戴耀華議員, MH, JP  會議開始  會議結束
  鄧焯謙議員  會議開始  下午 3:15  會議結束
  鄧卓然議員  下午 2:55  會議結束
  鄧慶業議員  會議開始  會議結束
  鄧家良議員  會議開始  下午 4:45  會議結束
  鄧貴有議員  會議開始  會議結束
  鄧勵東議員  會議開始  會議結束
  黃卓健議員  下午 2:50  會議結束
  王威信議員  會議開始  會議結束
  黃偉賢議員  會議開始  會議結束
  袁敏兒議員  會議開始  下午 4:16  會議開始

會議記錄於 16.9.2015 獲得通過，無須修訂。
增選委員：
方文利先生
郭時興先生
林添福先生
鄧作霖先生
鄧觀送先生
黃永生先生
楊家榮先生
楊金彝先生

會議開始
會議開始
會議開始
會議開始
會議開始
會議開始
會議開始
會議開始

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會議結束

秘書：
葉詠欣女士
元朗民政事務處行政主任(區議會)

列席者
王頌基女士
何劍琴女士
陳承楸先生
李麗芬女士
吳惠鳳女士

元朗民政事務處署理高級行政主任(地區管理)
規劃署屯門及元朗西規劃處高級城市規劃師/元朗西
元朗地政處高級產業測量師/東
康樂及文化事務署元朗區副康樂事務經理(2)
食物環境衛生署署理高級衛生督察(潔淨/防治蟲鼠)

議程第二項
伍育行女士
陳欽勉先生
余陳慧萍女士
陳嘉怡女士
梁宇翔先生

民政事務局助理秘書長
保良局行政總監
保良局社會服務總幹事(家庭、幼兒及兒青)
保良局企業傳訊及公關部主管
保良局產業及工程部主管

議程第三項
方學誠先生
陳卓榮先生
靳嘉燕女士
張嘉琪女士
何偉略先生

新界西拓展處總工程師/新界西
新界西拓展處高級工程師/5
規劃署總城市規劃師/規劃研究
規劃署城市規劃師/規劃研究
AECOM 項目經理

缺席者
莊健成議員, MH
文光明議員
曾樹和議員
蕭劍光先生
趙傑子先生
林照權先生

(因事請假)
(因事請假)
(因事請假)
(因事請假)
(因事請假)
(因事請假)
議程第三項：
洪水橋新發展區規劃及工程研究第三階段社區參與
（城委會文件 2015/第 9 號）

15. 主席歡迎下列人士出席是次會議：
   方學誠先生 新界西拓展處總工程師/新界西 3
   陳卓榮先生 新界西拓展處高級工程師/5
   靳嘉燕女士 規劃署總城市規劃師/規劃研究
   張嘉琪女士 規劃署城市規劃師/規劃研究 8
   何偉略先生 AECOM 項目經理

16. 委員就議題發表的意見及查詢摘錄如下：

(1) 委員普遍支持上述計劃，表示上述計劃能增加本地就業機會，方便區內市民原區工作，亦支持新發展區內公私營房屋各佔一半的比例；在就業職位方面，委員要求規劃署提供計算方法及行業分佈等詳情；

(2) 委員表示現時區內的配套設施不足應付新增的人口，建議規劃署增加區內的商業及社區設施，並在居民遷入前落成相關社區配套；委員建議興建緩跑徑及單車徑，並增加擬建洪水橋西鐵站附近商業及文娛用途的樓面面積及街舖；有委員表示區內的康復設施及宗教設施不足，有委員查詢工業區的詳細安排及醫院與民居的距離；

(3) 委員關注新發展區的收地、賠償及搬遷安排，表示區內居民對未來發展有很大貢獻，促請政府彈性處理受影響居民入住公屋的申請，建議原區安置居民；委員亦建議政府設立準則，對受影響的原居民、非原居民、露天倉經營者及物流業界作出合理的賠償；

(4) 在區內交通方面，有委員查詢環保運輸走廊的設計及道路安排，反對在路面上建設電車路軌，避免阻礙路面交通，促請規劃署研究更完善的設計；部分委員反對取消天影路，擔心會令天水圍的交通問題更嚴重；
(5) 在對外道路方面，有關前海地區發展的機遇，有委員查詢連接前海地區的交通安排；另有委員建議興建一條連接市區的道路；

(6) 在鐵路方面，委員表示西鐵綫的載客量已飽和，現時已無法應付區內居民的需求；擔心新發展帶來的新增人口令情況更嚴重，認為加密西鐵綫的班次未能解決問題，促請規劃署提出更具體的方案；

(7) 委員指出洪水橋新發展區內的擬議發展密度過高，反對天水圍明渠旁發展區的5.5倍樓宇密度，造成屏風效應並影響景觀，委員要求政府檢查區內的地面比率及樓宇高度，並在規劃設計內加入通風廊；

(8) 委員促請政府增加原有村落與新發展區的距離，活化鄉村及改善村內的環境，有委員表示村內欠缺污水處理設施，促請相關部門關注；有關「特殊農地復耕計劃」，有委員表示計劃需原區進行及方便務農人士；

(9) 在旅遊發展方面，有委員建議政府推廣流浮山的海鮮食肆，吸引旅客並帶動經濟；另有委員建議政府參考歐洲國家，在區內興建租用單車的設施，既可吸引區外人士到本區遊覽，並可鼓勵區內居民善用單車徑；

(10) 在命名方面，有委員建議規劃署把新發展區名為廈村，表示新發展區內大部分土地都屬於廈村，認為改名有助下一代了解廈村的歷史文化，並希望規劃署在各村落興建牌樓作為地標；及

(11) 有委員表示部分沙崗圍、橋頭圍、洪屋村及石埗村的居民反對上述計劃，促請規劃署關注當地居民的意見，作出跟進及回覆。

17. 規劃署代表靳嘉燕女士的綜合回應如下：

(1) 規劃署表示上述計劃現正處於規劃設計的階段，並非最終方案；

(2) 在文娛康樂設施方面，洪水橋新發展區會被定位為新界西北的「區域經濟及文娛樞紐」，設有提供消閒、零售和餐飲等配套設施的區域廣場及包括政府辦公室、裁判法院及社區會堂的區域文娛中心，希望促進區內文娛康樂發展；

(3) 在就業方面，署方預計是次計劃會提供十五萬個就業職位，提供更多及不同種類的職業讓居民能在原區工作，同時有助減輕對外交通的壓力；

(4) 在發展密度方面，署方已根據上一階段諮詢收集的意見，下調洪水橋北部的發展密度並加入通風廊；

(5) 在鄉村與新發展區的距離方面，署方在是次計劃已加入了更多的美化市容地帶作緩衝區，並在屏廈路東面加入非建築用地，希望增加新發展區與現有發展的距離；

(6) 在命名方面，由於合約問題，政府需要繼續在此規劃階段使用洪水橋這名稱，但日後的命名可在落實時再作商討；
(7) 在補償及安置方面，政府會參考古洞北/粉嶺北新發展區的補償及安置方案，考慮為受影響的清拆戶提供特設的補償及安置安排；政府計劃為受影響合資格的住戶提供原區安置，就此亦已預留適當用地。

(8) 為確保適時有序地發展洪水橋新發展區，政府會參考古洞北/粉嶺北新發展區計劃的實施模式，考慮採用「加強版的傳統新市鎮發展模式」：根據該模式，政府會收回需要作新發展區的土地，同時在換地申請符合相關準則的情況下，容許處理土地業權人提出換地申請作私人發展；政府如徵收私人土地，會按相關法例向土地業權人作出法定補償；一般而言，如有相關地帶位於新市鎮發展區，根據現有機制，會評定屬甲區級別；及

(9) 同時，在洪水橋新發展區的西北部分已預留土地用作港口後勤、儲物及工場用途的用地，當局會研究以有效的土地運用方式，包括作可能興建的多層大廈，安置部份受影響的棕地作業。

18. 土木工程拓展署代表方學誠先生的綜合回應如下：

(1) 署方表示上述發展計劃的發展年期頗長，初步目標是首批居民可最早於2024年入住，而整項發展預計在2037年完成；在批准圖則方面署方一直就新界西北的交通規劃與運輸及房屋局(運房局)及路政署緊密聯繫；

(2) 因應新界西北的長遠發展，及為了加強新界西北對外交通的暢達性，運房局會爭取資源就興建連接北大嶼山和元朗的十一號幹線進行可行性研究；同時，路政署亦正研究屯門西繞道的計劃，並會在明年初再次諮詢屯門區議會；

(3) 在鐵路方面，西鐵線列車會由2016年開始逐步由七卡列車增加至八卡，而班次則會由每小時每方向的20班增加至最終的28班；以此計算，西鐵線可載客量將比現時7卡列車每小時每方向約20班增加60%，相信能應付乘客的需求；而長遠方面，運房局會適時爭取資源，就新界西北地區2031年以後的鐵路運載量展開研究，包括研究提升及改善現有的鐵路線，以及研究興建新鐵路線的可行性和可取性，以應對新增的運輸需求；

(4) 在對外交通方面，當局注意到前海地區憧憬的大規模發展可能帶來的機遇，並會密切留意前海的發展情況，及日後跨境運輸需求的任何顯著增長及發展參數的變化，另行研究興建一條連接香港及前海的跨境快速軌道（或其他運輸項目）的可行性；

(5) 就委員提出擴闊流浮山路的建議，署方需要再進行研究；及

(6) 署方表示道路及鐵路的規劃需配合區內各發展項目的實際進展，當局會密切留意各發展項目的推展情況。

19. 工程顧問公司代表何偉略先生的綜合回應如下：

(1) 考慮到洪水橋發展計劃的交通配置，將會取消天影路，並會在發展區內
建設環保運輸走廊，供現代化電車或電動巴士行駛，作為快速的內部交通接駁工具，走廊兩旁是行人路及單車徑；而環保運輸走廊的走線及設計將會與路面分隔，不會對路面交通造成衝突。該走廊會連接天水圍站至流浮山，署方亦會研究接駁至天水圍北面的天華路輕鐵站附近。

(2) 天影路移除後，車輛可利用其他新建的道路網，往返各目的地。初步的交通評估顯示新的交通網絡將足夠應付交通流量；及

(3) 新發展計劃會增加相應的道路及交匯處以連接港深西部公路、青山公路和元朗公路，日後重型車輛往返新發展區內的物流、港口後勤、貯物及工業用地，可利用新發展區西面的新幹道，而不需要經過新市鎮中心及住宅區，避免重型車輛駛入住宅區及市區中心，造成交通擠塞。

20. 主席總結，表示委員普遍支持上述發展計劃，並促請相關部門加強新發展區內的交通配套，同時要求規劃署及土木工程拓展署與區內的業界、露天倉庫經營者及村民溝通，妥善處理收地與遷拆賠償的問題，並建議政府放寬受影響居民入住公屋的審查，以及原區安置受影響的居民。主席要求政府增加原有村落與新發展區的距離，活化鄉村及改善村內的環境，並促請相關部門關注上述計劃的房屋布局，以免造成屏風效應。主席促請相關部門在上述計劃的細節推出後，再次諮詢相關持份者、受影響業界、鄉事委員會及元朗區議會。
Progress Report of the Town Planning and Development Committee

The fourth meeting of the Town Planning and Development Committee ("TP&DC") of the Yuen Long District Council ("YLDC") in 2015 was held on 15 July 2015. Major issues discussed are summarised below:
Stage 3 Community Engagement for Hung Shui Kiu New Development Area Planning and Engineering Study

7. Members generally supported the captioned project as it would increase local employment opportunities. They also supported half to half public and private housing mix in the new development area (“NDA”). Meanwhile, Members indicated that existing supporting facilities in the district, especially transport and cultural and recreational facilities, were insufficient to meet the demand brought about by the population growth. In this connection, Members urged the departments concerned to study the provision of additional supporting facilities. Members were also concerned about the arrangements for land resumption, compensation and rehousing relating to the NDA. Members urged the Government to exercise flexibility in handling the applications of the affected residents for public rental housing units and suggested that residents be rehoused locally and reasonable compensation be made to the affected trades and villagers. Members pointed out that the proposed development intensity of the Hung Shui Kiu (“HSK”) NDA was too high which would create a “wall effect” and requested the Government to lower the plot ratio of the district and include wind corridors in planning and design. Meanwhile, Members urged the Government to extend the distance between existing villages and the NDA, revitalise villages and improve village environment.

8. The representative of the Planning Department (“PlanD”) responded that the captioned project was under planning and design which had not been finalised yet. As regards cultural and recreational facilities, the HSK NDA would be positioned as a “Regional Economic and Civic Hub” for the Northwest New Territories (“NWNT”). There would be a regional plaza with supporting facilities for leisure, retail and food and beverage, as well as a regional civic hub with government offices, a magistracy and a community hall for the promotion of cultural and recreational development in the district. As regards employment, 150 000 jobs would be created under the project to provide new vacancies of various types for residents to work in the local district. As regards development intensity, the department had lowered the development intensity of HSK North and included wind corridors. As regards the distance between villages and the NDA, the department had included more amenity areas in this project as buffer zones between villages and the NDA, and had included a non-building area at the east of Ping Ha Road. As regards the naming, the Government had to keep HSK in the naming of the area during the planning stage because of contractual issues, but its future naming could be discussed when the project was finalised. As regards compensation and rehousing, the Government would make reference to the compensation and rehousing package for the Kwu Tung North and Fanling North (“KTN/FLN”) NDAs and consider providing special compensation and making rehousing arrangements for the affected clearkees. The Government planned to provide local rehousing to the eligible affected households and suitable sites would be reserved for this purpose. To ensure timely and orderly development of the HSK NDA, the Government would make reference to the implementation mode
adopted for the KTN/FLN NDAs and consider adopting the “Enhanced Conventional New Town Approach”. Under the said approach, the Government would resume the land required for the NDA while allowing the processing of land owner’s applications for land exchange over the sites planned for private developments subject to the compliance with the specified criteria. When the land was acquired through land resumption by the Government, statutory compensation would be made to the land owners in accordance with the relevant legislation. Generally speaking, if the area concerned was located in the New Town Development Areas, it would be classified as Zone A under the existing mechanism. Meanwhile, sites at the northwest of the HSK NDA had been earmarked for port back-up, storage and workshop purposes. A study would be conducted on effective use of the sites, such as the possibility of developing the land into a multi-storey building to accommodate some of the affected brownfield operations.

9. The representative of the Civil Engineering and Development Department (“CEDD”) said that the department had maintained close communication with the Transport and Housing Bureau (“THB”) and the Highways Department (“HyD”) in respect of the transport planning in the NWNT. In view of the long-term developments in the NWNT and with a view to enhancing the connectivity of the NWNT with other districts, the THB would bid for resources for conducting a feasibility study for Route 11 which linked up North Lantau and Yuen Long. In the meantime, the HyD was studying the Tuen Mun Western Bypass (“TMWB”) project and would consult the Tuen Mun District Council again early next year. On the railway issue, the West Rail Line (“WRL”) would gradually change to run on eight-car trains instead of seven-car trains from 2016 and the service frequency would be increased from 20 trains to 28 trains per hour at each direction. On this basis, the carrying capacity of the WRL would be sufficient to meet the passenger demand as it would be increased by 60% as compared to the existing capacity of about 20 seven-car trains per hour at each direction. In the long run, the THB would timely bid for resources and commence studies for improving the carrying capacity of the railways in the NWNT beyond 2031. On external transport, the THB was aware of the potential opportunities that might arise from the substantial development envisaged in the Qianhai area. The THB would closely monitor the situation of Qianhai development and any significant increase in cross-boundary transport demand and changes in development parameters in future, and would separately explore the feasibility of building a cross-boundary express rail link (or other transport infrastructure) connecting Hong Kong and Qianhai. The CEDD indicated that road and railway planning should tie in with the actual progress of the development projects in the district. The authorities would pay close attention to the implementation progress of the development projects.

10. The representative of the consultant responded that having regard to the traffic planning of the HSK development project, Tin Ying Road would be removed and a green transit corridor would be introduced in the NDA for modern tramways or electric buses to provide rapid intra-district transport connection. The alignment and design of the green transit corridor would not come into conflict with road traffic. Upon the removal of Tin Ying Road, vehicles could travel to and from various destinations via other newly built road networks. The preliminary traffic assessment showed that the new traffic network would be sufficient to cope with the traffic flow. Furthermore, more roads and interchanges connecting Kong Sham Western Highway, Castle Peak Road and Yuen Long Highway would be built under the new development project. In future, heavy vehicles travelling to and fro the logistics, port back-up, storage and industrial sites in the NDA could run via the new trunk road at the west of the NDA without passing via the new town centre and residential areas. In this way, traffic congestion caused by heavy vehicles running via residential areas and town centre would be prevented.
11. The Chairman concluded that Members in general supported the captioned development project and urged the departments concerned to improve the supporting traffic facilities of the NDA. Members also requested the departments concerned to communicate with the trades, the operators of open storages and villagers to properly handle the issues of land resumption and rehousing compensation and suggested that the Government relax the vetting of affected residents’ applications for public rental housing units and provide local rehousing to the affected residents. The Chairman requested the Government to extend the distance between the existing villages and the NDA, revitalise villages and improve village environment. The department concerned was also urged to monitor the layout of building blocks to avoid “wall effect”.

新界鄉議局第三十四屆
第一次議員大會暨第二次執行委員會聯席會議紀錄

日期：二〇一五年七月二十一日（星期二）
時間：下午二時三十分
地點：沙田石門鄉議局大樓一樓會議廳
文件編號：HYK 34/15/03&04/01

主席：劉業強主席

出席：劉業強 張學明 林偉強 劉皇發 吳厚澄 黃宏發 彭學端
龐 創 鄭樹明 梁和平 林國昌 李鳳英 韋國洪 李國英
簡松年 陳嘉敏 李耀斌 鍾偉平 鄧瑞華 陳崇業 鄧勳東
曾樹和 梁福元 鄧瑞民 劉賀年 文炳南 莫錦貴 李國鳳
侯志強 李冠洪 王永生 成漢強 翁志明 黃漢權 樊志平
黃文漢 張 富 陳志榮 陶錫源 鄧慶光 鄧達善 林添福
鄧志光 文祿星 李志麒 林 啤 陳笑權 曾玉安 劉 球
謝國生 陳東岳 陳漢錦 簡汝謙 巫家雄 劉志成 劉文君
邱錦平 侯振光 張錦奎 曾展雄 陳植良 莫永堅 胡民賜
文中慶 張子賢 李貴有 張國棟 彭未齊 鄭祝華 黃偉業
林金貴 張士勝 溫超玄 梁偉雄 黃輝民 吳文傑 黃信全
鄒長福 劉國強 周連興 陶滿權 鄧志強 文文桂 陳天有
溫官球 鄧柱田 侯添興 萬新財 葉華清 何炳釗 郭偉文
黃敬全

出席官員：規劃署助理署長張綺薇女士
規劃署總城市規劃師靳嘉燕女士
土木工程拓展署總工程師方學誠先生
項目研究顧問艾奕康有限公司項目經理何偉略先生
項目研究顧問艾奕康有限公司規劃顧問葉倩雯女士

列席：文富穎 黃耀榮 劉偉章 马慶豐 劉慶達 袁善本 薛浩然 文富齊
文金賢

請假：張人龍 梁省德 鄧乃文 鄧英奇 黃松泉 張政輝 邱裘錦蘭
趙文友 梁永發 葉慶添 石兆棠 何冬青 溫漢璋 陳國威
馬寧熙 蔡根培 劉仕福 鄧國銘 鄧英喜 陳少偉 潘展鴻
羅兆清 溫億球 鄧志賢 曾肇曼 黃日梅 陳崇輝 劉焯榮 周玉堂
陳連偉 釋智慧 邱榮光 廖書蘭 余漢坤 梁海明 王觀強

附錄甲
Appendix A
(甲) 規劃署及土木工程拓展署官員講解「洪水橋新發展區規劃及工程研究第三階段社區參與」

1. 劉業強主席歡迎出席會議的政府部門官員，講解「洪水橋新發展區規劃及工程研究第三階段社區參與」，他請會眾鼓掌歡迎出席的官員。他表示本局在 2013 年 9 月 17 日第三十三屆第二十七及第二十八次執委會聯合會議上，規劃署及土木工程拓展署的官員亦曾到鄉議局講解「洪水橋新發展區規劃及工程研究第二階段社區參與」，本局及有關鄉事委員會在該次諮詢提供了不少意見。現在研究計劃進入「第三階段社區參與」，政府部門再次到本局匯報計劃，希望官員分享計劃的進展情況。他呼籲會眾及相關鄉事會成員踴躍發言，積極交流，提供意見。

2. 規劃署助理署長張綺薇女士表示，當局剛開始「第三階段社區參與」，早前已諮詢區議會及各有關鄉事委員會。她希望能夠在是次會議上聽取大家的意見。雖然已進入「第三階段社區參與」，洪水橋新發展區項目仍處於研究階段，當局會繼續聽取意見，修改規劃。

3. 官員播放影片介紹洪水橋新發展區，影片主要內容如下：

4. 有關多年來，洪水橋大範圍土地已改作棕地用途，政府希望更好的利用這些土地，以滿足香港的經濟及社會需要。政府已經在 2011 年和 2013 年舉行「第一及第二階段社區參與」，參考公眾意見，經詳細研究及諮詢專家小組之後，制定建議發展大綱圖。政府於「第三階段社區參與」聽取公眾對建議發展大綱圖的意見。
(I) 角色與定位
5. 洪水橋新發展區的定位為新界西北的「區域經濟及文娛樞紐」，以推動香港經濟發展，創造大量職位，並滿足房屋需求。一系列策略性交通基建，會將洪水橋新發展區緊密連接至市區、葵青貨櫃碼頭和香港國際機場，北接深圳，連繫珠江三角洲地區；擬建洪水橋鐵路站，會提供便捷的對外鐵路運輸。新發展區的市中心在擬建洪水橋鐵路站周邊，「地區商業中心」就會在現有西鐵天水圍站的附近。東北部是住宅地帶，西北部是「物流、企業和科技區」。緊密發展及以鐵路為本的城市形態，輔以環保運輸走廊和完善的單車及行人網絡，連接天水圍和屯門。

(II) 建設均衡和諧的社區
6. 洪水橋新發展區提供約 60,100 個新住宅單位，容納約 173,000 新的人口，公私營房屋約各佔一半，天水圍新市鎮連同新發展區的整體公私營房屋比例將會改善至大約七比三。新發展區的總人口將會達至 215,000 人。預留土地作不同政府、機構或社區設施，包括醫院、診所、學校、社區會堂、安老院、運動場、體育中心等。

(III) 促進經濟與就業
7. 新發展區會提供充足的土地，支持香港不同行業和商貿的發展，創造約 150,000 個多元化的職位，為新發展區和天水圍、屯門、元朗的居民提供就業機會，減少跨區工作的需要，同時減輕對外交通系統的負荷。「物流、企業和科技區」位於新發展區的西北部；於港深西部公路西面將會有工業區；洪水橋站旁的「區域經濟及文娛樞紐」會設有大型混合商業中心，附近有政府寫字樓和社區文娛設施；西鐵天水圍站周邊是「地區商業中心」。流浮山附近亦會加設商業設施以配合旅遊發展。

(IV) 融入自然人文和景觀資源
8. 新發展區會優化現有河道，重現這區昔日以水為主體的地貌，並促進親水文化。沿河道會發展休憩用地，在面向天水圍的河道旁締造一條有活力的河畔走廊，新發展區中央會建設一個區域市鎮公園。新發展區著重保留源歷史文物，會建設文物徑。

(V) 創造綠色城市
9. 洪水橋新發展區採用綠色交通模式，大部份的建築物都是綠色建築，還有其他項目，包括全面水資源管理、可持續污水處理設施等。

(VI) 實施安排

10. 政府會對受影響的作業及居民作出適當安排，亦會整合土地，提供基礎設施。首批居民預計於 2024 年起陸續入伙。

11. 項目研究顧問艾奕康有限公司項目經理何偉略先生以簡報報告洪水橋新發展區規劃及工程研究第三階段社區參與建議發展大綱圖。他表示「第二階段社區參與」主要公眾意見如下：

- 支持洪水橋新發展區發展：新發展區有助滿足香港的長遠房屋及發展需要；新發展區座落策略性位置，加強香港與深圳的經濟互動。
- 政府應把握擬建洪水橋站所帶來的利便，以創造具規模的商業活動，並設置大型酒店連購物中心。另一方面，一些人士反對興建大型購物設施，原因是這些發展不利培養區內本地中小型商業活動。
- 建議在流浮山引進商業活動，以配合該區旅遊活動。
- 新發展區應容納多樣化社區，提供均衡的公私營房屋組合。公眾普遍支持提供一個適合的公私營房屋組合，以協助糾正天水圍新市鎮以公營房屋為主的情況。
- 西鐵已很擠擁，有需要在新界西北增加公共交通配套。
- 洪水橋新發展區應與現有的天水圍、屯門及元朗新市鎮妥為連接，在區內應有更妥善的東西往來道路連接。
- 有些回應支持政府採用「傳統新市鎮發展模式」，以實施新發展區計劃；另一些持份者則建議按照市場力量或公私營合作模式發展，並容許換地。
- 部分來自亦園村、田心新村、新生新村、石埗路尾村及沙洲里的村民要求「不遷不拆」。他們指稱該計劃歧視非原居村民。他們亦促請盡早公布補償及安置安排。
- 相關的港口後勤及露天貯物與工業營運商對現有的業務被迫遷移表示十分關注。他們聲稱，遷移洪水橋的港口後勤及露天貯物用途會影響一連串的貨櫃運輸活動，以及現有工人的生計。他們要求保留合適的遷置用地，供他們繼續營業。他們亦促請政府就補償與安置安排，盡早與他們溝通。
- 有些人建議應向受影響的農戶提供協助，讓他們繼續務農，
但亦有人認為，「初步發展大綱圖」建議的「農業」地帶並不適宜。

12. 他表示，洪水橋位處新界西北，毗鄰天水圍、屯門和元朗，北接深圳，連繫珠江三角洲地區。當局擬建洪水橋鐵路站及擬建新策略性公路連接屯門及市區。新發展區的願景主要是提供房屋、經濟及社會發展用地，希望打造為新界西北的「區域經濟及文娛樞紐」，提供大量經濟、政府及社區休憩設施。現時洪水橋鄉郊區有很多棕地，當局希望善用土地資源，並改善整體環境。

13. 何偉略先生指出新發展區總面積為 714 公頃，其中發展土地面積為 442 公頃，發展建議的最高住用地積比率是 6，最高非住用地積比率是 9.5。預計總人口有 215,000 人，新增人口有 173,000 人。建議的重點包括增加房屋供應，提供約 87 公頃房屋用地，新住宅單位數目大約為 60,100 個，公私營房屋組合大約是各佔一半。發展建議加強經濟活力，創造約 150,000 個新就業機會，主要在車站範圍兩邊，及在港深西部通道旁加工業區。

14. 何偉略先生續指出，在社區設施方面，當局預留約 56 公頃土地作不同政府、機構或社區設施，包括醫院、診所、學校、社區會堂、安老院、運動場、體育中心等。在洪水橋站旁設區域文娛中心，包括政府辦公室、社區會堂和裁判法院，服務新發展區及新界西北的居民；約 62 公頃休憩用地，包括區域市鎮公園。當局的重點考慮是適時提供不同的社區設施，配合新發展區居民遷入時間。

15. 他表示，其中一個發展建議重點是把新發展區打造成一個綠色城市，緊密發展及以鐵路為本的城市形態，在現有西鐵線擬建洪水橋站，輔以環保運輸走廊和完善的單車及行人網絡。環保運輸走廊包括以軌道或道路為基礎的環保運輸服務、行人道及單車徑。因應現時輕鐵與普通道路處於同一水平而引致的問題，環保運輸走廊將與其他道路分隔。因應新界西北的長遠發展，當局會積極推展連接屯門及市區新道路的研究工作。當局亦希望提供多元化就業機會，以有利本區就業，減少跨區對外交通需要。

16. 他表示，現時預計 2020 年會進行第一階段工地平整及基礎設施
工程，首批居民预计在 2024 年入伙，洪水橋新發展區整體發展於 2037 年完成。當局會參考古洞北／粉嶺北新發展區計劃的實施模式，考慮採用「加強版的傳統新市鎮發展模式」，由政府收回需要規劃作新發展區的土地，同時在符合相關準則及條件的情況下，容許處理土地業權人為個別規劃作私人發展的用地所提出的換地申請。

17. 有關補償及安置方面，何偉略先生稱現時的規劃已盡可能減少對現有居民的影響，但無可避免會有部分現有構築物需要被清拆，當局就此會預留適當用地，為受影響並合資格的住戶提供原區安置。當局會參考古洞北／粉嶺北新發展區的補償及安置方案，考慮為受影響的清拆戶提供特設的補償及安置安排。

18. 他說，當局會探討透過在合適地點發展多層工業大廈或其他善用土地的方式，提供其他處所予部分受影響的棕地作業的可行性。發展建議預留工業區用地，當局會探討合適的安排，以處理對現有工業楼宇的影響。對於受新發展區計劃影響的務農人士，當局會採用古洞北／粉嶺北新發展區的特殊農地復耕計劃，積極和優先為務農人士和農地業權人進行配對。

19. 他表示，第三階段展社區參與在 2015 年 6 月 17 日展開，為期三個月，已諮詢相關的區議會、鄉事委員會、區內關注團體和其他團體/組織，包括屯門鄉事委員會、廈村鄉事委員會和屏山鄉鄉事委員會。當局在 2015 年 7 月 7 日和 7 月 15 日已分別諮詢屯門區議會和元朗區議會。公眾論壇將於 2015 年 8 月 8 日舉行，本局將詳細考慮收集到的公眾意見，修訂建議發展大綱圖。

20. 張綺薇助理署長表示，一般新市鎮主要以提供房屋為主，而洪水橋新發展區除了提供六萬個新住宅單位外，亦著重提供更多本區就業機會，除了令新發展區更有活力外，也令周邊天水圍、元朗新市鎮居住的居民受惠。她指十五萬個新就業機會，會包括商業、物流等各行各業，涵蓋不同技術及學歷要求的新職位。

21. 鄧勵東議員指出，洪水橋新發展區言不正，名不順，新發展區約有 70% 是廈村鄉土地，而政府提出的經濟效益，廈村鄉沒有得益。他指鄉民原則上是支持香港政府發展解決房屋需求，但鄉民希望政府也可以支持鄉民，關注鄉村問題。
22. 他反對政府傳統式收地，指政府以便宜價錢收地後，把土地以高價拍賣給發展商。新發展區預計有 215,000 總人口，令空間收窄，導致空氣、交通等問題，厦村鄉民首當其衝受影響，希望政府在補償、賠償方面大刀闊斧，並原地安置受影響的數條鄉村村民，以及寬鬆處理資產審查。有關友恭堂風水地事，他促請政府一定要滿足廈村鄉要求，因為這影響整個廈村鄉的命脈。他指政府搜集資料有誤，廈村友恭堂有四百至五百年歷史。他指有些廿多年前的規劃，已不合時宜，鄉民提出要求改善，但政府沒有回應。他希望官民互相支持，鄉民支持政府發展，政府支持地區。他希望在地區賠償方面，盡量達到雙贏的局面。

23. 陶錫源議員希望政府可以仁愛、以愛民如子的心進行規劃，不要做劊子手，他指現時的規劃已把整條亦園村毀滅，他促請政府立即研究原區遷置，將村民原村安置。規劃亦影響亦園閣、順風圍、寶明路及鍾屋村的永久屋，他同樣要求政府原區遷置。

24. 他請政府以甲級徵收土地，以及在建設上將現時 40 萬伏特的高空電線，由架空改為以隧道形式提供電力。他建議把輕鐵泥圍站和鍾屋村站的一段改建架空，以騰空土地紓緩及擴闊青山公路。

25. 他建議以隧道形式配合輸送帶，把垃圾從各樓宇傳送至垃圾站，他指現時每天垃圾車百鳥歸巢時，破壞順達街兩旁永久屋的空氣。他希望政府可以特事特辦處理臨時屋事宜，指現時亦園村七百多名人心惶惶，他們的意願就是原區安置。

26. 曾樹和議員表示，政府計劃將所有厭惡性行業安置在屏山鄉，包括醫院、洗衣房，他指鄉民不反對政府發展，不過政府修訂規畫，可減少村民的怨言。

27. 他同意鄭勵東議員提出有關遷拆與合理賠償事宜，政府應該可以做到的。他認為社會的民怨及諮詢的反對，是因為政府做得不好，村民致函規劃署，但規劃署沒有反應。他認為規劃署像恐怖組織，職員坐寫字樓規劃，而村民不知道將會如何被規劃。他希望規劃署可及早醒覺，不然村民提出反對，拖延發展進度。
28. 他代表屏山鄉堅決反對在近石埗村、洪屋村興建醫院，強烈反對在沙江圍興建洗衣房。另外，當局規劃石埗村前面是醫院，後面是垃圾回收站，村民難以忍受，他希望規劃署將厭惡性行業移至不影響村民的地方。他認同政府以甲級賠償給村民。他指政府的舊圖指示用作公屋用途，但新圖是私人發展，認為政府未有顧及原居民。他希望規劃署及土木工程拓展署盡量配合，與村民有商有量，減少怨言及反對，盡快發展計劃。

29. 梁福元議員表示，鄉議局和鄉事會支持發展，但需要兼顧和平衡各方面的利益，尤其是收地價錢、原區安置、保留傳統權益。他不希望看到在元朗約發生新界東北諮詢的翻版，而過去數次諮詢，參與者都十分和平理性，希望政府聽取村民意見。他指天水圍有很多跨區工作的問題，希望就著洪水橋發展解決問題。他指洪水橋發展有七、八成土地屬厦村鄉，建議易名為「厦村洪水橋發展」以示尊重當區。

30. 他指未來十年元朗約有數個發展項目，日後將會有約一百萬人口，他促請政府慎重考慮規劃，提供就業機會，減少跨區工作。他指現時當區的物流提供就業機會，如果政府規劃得好，設有工業城、商業區等，配合國家前海、蛇口發展，加上厦村鄉幅員廣闊，他認為政府需要認真聽取地區人士的意見。

31. 陳植良議員表示，當局剛才的介紹提出興建公屋、社區中心、商業中心等，但沒有提及厦村鄉十四條村落，以及加大V-zone讓居民有更多空間發展鄉村式用地。他認為政府需要顧及原居民將來的長遠發展，由城鄉發展達到城鄉共融，村民才容易接受。

32. 他指政府也沒有提及發展對原居民村落的傳統風水龍脈的影響事宜，他詢問政府有否考慮將來在發展、收地以及進行工程時，如何安排及理順風水問題。他指原居民世世代代務農為業，有些人以出租土地維持生計，政府收地扼殺這些人的長遠利益，他建議政府收地時把長遠利益計算在內。他要求政府先安置，後清拆五條受影響的非原居民村落，如果村民要求原區安置，政府應預留土地以作出安排。

33. 莫永堅議員指洪水橋發展計劃的面積由洪天路至天影路，天華路
至流浮山道，涉及了屏山四份之一的總面積，但他認為屏山鄉周邊村落無法受惠，政府把厭惡性的設施設置在屏山鄉，如綜合性醫院。他認為醫院應環境憩靜、遠離民居，建議醫院選址在西部通道附近，遠離鄉村式發展地帶是最為適宜。

34. 他認為政府把天華路與屏厦路交界的私人土地劃為休憩用地對業權人極之不公平，他指流浮山一帶涉及很多沙江圍的土地，而政府發展該處為低密度住宅，周邊村落未能感受發展帶來的好處。他指設計環保走廊等於加設屏障，即是閒人免進的意思。他指其他鄉村有美化帶金鋼圈保護，但環顧屏山鄉發展中受影響的村鄉卻沒有，認為發展對屏山鄉不公平。

35. 他指在三十年前，政府發展天水圍新市鎮，當時政府為了解撫屏山鄉，把交通網絡設置在屏山鄉。當時規劃署為數條受影響的村落規劃了令人滿意的发展大綱藍圖，但至今該數條鄉村仍是原地踏步，甚至連一條普通的去水渠都仍未鋪設。他認為一次性收地公平，但綜合發展及與私人配合發展是不公平，因為政府將部分沙江圍的私人土地劃為政府及休憩用地，他擔心政府會重蹈三十年前鄉村原地踏步的情況，故要求規劃部門回應是否一次性收地或甲級收地。

36. 文炳南議員希望以下兩點得到關注：1)新發展屏風樓宇對當地的原有村落造成嚴重的封閉問題。2)對外交通完全沒有完整計劃，當局只有口頭報告「對外交通銜接」，而在元朗區議會會議上，總工程師指有兩個解決對外交通問題的辦法，增加西鐵車卡和加班次。剛才顧問公司的報告有關社區服務和設施十分完滿，但他認為這種烏托邦式設計並不足夠，只會令該區對外交通斷絕。他指由於元朗區對外交通不完善，令到工廠投資者不敢到元朗發展。他希望當局在對外交通設計配套方面製圖，提交議會審核。

37. 樊志平議員呼籲洪水橋新發展區或其他將會有發展的地方的持份者，需要與政府以白紙黑字寫好收地、搬村條款。他指東涌馬灣村搬村時，政府作出很多承諾，包括一戶人有一個停車位、丁權不變；但搬村後，世世代代卻失去丁權，而所謂停車場是收費的。他藉此機會希望鄉議局協助村民，他詢問有關 1945 年後搬村的法律是否永遠有效。
38. 侯志強議員認為政府以甲級價錢收地，但日後以升價十倍的價錢出售，對新界人不公平。另外，政府在收地的時候，是否有顧及清拆賠償的問題，而安置是十分重要的問題，政府為東北發展及洪水橋發展收取土地後，未有重新規劃 V-zone。他希望規劃署官員可以將新界 V-zone 重新規劃，及妥善安排在發展區內營商的倉地、工廠、酒樓、商店。

39. 黃耀榮顧問希望顧問公司規劃時顧及私人土地，現時的規劃把沙江圍的私人土地劃為鄰社休憩用地，並取消天影路，他指該處現時已是市民休憩、娛樂、消費的地方，認為再把土地劃為鄰社休憩用地是多此一舉。

40. 他指發展區最北近流浮山的地方，當局將一塊鄰近山丘的私人土地劃為鄰社休憩用地，使該土地變成廢地，建議將鄰社休憩用地改劃在山丘。他認同莫永堅議員的意見，建議把醫院設置在西部通道附近的小山丘。他指把醫院設置在三條鄉村中間，造成村民與政府的矛盾，故希望當局用心研究。他指發展區的大馬路有 100 米闊，小馬路也有 50 米闊，他認為在馬路兩旁植樹，是不需要規劃太多綠化用地或休憩用地。

41. 鄧達善議員表示，屏山鄧氏宗祠有 700 多年歷史，政府擬於對出的橋發街興建高樓，鄧族三圍六村村民不能接受，他建議該處改為規劃不超過三層低密度的屋宇，或規劃為鄉村擴展區給原居民興建小型屋宇。他表示，屏山鄉所有鄉村都會極力反對橋頭圍、洪屋村及石埗村政府的規劃。

42. 劉業強主席表示以上議題可於土地發展、規劃及保育委員會跟進。

43. 曾樹和議員詢問如果鄉議局全體議員一致通過反對而政府強行執行，根據鄉議局的職能，鄉議局會有何應付對策。

44. 鍾偉平議員表示土地供應由原居民提供比較多，政府應因應此情況設計藍圖。他表示現時的藍圖的出發點不是地權擁有者即是原居民，而是以發展大型屋苑為目標。他指政府的發展涉及鄉村，
而沒有優先考慮原居民的權益是問題，並指政府曾發展多個城市，已經歷過如何取得地權人同意的問題，但是次顧問公司沒有提及原居民。

45. 他指洪水橋發展有商業價值，政府首要考慮的是如何平衡鄉民的生活，最根本是設立擴展區原區安置受影響人士。他認為政府應把大前提放置在業權人上，再將整體發展發酵，不然第一步會因村民在未有得到應有權益的誘因下反對發展而行不到。另外政府完全沒有提及原居民，原居民如何支持發展。他認為政府應三思，及參考過去發展新城市的賠償政策。政府將來的發展都需要諮詢鄉議局，需要做好對焦的對口部份，並提供誘因給原居民。他重申，如政府沒有提供誘因，難以取得原居民的支持。

46. 另外，他巡視過東涌舊區，現時環境惡劣，他認為政府有責任改善，他促請規劃署或政府有關部門再重新檢視。

47. 張綺薇助理署長表示樂意聽取會眾意見以令規劃更為進步。她回應指「洪水橋新發展區」的名字是研究的名稱，將來如能夠推展新發展區，將會再就發展區的名字諮詢公眾。

48. 她指政府保障原居民的傳統權益是不言而喻的，對於未有特別提及原居民表示抱歉。她表示洪水橋發展會保留所有原居民的傳統歷史村落；而V-zone與小型屋宇政策有關，而政策事宜由政策局全面處理。

49. 張綺薇助理署長指第二階段公眾意見收到村民擔心興建高樓大廈對村落帶來屏風效應，故第三階段的建議發展大綱圖上已作出修改，設立新建築物後移的規定，亦在村落周邊加設美化帶，作為緩衝區，她表示可再進一步考慮加大緩衝區的闊度。她指發展區的設計已照顧到風水里及風水徑，如有遺漏，希望會眾可提點。

50. 關於醫院的位置貼近鄉村的問題，她指當局於第二階段社區參與完結後曾諮詢醫管局意見，該局希望醫院服務可設於交通比較方便的地方，如太遠離民居，則不能服務市民，醫管局認為現時的位置是比較適合。她指當局明白部分居民對居所附近有醫院感覺
不良好，故在医院後面經已保留绿化地帶，並增設公園用地，以
令到医院範圍和村落之間有一定距離；如果村民認為距離不足，
可再研究並作出修改。

51. 張綺薇助理署長指洪水橋發展的賠償安置會參考新界東北的模
式，新界東北在賠償上有提供特設補償的安排。如需要加強有關
安排，她會將有關訊息轉達給發展局。政府已往發展九個新市鎮
採用全面收地的模式，洪水橋發展的實施及收地安排會參考新界
東北的加強版「傳統新市鎮發展模式」，政府會收回需要規劃作
新發展區的土地，同時在符合相關準則及條件的情況下，容許處理
土地業權人為個別規劃作私人發展的用地所提出的換地申
請。

52. 土木工程拓展署新界西拓展處總工程師方學誠先生表示運房局
在上星期五向立法會提交有關新界西北長遠交通規劃安排的文
件，匯報了新界西北運輸基建的規劃工作，當中包括有關西鐵線
可載客量的事宜。就西鐵線而言，由 2016 年開始西鐵的車卡數
量會逐步由 7 卡加至 8 卡，而藉著服務提升，班次由現時一小時
20 班可最終提升至 28 班，整體增加六成載客量。在西鐵整體載
客量提升後，運房局的評估是在 2030 年時可配合整個新界西北
地區發展的需要。至於更長遠的規劃，有關當局會適時爭取資源，
就新界西北的長遠鐵路運量展開研究，包括研究提升或改善現有
鐵路線，或興建新鐵路線的可行性和可取性，以應付新增的運
輸需求。

53. 他續表示在主幹道的問題上，當局一直推展的屯門西繞道，可解
決中期交通的需求。因應新界西北的長遠發展，當局亦承諾會爭
取資源展開十一號幹線的可行性研究。

54. 張綺薇助理署長表示現時仍是諮詢階段，圖則尚未落實，署方聽
取意見後會繼續修改圖則，有很多方面事宜需要在下一階段再與
大家進一步商討，包括收地安排、原區安置等。她認為需要先同
意圖則，知道發展的用途，才有商討的基礎。她希望聽取多些關
於圖則及土地利用方面的意見，達成共識，才有實行下一步的基
礎。
55. 陈嘉敏议员建议将次会议延续，择日召开特别会议，並邀請規
劃署及土木工程拓展署官员参与特别会议詳細討論洪水橋發展
議題。

56. 陶錫源议员建議屏山、厦村及屯門三鄉盡快緊密聯絡，以劉業強
主席為首聯絡規劃署，希望署方聽取是次会议的意见後，有所行
動修改圖則，本局才有機會於下次會議通過支持洪水橋發展；如
政府繼續任劊子手，建議一人一信反對該計劃。

57. 陳嘉敏議員表示鄉民要求的不只是保留原村，她以青衣為例，指
過往很多新市鎮的發展，很多鄉村的設施不足，例如村民舉辦紅
白二事需要廣場，而在國內很多新的鄉村發展，也有預留空地作
廣場讓村民舉辦傳統活動。她建議把一些緩衝區(GIC)改劃為擴大
V-zone，政府可以在這一種 V-zone 規劃內加上註釋，列明是祭祝
或慶祝活動的場所。她指收地破壞了氏族與土地的感情和關係，
因此除了需要保留村界範圍興建丁屋外，現實上亦要考慮村民需
要祭祀和舉辦活動的場所。

58. 她指洪水橋發展涉及的鄉都有很深厚的歷史傳統文化，建議政府
在規劃時考慮鄉村文化可以持續發展。她指過去政府發展新市鎮
先把人搬到新市鎮，她認為需要先發展好交通，才可以把人口搬
入新發展區。

59. 張學明副主席表示，縱觀過往數十年新界新市鎮發展，他認為需
要檢討 V-zone 地；而政府在過去新市鎮發展過程當中可能為了取
得新界鄉議局或原居民村落的支持，劃出很多鄉村擴展區，至今
有十個擴展區被凍結。政府常稱一旦提出擴展區便會引起檢討小
型屋宇政策的聲音。他以粉嶺鄉靈山村為例，政府在興建北區公
園收地時承諾劃出數百間屋作擴展區，至今石沉大海。

60. 他建議藉著制定圖則的時機，重新啟動擴展區。作為原居民村落
除了原有的 V-zone 地外，政府收地後應規劃若干幅的擴展區，安
撫原居民的合法傳統權益。他認為這是政府長遠需要重啟的步
驟。

61. 劉業強主席表示，希望政府部門聽取意見。本局會密切跟進，並
會續與政府部門討論。
規劃署、土木工程拓展署官員等於下午 4 時 07 分離開會議廳。
立法會
Legislative Council

立法會CB(1)1250/14-15號文件
(此份會議紀要業經政府當局審閱)

檔 號：CB1/PL/DEV

發展事務委員會
會議紀要

日 期：2015年7月22日(星期三)
時 間：下午2時30分
地 點：立法會綜合大樓會議室3

出席委員：謝偉銓議員，BBS(主席)
涂謹申議員
陳錦記議員，SBS, JP
劉慧卿議員，JP
馮檢基議員，SBS, JP
何秀蘭議員，JP
陳克勤議員，JP
陳健波議員，BBS, JP
葉國謙議員，GBS, JP
葉劉淑儀議員，GBS, JP
梁家傑議員，SC
梁國雄議員
陳偉業議員
田北辰議員，BBS, JP
葉劉淑儀議員，GBS, JP
胡志偉議員，MH
姚思榮議員，BBS
范國威議員
陳志全議員
陳恒立議員，JP
陳家洛議員
陳婉娴議員，SBS, JP
梁志祥議員，BBS, MH, JP
麥美娟議員，BBS, JP
張超雄議員
葛珮帆議員，JP
盧偉國議員，SBS, MH, JP

列席議員： 鄧家彪議員，JP

缺席委員： 劉皇發議員，大紫荊勳賢，GBS, JP(副主席)
石禮謙議員，GBS, JP
謝偉俊議員，JP

出席公職人員：

議程第V項

發展局首席助理秘書長(工務)2
周紹喜先生

土木工程拓展署
新界西拓展處處長
廖振新先生

土木工程拓展署
總工程師／新界西2(署任)
朱偉麟先生

議程第VI項

發展局
首席助理秘書長(工務)3
麥成章先生

水務署助理署長／財務
李光明先生，JP

議程第VII項

署理發展局局長
馬紹祥先生，JP

發展局
署理副秘書長(規劃及地政)1
蔡傑銘先生
發展局
首席助理秘書長 (規劃及地政) 5
陳俊鋒先生

規劃署副署長／全港
李志苗女士, JP

規劃署助理署長／全港
張綺薇女士

土木工程拓展署
新界西拓展處處長
廖振新先生

土木工程拓展署
總工程師／新界西 3
方學誠先生

列席秘書 : 總議會秘書 (1) 2
鍾蕙玲女士

列席職員 : 高級議會秘書 (1) 2
彭惠健先生

高級議會秘書 (1) 6
周嘉榮先生

議會秘書 (1) 2
劉美琪女士

議會事務助理 (1) 2
蕭靜娟女士
經辦人／部門

田北俊議員表示，在建議所涵蓋的20個收費項目當中，部分項目現時的收回成本水平低於30%，而部分項目則幾近收回全部成本。他詢問，為何這些項目之間的收回成本水平有如此大的差異，以及相關政府部門在釐定擬議成本收回率時有否採取相同的準則。

發展局首席助理秘書長(工務)答稱，由於建議所涵蓋的20項成本收回率低的服務大部分為外判服務，該等服務的收回成本水平可能因為相關服務合約的投標價變動而受影響。田北俊議員表示，如政府當局因為投標價增加而調整其外判服務收費，可能會對有關的服務使用者不公平，因為向他們收取的額外費用，會用於補貼有關服務的承辦商。

主席要求政府當局提供資料，解釋為何在建議所涵蓋的20個收費項目當中，現時收回成本的水平差異甚大，而部分項目的收回成本水平(例如項目1至6)遠低於100%。

(會後補註：政府當局的補充資料在2015年8月14日隨立法會CB(1)1184/14-15(02)號文件送交委員。)

VII 洪水橋新發展區規劃及工程研究 —— 建議發展大綱圖及第三階段社區參與

(立法會CB(1)987/14-15(07)——政府當局就洪水橋新發展區規劃及工程研究——建議發展大綱圖及第三階段社區參與提交的文件)

立法會CB(1)987/14-15(08)——立法會秘書處就洪水橋新發展區規劃及工程研究提交的文件
委員察悉關注團體提交的上述意見書。

71. 署理發展局局長扼要提述洪水橋新發展區規劃及工程研究(下稱"該研究")的背景及新發展區的主要特色。規劃署副署長／全港以電腦投影片向委員簡介就擬議洪水橋新發展區制定的建議發展大綱圖，以及當局為聽取市民就建議發展大綱圖表達意見而於2015年6月17日展開的第三階段社區參與。

(會後補註：上述電腦投影片資料的電子複本(立法會CB(1)1139/14-15(02)號文件)已於2015年7月23日以電子郵件方式送交委員。)
發展及實施模式

72. 鑒於古洞北及粉嶺北新發展區的實施模式(即"加強版傳統新市鎮發展模式")所引起的爭議，胡志偉議員表示，他對政府當局建議就擬議洪水橋新發展區計劃(下稱"擬議發展計劃")採用同一模式有強烈保留。政府當局以往採用"傳統新市鎮發展模式"收回及清理所有規劃作新市鎮發展用途的私人土地。與傳統新市鎮發展模式有所不同，"加強版傳統新市鎮發展模式"將容許私人土地業權人申請原址換地。胡議員認為，"加強版傳統新市鎮發展模式"會鼓勵發展商整合土地，令公眾懷疑有官商勾結的情況存在。他要求政府當局就採用"傳統新市鎮發展模式"及"加強版傳統新市鎮發展模式"發展一個新發展區，比較兩種模式對現有居民、商戶、農戶、土地業權人，以及在擬議新發展區內及附近的地方持有土地的發展商等所帶來的影響。

(會後補註：政府當局的補充資料在2015年9月16日隨立法會CB(1)1238/14-15(01)號文件送交委員。)

73. 張超雄議員及梁國雄議員察悉，根據"加強版傳統新市鎮發展模式"申請換地的準則是須擁有一幅面積最少為4 000平方米的土地。他們認為，"加強版傳統新市鎮發展模式"是向土地業權人及發展商傾斜的一種土地發展模式，因為受影響的住戶／農戶只會從土地業權人／發展商獲得小額補償。

74. 署理發展局局長表示，政府當局考慮會採用何種實施模式發展洪水橋新發展區時，會計及在進行第三階段社區參與期間接獲公眾就"加強版傳統新市鎮發展模式"所提出的意见。

75. 陳婉嫻議員認為，在制定建議發展大綱圖時，規劃署未有考慮如何能在現有多條古老村落存在的情況下，以有機的方式發展洪水橋新發展區，並讓該等村落連接至日後的洪水橋市中心。她促請政府當局小心聆聽市民就洪水橋的擬議發展提出的意見，並對建議發展大綱圖作出適當的修訂。陳議員察悉，當局會移除現時沿河道而建的天影
她關注到，有關的工程會損害該區的環境。她不支持當局建造沿河道的一段環保運輸走廊及移除天影路。她稍後會與政府當局會面，以詳細討論她提出的建議。有關建議是以她與本地兩間大學合作進行的一項研究作為依據。

76. 梁志祥議員表示，根據建議發展大綱圖，洪水橋多條圍村(例如廈村)將會被高樓大廈圍繞("包圍")。此規劃設計不但會限制該等村落日後的發展，亦會令圍村的文化遺產難以保存。

77. 規劃署副署長/全港回應時表示，就建議發展大綱圖提出的建議不會影響現時劃作"鄉村式發展"的任何土地。此外，為了令新發展項目與現有村落融合，當局沒有建議在鄰近該等村落的地方興建高樓大廈。此外，亦會指定"非建築用地"作為新發展項目與現有村落之間的緩衝區。

78. 卢偉國議員表示，政府當局展開有關把洪水橋發展為新發展區的潛力的研究已有頗長的時間。盧議員歡迎當局就洪水橋新發展區制定建議發展大綱圖。他建議，就新發展區進行的規劃應與鄰近地區(例如天水圍)的發展融合。署理發展局局長向委員保證，當局就擬議發展計劃進行的規劃會計及鄰近地區的需要，並會與附近一帶互相協調。

擬議發展計劃對現有居民及商戶的影響

79. 張超雄議員關注到，擬議發展計劃對現有居民及區內的農戶及商戶(尤其是當局為騰出空間落實此項計劃而會清拆的5條非原居村落的居民)可能會造成負面影響。他要求政府當局確保受此項計劃影響的各方不會因此而陷入更差的境況。此外，政府當局應為受影響農戶制訂清晰的復耕政策。

80. 署理發展局局長答稱，受擬議發展計劃影響的常耕農地只會有大約7公頃。政府當局會透過特殊農地復耕計劃協助受影響農戶。當局會優先提供協助，把他們與附近閒置農地的業權人作出配對。
經辦人／部門

81. 胡志偉議員要求政府當局提供一幅地圖，以顯示擬議計劃涵蓋範圍內的非原居民鄉村的位置，以及根據此項計劃會被清拆的鄉村的位置。

(會後補註：政府當局的補充資料在2015年9月16日隨立法會CB(1)1238/14-15(01)號文件送交委員。)

82. 鑒於洪水橋的現有棕地作業（港口後勤、露天貯物服務及工場等作業）構成當區經濟重要的一環，並對區內就業作出貢獻，盧偉國議員關注到，擬議發展計劃對棕地作業經營者造成的影響。他詢問，政府當局有否研究棕地作業目前的經營情況，並為安置受影響的經營者作準備，讓他們可在日後的洪水橋新發展區繼續經營其業務。梁志祥議員對盧議員表達的關注亦有同感，尤其是此項計劃對於未能在多層大廈進行的棕地作業所造成的影響。

83. 署理發展局局長表示，整合洪水橋現有的棕地作業，是落實洪水橋新發展區計劃的一項主要挑戰。在擬議新發展區合共714公頃土地當中，有關的作業現時佔用約190公頃的面積。政府當局會進行一項問卷調查，以蒐集有關在擬議新發展區內現有棕地作業的資料，包括其作業要求，並會就安置有關的棕地作業委聘顧問進行研究。政府當局就此項計劃進行規劃時，會繼續邀請有關的經營者參與。

提供房屋及各項設施

84. 胡志偉議員表示，鑒於公共房屋單位的供應短缺，當局有必要檢討現時就洪水橋新發展區所訂的51:49擬議公私營房屋組合比例。此外，政府當局不應只集中發展公共租住房屋（下稱“公屋”）單位。為設定漸進的房屋階梯，亦須發展居者有其屋計劃（下稱“居屋”）單位。梁國雄議員亦認為，當局應在擬議新發展區興建更多公共房屋單位。

85. 張超雄議員詢問，擬議發展計劃如何能有助解決天水圍社區設施短缺的問題。陳家洛議員詢問，政府當局制定建議發展大綱圖時，有否計及現正就引入15年免費教育進行的研究。他指出，如日
後推行15年免費教育，在擬議新發展區內需要有更多土地作經營免費幼稚園的用途。

86. 署理發展局局長表示，雖然建議發展大綱圖設定洪水橋新發展區的整體規劃框架，但仍有空間及時間讓政府當局調整有關的規劃參數，包括因應不斷改變的社會需要而提供教育設施。發展局會繼續就有關預留公屋和居屋發展項目的用地及處所作幼稚園用途，與教育局等相關政策局／部門進行聯繫。

87. 陳家洛議員表示，天水圍的購物中心被領匯房地產投資信託基金壟斷。他促請政府當局汲取有關發展天水圍的經驗，以免在發展洪水橋時重蹈覆轍。規劃署副署長／全港答稱，除購物中心外，當局亦會在每個住宅區提供臨街商鋪及鄰舍零售服務，以應付居民日常生活需要。此外，亦會劃定商店街，以加強街道活力。

創造就業機會

88. 張超雄議員要求政府當局提供資料，說明當局如何得出有關擬議新發展區可創造就業機會的估計數目(即15萬個)，以及此項發展計劃將如何有助解決天水圍就業機會不足的問題，尤其是為基層工人提供的就業機會。陳家洛議員詢問，在洪水橋新發展區計劃完成後，天水圍及洪水橋有多少居民將須跨區工作。梁國雄議員質疑，將會在擬議新發展區創造的職位會否適合天水圍及日後洪水橋新發展區的居民。姚思榮議員表示支持此項發展計劃。他詢問，擬議新發展區將會創造多少個與旅遊業相關的就業機會。

89. 署理發展局局長表示，鑒於天水圍有大量居民須跨區工作，政府當局會嘗試在洪水橋新發展區創造更多元化的就業機會。15萬個就業機會的估計數字是根據相關就業用途的樓面面積及過去的統計數字計算。如有需要，政府當局會檢討相關政策，以增加就業機會的數目。
90. 規劃署副署長／全港補充：作為地區經濟樞紐，洪水橋新發展區將能創造全面的就業機會，包括高技術至一般技術及須具備不同專業訓練及學歷要求的就業機會，以配合勞動人口的就業需要。在將會創造的就業機會（商界有74,000個、特殊工業有6萬個及社會服務有16,000個）當中，大部分只要求就業者擁有一般技術，並適合基層勞動人口。至於與旅遊業相關的就業機會，估計會在洪水橋新發展區創造約42,000個有關酒店、零售、餐飲、娛樂及其他亦為旅客提供服務的商業服務就業機會。洪水橋新發展區的人口與就業比例設於1.4:1，是所有新發展區／新市鎮當中最高的比例。當局作出上述規劃，是旨在改善新界西北現時人口與就業機會失衡的情況。當局尤其擬藉此解決天水圍就業機會不足的問題。

91. 考慮到本地工業的發展日漸式微，而研究及發展界可提供的職位數目亦有限，陳婉嫻議員質疑，洪水橋新發展區計劃如何能產生大量特殊工業的就業機會。她認為，政府當局應帶頭在擬議新發展區支援地區經濟的發展，以創造職位。

92. 陳偉業議員認為，新界西北現有新市鎮在各方面均有所不足，未能配合居民的需要。為彌補上述不足之處，當局應在新界西北發展一個全面的交通網絡及開發足夠土地作各項經濟活動的用途。鑒於在擬議新發展區預留作商業及特殊工業用途的土地面積，陳議員質疑，當局能否為新界西北的居民創造足夠的就業機會。

93. 陳家洛議員強調，政府當局須採取具體步驟達到在建議發展大綱圖下訂定的15萬個就業機會的目標。

94. 應主席要求，政府當局會提供資料：(a)按行業及職位類別，就將會在擬議洪水橋新發展區創造的15萬個就業機會提供分項數字；及(b)說明將會創造的該等就業機會如何能解決天水圍居民失業／就業不足的問題。

（會後補註：政府當局的補充資料在2015年9月16日隨立法會CB(1)1238/14-15(01)號文件送交委員。）
擬議洪水橋新發展區的連繫

95. 田北辰議員以電腦投影片與委員分享他就市民於2030年對新界西北鐵路服務的需求及有關服務的容量所作的推算。他作出有關的推算時假設每個車廂每平方米會有6名乘客。根據田議員所作的估計，在2030年，於早上繁忙時段使用新界西北鐵路服務的乘客每小時將會有92,569名，而東西走廊最高載客率屆時將會為每小時78,720名乘客。因此，田議員要求政府當局因應他估算的上述兩項數字之間的差異（即92,569 – 78,720 = 13,849）作出回應。田議員認為，為了緩解預計新界西北的鐵路服務負荷過重的問題，當局須建造一條新的過海鐵路，以透過中部水域的擬建人工島連接香港島及新界西北。

（會後補註：田北辰議員的電腦投影片資料的電子複本（立法會CB(1)1139/14-15(03)號文件）已於2015年7月23日以電子郵件方式送交委員。）

（會後補註：政府當局的補充資料在2015年9月16日隨立法會CB(1)1238/14-15(01)號文件送交委員。）

96. 姚思榮議員質疑，擬議新發展區交通網絡的載客量能否應付該區的人口、職位數目及新經濟活動的增長。

97. 土木工程拓展署新界西拓展處處長解釋，現時在早上繁忙時段使用西鐵線的乘客人數每小時為34,000人。運輸及房屋局表示，西鐵線列車會逐步由7卡增至8卡，而每小時每方向的列車班次會由20班增至28班。因此，西鐵線的載客量會增加60%。政府當局認為，西鐵線的載客量日後將足以應付因為洪水橋新發展區而預期會出現的乘客需求。此外，政府當局稍後會爭取資源，以研究新界西北以軌道為基礎的運輸系統在2031年以後的長遠發展。有關的研究會探討可否提升現有鐵路及發展新鐵路線，包括興建一條新的過海鐵路，以通過中部水域的擬建人工島連接香港島及新界西北。
98. 為有助委員更清楚了解政府當局的計劃，主席要求政府當局提供資料，說明西鐵線的載客量能否及如何能應付新界西北未來15年的新房屋發展項目所帶來的人口增長。

（會後補註：政府當局的補充資料在2015年9月16日隨立法會CB(1)1238/14-15(01)號文件送交委員。）

99. 陳偉業議員批評政府當局一直以來均忽視新界西北居民的交通需要。與本港其他有較完善公共交通網絡的地方比較，新界西北的交通基建不足。天水圍只有一個重型鐵路站及一個擬建於洪水橋新發展區的鐵路站。他認為，政府當局應重新考慮發展一條新鐵路，為新界西北的居民提供服務，而非只是在擬議洪水橋新發展區興建一個新的西鐵線車站。

100. 陳克勤議員及梁志祥議員關注到，擬議洪水橋新發展區及天水圍之間的連繫。陳議員要求政府當局考慮興建一條新道路連接該兩個地區。

101. 土木工程拓展署新界西拓展處處長回應時表示，根據建議發展大綱圖，當局會建造D1、D3、D4及D5道路，以便東西方向的交通往來擬議新發展區及天水圍。該等新道路亦會連接天水圍與港深西部公路。政府當局樂於在會議後向陳議員簡介洪水橋新發展區道路網絡的詳情。

102. 梁家傑議員詢問，政府當局會否在擬議新發展區內建造行人路，而非以道路把各個地區分隔，讓在有關地點居住或工作的人士可徒步由一個地區至另一個地區。規劃署署署長／全港表示，當局會在洪水橋新發展區建造完善的行人路網絡。此外，根據建議發展大綱圖，亦會移除天影路，以更妥善連接天水圍及洪水橋新發展區。當局亦會沿河道建造一條河畔長廊，以方便行人往來兩個地區。

103. 陳克勤議員要求當局提供有關將會在擬議新發展區發展的環保交通基建的詳細資料，並問及當局有否預留土地建造連接新界西北及前海的港
經辦人／部門

深西部快速軌道。梁志祥議員關注到，環保運輸走廊不能配合在洪水橋新發展區居住或工作的人士的對外交通需求，只能作為接載乘客往返擬議新發展區內各地點的運輸系統。

104. 土木工程拓展署新界西拓展處處長答稱，環保運輸走廊會作為補足洪水橋新發展區內車輛道路系統的運輸系統。當局會進行一項研究，以探討就環保運輸走廊而言，以道路還是軌道為基礎的系統在技術和財政方面會較為可行。由於當局需要一段長時間發展洪水橋新發展區，在發展初期，一個以道路為基礎的環保運輸系統足可接載乘客來往新發展區的各個地點。至於港深西部快速軌道，土木工程拓展署新界西拓展處處長表示，據《鐵路發展策略2014》所述，擬議鐵路的整體財務可行性成疑。因此，根據建議發展大綱圖，當局未有就港深西部快速軌道項目預留土地。儘管如此，如有需要，仍有空間可於日後在洪水橋新發展區發展港深西部快速軌道。

[在下午5時42分，主席命令把會議延長15分鐘至下午6時結束，委員有足夠時間進行討論。主席詢問，委員是否反對進一步延長會議至下午6時05分，以進行有關議項VIII的討論。委員沒有提出反對。]

落實發展計劃的時間表

105. 梁家傑議員問及有關落實擬議計劃的時間表，包括進行法定城市規劃程序的時間表。規劃署副署長／全港答稱，當局總結該研究的建議及展開此項發展計劃的詳細設計前，會考慮在進行第三階段社區參與時接獲的公眾意見，以優化建議發展大綱圖。當局完成法定環境影響評估後，將於2016年年底擬備法定規劃圖則，使首批居民可於2024年入伙。

舉行特別會議聽取公眾就擬議發展計劃表達意見

106. 陳家洛議員、陳婉嫻議員及張超雄議員建議事務委員會宜於當局在9月中完成第三階段社區參與前舉行一次特別會議，聽取公眾就建議發展大綱圖表
達意見。主席表示，他已和政府當局討論該特別會議的時間安排。政府當局已同意，即使有關會議是在當局完成第三階段社區參與後舉行，當局會考慮公眾在該特別會議上表達的意見。主席表示，他會要求秘書就該次特別會議作出所需的安排。委員並無異議。

(會後補註：該次聽取公眾就建議發展大綱圖表達意見的特別會議已編定於2015年10月9日舉行。秘書處已於2015年8月12日透過立法會CB(1)1182/14-15號文件通知委員有關相關的安排。)
立法會
Legislative Council

LC Paper No. CB(1)1250/14-15
(These minutes have been seen by the Administration)

Ref: CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Wednesday, 22 July 2015, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present: Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
**Member attending**: Hon TANG Ka-piu, JP

**Members absent**: Dr Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Paul TSE Wai-chun, JP

**Public officers attending**: 

**Agenda item V**

Mr Francis CHAU Siu-hei  
Principal Assistant Secretary (Works)2  
Development Bureau

Mr LIU Chun-san  
Project Manager (New Territories West)  
Civil Engineering and Development Department

Mr CHU Wai-lun  
Chief Engineer/New Territories West 2 (Acting)  
Civil Engineering and Development Department

**Agenda item VI**

Mr Vincent MAK Shing-cheung  
Principal Assistant Secretary (Works)3  
Development Bureau

Mr LEE Kwong-ming, JP  
Assistant Director/Finance  
Water Supplies Department

**Agenda item VII**

Mr Eric MA Siu-cheung, JP  
Secretary for Development (Acting)

Mr Kevin CHOI  
Deputy Secretary for Development (Planning and Lands)1(Acting)  
Development Bureau
Mr Michael CHAN Chun-fung
Principal Assistant Secretary (Planning and Lands)
Development Bureau

Ms Phyllis LI Chi-miu, JP
Deputy Director of Planning/Territorial
Planning Department

Ms Amy CHEUNG Yi-mei
Assistant Director/Territorial
Planning Department

Mr LIU Chun-san
Project Manager (New Territories West)
Civil Engineering and Development Department

Mr Michael FONG Hok-shing
Chief Engineer/New Territories West 3
Civil Engineering and Development Department

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)2

Staff in attendance : Mr Fred PANG
Senior Council Secretary (1)2

Mr Raymond CHOW
Senior Council Secretary (1)6

Ms Maggie LAU
Council Secretary (1)2

Ms Christina SHIU
Legislative Assistant (1)2
VII Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan and Stage 3 Community Engagement

(LC Paper No. CB(1)987/14-15(07) -- Administration's paper on Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan and Stage 3 Community Engagement

LC Paper No. CB(1)987/14-15(08) -- Paper on the planning and engineering study for the Hung Shui Kiu New development area prepared by the Legislative Council Secretariat (Updated background brief))

Other relevant papers

(LC Paper No. CB(1)1016/14-15(01) -- Joint submission from concerned organizations (天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟) dated 21 June 2015

LC Paper No. CB(1)1140/14-15(01) -- Joint Submission from concerned organizations (天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟) dated 21 July 2015)

70. Members noted the above submissions from concerned organizations.

71. The Secretary for Development (Acting) ("SDEV(Atg)") highlighted the background of the Hung Shui Kiu ("HSK") New Development Area ("NDA") Planning and Engineering Study ("the Study") and the salient features of the NDA. With the aid of a powerpoint presentation, Deputy Director of Planning/Territorial ("DD/Territorial") briefed members on the Recommended Outline Development Plan ("RODP") formulated for the
proposed HSK NDA and the Stage 3 Community Engagement ("ComE3"), launched on 17 June 2015, to gauge public views on the RODP.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1139/14-15(02) by email on 23 July 2015.)

Development and implementation approach

72. In view of the controversies arising from the implementation approach for the Kwu Tung North and Fanling North NDAs, i.e. the Enhanced Conventional New Town Approach ("ECNTA"), Mr Wu Chi-wai said he had strong reservation on the Administration's proposal of adopting the same approach for the proposed HSK NDA project ("the proposed development project"). Unlike the Conventional New Town Approach ("CNTA"), which the Administration had adopted in the past to resume and clear all the private land planned for new town development, ECNTA would allow private landowners to apply for in-situ land exchange. Mr Wu considered that ECNTA would encourage land consolidation by developers and would cause public suspicion of the government colluding with the business sector. He requested the Administration to make a comparison between CNTA and ECNTA for developing an NDA in terms of the impacts of the two approaches on the existing residents, business operators, farmers, landowners, developers holding land in the areas within and near the proposed NDA, etc.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)

73. Noting that one of the criteria for applying for land exchange under ECNTA was owning a piece of land of at least 4,000 square metres, Dr Fernando Cheung and Mr Leung Kwok-hung opined that ECNTA was a land development approach tilted towards landowners and developers because the affected households/farmers would only receive small amount of compensation from the landowners/developers.

74. SDEV(Atg) advised that the Administration would take into account public views received on ECNTA during ComE3 in considering the implementation approach to be adopted for developing HSK NDA.

75. Miss Chan Yuen-han opined that in formulating the RODP, the Planning Department had not considered how the HSK NDA could be
developed in an organic manner, with the existence of a number of ancient villages, as well as their connectivity with the future HSK town centre. She called on the Administration to listen carefully to public views on the proposed development of HSK and make amendments to the RODP as appropriate. Noting that the existing Tin Ying Road, running along a river channel, would be removed to make way for the development of a Green Transit Corridor ("GTC"), Miss CHAN was concerned that the works would cause damage to the environment of the area. She did not support the construction of the section of GTC along the river channel and the removal of Tin Ying Road. She would meet with the Administration later on to discuss in detail her suggestions, which were made on the basis of a study conducted in collaboration with two local universities.

76. **Mr LEUNG Che-cheung** said that under the RODP, many walled villages in HSK (e.g. Ha Tsuen) would be surrounded ("enclosed") by high-rise developments. Such a planning design would not only restrict the future development of these villages, but would also render the preservation of the cultural heritage of the walled villages difficult.

77. In response, **DD/Territorial** said that the proposals on the RODP would not affect any land currently zoned for "Village Type Development". Moreover, to integrate new developments with the existing villages, no high-rise developments adjacent to the villages had been proposed. Strips of non-building areas would also be designated as buffer between the new developments and existing villages.

78. **Ir Dr LO Wai-kwok** said that the Administration had started to study the potential of developing HSK as an NDA quite a long time ago. Welcoming the formulation of an RODP for HSK NDA, **Ir Dr LO** suggested that the planning of the NDA should be integrated with the development of surrounding areas like Tin Shui Wai ("TSW"). **SDEV(Atg)** assured members that the planning of the proposed development project would take into account the needs of the neighbouring areas and be compatible with the surrounding areas.

Impact of the proposed development project on existing residents and business operators

79. **Dr Fernando CHEUNG** expressed concern over the possible adverse impact of the proposed development project on the existing residents, farmers and business operators in the area, in particular the residents of the five non-indigenous villages to be cleared to make way for the project. He requested the Administration to ensure that the parties affected by the project
would be no worse off. Moreover, the Administration should work out a clear agricultural rehabilitation policy for affected farmers.

80. **SDEV(Atg)** replied that only about 7 hectares ("ha") of active farmland would be affected by the proposed development project and the Administration would assist the affected farmers through the special agricultural rehabilitation scheme with priority assistance in matching them with owners of the idled farmlands nearby.

81. **Mr WU Chi-wai** requested the Administration to provide a map showing the locations of the non-indigenous villages in the area covered by the proposed project and those villages to be cleared under the project.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

82. Given that the existing brownfield operations (port back-up, open storage services, workshops etc.) in HSK made up an integral part of the local economy and contributed to local employment, **Ir Dr LO Wai-kwok** was concerned about the impact of the proposed development project on the brownfield operators. He asked if the Administration had studied the current business situations of the brownfield operations and made preparation for accommodating affected operators so that they could continue their businesses in the future HSK NDA. **Mr LEUNG Che-cheung** shared Ir Dr Lo's concern, in particular the impact of the project on those brownfield operations that could not be accommodated in multi-storey buildings.

83. **SDEV(Atg)** said that consolidating the existing brownfield operations in HSK was a major challenge for the implementation of the HSK NDA project. The operations currently occupied an area of 190 ha out of the total area of 714 ha of the proposed NDA. The Administration would carry out a questionnaire survey to collect information on the existing brownfield operations within the proposed NDA, including their operational requirements, and would commission studies on the accommodation of the brownfield operations. The Administration would continue to engage the operators concerned in the course of the planning of the project.

**Provision of housing and various facilities**

84. **Mr WU Chi-wai** commented that, given the shortfall in the supply of public housing units, there was a need to review the proposed public-private housing mix in HSK NDA, currently set at 51:49. Moreover, the
Administration should not only focus on the development of public rental housing ("PRH") flats; Home Ownership Scheme ("HOS") flats would also be required in order to establish a progressive housing ladder. Mr LEUNG Kwok-hung also opined that more public housing units should be provided in the proposed NDA.

85. Dr Fernando CHEUNG asked how the proposed development project could help address the shortage of community facilities in TSW. Dr Kenneth CHAN enquired if the Administration had taken into account the study on the introduction of 15-year free education currently underway when formulating the RODP. He pointed out that, if 15-year free education was implemented in future, more land would be required in the proposed NDA for the operation of free kindergartens.

86. SDEV(Atg) said that while the RODP had set out an overall planning framework for HSK NDA, there was room and also time for the Administration to adjust the planning parameters, including those concerning the provision of education facilities, in response to the changing needs of the society. The Development Bureau would continue to liaise with concerned bureaux/departments such as the Education Bureau on reserving sites and premises in PRH and HOS developments for kindergartens.

87. Dr Kenneth CHAN urged the Administration to learn from the experience of developing TSW, where the shopping centres were controlled by the Link Real Estate Investment Trust, to avoid repeating the mistakes in developing HSK. DD/Territorial replied that besides shopping centres, street shops and local retailing services would also be provided in each residential neighbourhood to meet the needs of local daily life. Shopping streets would also be designated to promote street vibrancy.

Creation of employment opportunities

88. Dr Fernando CHEUNG sought information from the Administration on how the estimated number of jobs to be created in the proposed NDA, i.e. 150 000, was arrived at, and how the development project would help address the insufficient job opportunities in TSW, in particular those for the grassroot workers. Dr Kenneth CHAN asked about the number of residents in TSW and HSK who would have to work across districts after the completion of the HSK NDA project. Mr LEUNG Kwok-hung expressed doubts on whether the jobs to be created in the proposed NDA would be suitable for the residents in TSW and the future HSK NDA. Indicating support for the development project, Mr YIU Si-wing enquired about the
number of tourism-related job opportunities to be created in the proposed NDA.

89. **SDEV(Atg)** advised that in view of the large number of residents in TSW who had to work across districts, the Administration would try to create more diversified employment opportunities in HSK NDA. The estimated number of 150 000 job opportunities had been worked out on the basis of the floor spaces of respective employment uses and past statistics. The Administration would, if required, review the relevant policies with a view to enhancing the number of job opportunities.

90. **DD/Territorial** supplemented that as a regional economic hub, HSK NDA would be able to create a full spectrum of job opportunities, ranging from high-skilled to general-skilled and requiring different professional training and educational attainments, to cater for the employment needs of the working population. Among the job opportunities to be generated (74 000 in the commercial sector, 60 000 in special industries and 16 000 in community services), a significant portion would require general skills only and be suitable for the grassroot working population. As for tourism-related job opportunities, it was estimated that about 42 000 jobs relating to hotel, retail, dining, entertainment and other commercial services serving also visitors would be created in HSK NDA. The population-to-employment ratio in HSK NDA, set at 1.4:1, was the highest among all the NDAs/New Towns. This was intended to improve the existing imbalance between population and job opportunities in the North West New Territories (“NWNT”) and, in particular, to help address the problem of insufficient job opportunities in TSW.

91. Considering that there was a gradual decline in the development of local industries and the number of jobs that could be provided by the research and development sector would be limited, **Miss CHAN Yuen-han** queried how the HSK NDA project would generate a large number of job opportunities in special industries. In her view, the Administration should take the lead in supporting the development of local economy in the proposed NDA for job creation.

92. **Mr Albert CHAN** opined that to bridge the gap between the deficiencies in various aspects in the existing new towns in NWNT and the needs of the residents living therein, a comprehensive transport network and sufficient land for various economic activities should be developed in NWNT. Having regard to the area of land to be reserved for commercial and special industrial uses in the proposed NDA, **Mr CHAN** queried if enough job opportunities could be generated for residents in NWNT.
93. **Dr Kenneth CHAN** stressed the importance for the Administration to take concrete steps to achieve the targeted 150 000 job opportunities to be created under the RODP.

94. At the request of the Chairman, the Administration would provide information on (a) a breakdown of the 150 000 job opportunities to be created in the proposed HSK NDA by trade and job type; and (b) how these job opportunities to be created could address the unemployment/under-employment problems for the residents in TSW.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

**Connectivity of the proposed Hung Shui Kiu New Development Area**

95. With the aid of a powerpoint presentation, **Mr Michael TIEN** shared with members his projection of the demand for and the capacity of the railway service in NWNT in 2030 based on the assumption that there would be six passengers per square metre in a train compartment. According to Mr TIEN's estimation, there would be 92 569 passengers using the railway service in NWNT per hour during the morning peak hours in 2030, while the maximum hourly loading of the East West Corridor would be about 78 720 passengers at that time. In this connection, **Mr TIEN** requested the Administration to respond to his estimation on the discrepancy between the two figures (i.e. 92 569 - 78 720 = 13 849). **Mr TIEN** opined that, to alleviate the anticipated overloading problem of the railway service in NWNT, it was necessary to develop a new harbour-crossing railway to connect Hong Kong Island and NWNT via the proposed artificial islands in the central waters.

*(Post-meeting note: A soft copy of Mr Michael TIEN's powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)1139/14-15(03) by email on 23 July 2015.)*

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

96. **Mr YIU Si-wing** cast doubt on whether the carrying capacity of the transport network in the proposed NDA could cope with the increase in the population, number of jobs and new economic activities in the area.
97. **PM(NTW)/CEDD** explained that the existing number of passengers taking the West Rail Line ("WRL") per hour during the morning peak hours was 34 000. According to the Transport and Housing Bureau, WRL trains would gradually be changed from 7-car to 8-car and the hourly train frequency at each direction would increase from 20 to 28. As a result, the carrying capacity of WRL would increase by 60%. The Administration considered that the carrying capacity of WRL would be sufficient to meet the anticipated passengers demand arising from the HSK NDA in the future. In addition, the Administration would seek resources in due course to study the long-term development of rail-based transport system in NWNT beyond 2031. The study would explore the feasibility of upgrading the existing railway and developing new railway routes, including a new harbour-crossing railway to connect Hong Kong Island and NWNT via the proposed artificial islands in the central waters.

98. To help members better understand the Administration's plans, the Chairman requested the Administration to provide information on whether and how the carrying capacity of WRL could cope with the population growth in NWNT brought about by the new housing developments in the area in the next 15 years.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1238/14-15(01) on 16 September 2015.)*

99. **Mr Albert CHAN** criticized that the Administration had all along disregarded the transport needs of residents in NWNT. Compared with other areas in Hong Kong with better public transport networks, NWNT had insufficient transport infrastructure. There was only one railway (heavy rail) station in TSW and one proposed railway station in HSK NDA. He held the view that the Administration should reconsider the development of a new railway route to serve the residents in NWNT, instead of simply constructing a new WRL station in the proposed HSK NDA.

100. **Mr CHAN Hak-kan** and **Mr LEUNG Che-cheung** expressed concern about the connectivity between the proposed HSK NDA and TSW. **Mr CHAN** requested the Administration to consider developing a new road connecting the two areas.

101. In response, **PM(NTW)/CEDD** advised that under the RODP, Roads D1, D3, D4 and D5 would be constructed to facilitate the east-west movement of traffic between the proposed NDA and TSW. The new roads would also connect TSW with Kong Sham Western Highway.
The Administration would be happy to brief Mr CHAN on the details about the road network in HSK NDA after the meeting.

102. Mr Alan LEONG asked if the Administration would provide walkways within the proposed NDA to allow those who lived or worked there to go from one area to another on foot, rather than to separate one area from another with roads. DD/Territorial advised that a comprehensive pedestrian walkway network would be developed in HSK NDA. Moreover, under the RODP, Tin Ying Road would be removed to better connect TSW and HSK NDA, and a riverside promenade would be provided along the river channel to enhance pedestrian movement between the two districts.

103. Mr CHAN Hak-kan sought details about the green transport infrastructures to be developed in the proposed NDA and asked whether land had been reserved for constructing the proposed Hong Kong-Shenzhen Western Express Line ("WEL") connecting NWNT and Qianhai. Mr LEUNG Che-cheung was concerned that GTC could not cope with the external traffic demand of those who lived or worked in HSK NDA and could only serve as a transport system to cater for the passenger movements within the proposed NDA.

104. PM(NTW)/CEDD replied that GTC would be a transport system to supplement the vehicular road system in HSK NDA. A study would be conducted to examine whether a road-based or rail-based system would be more technically feasible and financially viable for GTC. As the development of HSK NDA would be implemented over a long period of time, a road-based green transport system would be sufficient for commuters to travel around the NDA during the initial development period. As regards WEL, PM(NTW)/CEDD advised that, according to the Railway Development Strategy 2014, the overall financial viability of the proposed railway was in doubt, therefore, under the RODP, land had not been reserved for the WEL project. That said, there was room to accommodate future development of WEL, if needed, in HSK NDA.

[At 5:42 pm, the Chairman ordered that the meeting be extended for 15 minutes to 6:00 pm to allow sufficient time for discussion. The Chairman asked whether members had any objection to further extending the meeting to 6:05 pm to discuss Agenda Item VIII. Members raised no objection.]
Implementation timetable of the development project

105. Mr Alan LEONG asked about the timetable for the implementation of the proposed project, including the timetable for going through the statutory town planning procedure. DD/Territorial replied that the public views received during ComE3 would be taken into account in refining the RODP before finalizing the Study's recommendations and commencing the detailed design for the development project. The statutory Environmental Impact Assessment would be completed and the statutory town plan would thereafter be prepared in late-2016 with a view to having the first population intake in 2024.

Special meeting to receive public views on the proposed development project

106. Dr Kenneth CHAN, Miss CHAN Yuen-han and Dr Fernando CHEUNG proposed that a special meeting of the Panel be held, preferably before the completion of ComE3 in mid-September, to receive public views on the RODP. The Chairman advised that he had discussed with the Administration the timeframe for such a special meeting. The Administration had agreed that it would take into account the public views to be expressed at the special meeting even if the said meeting was held after the completion of ComE3. The Chairman said that he would ask the Clerk to make the necessary arrangements for the special meeting. Members made no objection.

(Post-meeting note: The special meeting to receive public views on the RODP has been scheduled for 9 October 2015. Members were notified of the relevant arrangements vide LC Paper No. CB(1)1182/14-15 on 12 August 2015.)
Confirmed Minutes of the 208th Meeting of the Advisory Council on the Environment (ACE) held on 7 September 2015 at 2:30 pm

Present:
Prof Paul LAM, SBS, JP (Chairman)
Prof CHAU Kwai-cheong, BBS, JP (Deputy Chairman)
Dr Billy HAU
Dr HUNG Wing-tat, MH
Dr Michael LAU
Prof Albert LEE
Ir Prof Irene LO
Mr Anthony LOCK
Ir MA Lee-tak, SBS
Prof John NG
Prof Nora TAM, BBS, JP
Dr Carrie WILLIS, SBS, JP
Ir Conrad WONG, BBS, JP
Mr Luther WONG, JP
Prof Jonathan WONG, MH, JP
Ms Pansy YAU
Mr Andrew LAI (Secretary)

Absent with Apologies:
Ir Cary CHAN
Prof FUNG Tung
Miss Yolanda NG, MH
Dr Eric TSANG
Mr Stanley WONG, SBS, JP

In Attendance:
Ms Anissa WONG, JP  Permanent Secretary for the Environment / Director of Environmental Protection
Mr Simon CHAN  Acting Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department (AFCD)
Mr Wilson CHAN  Assistant Director of Planning / Technical Services, Planning Department (PlanD)
Ms Esther LI  Principal Information Officer, Environmental
The Chairman informed Members that apologies of absence had been received from Ir Cary Chan, Prof Fung Tung, Miss Yolanda Ng, Dr Eric Tsang and Mr Stanley Wong.

Item 1: Confirmation of the draft minutes of the 207th meeting held on 13 July 2015

2. The draft minutes were confirmed without amendment.

23. The Chairman said that ACE was briefed on 9 December 2013 during the Stage 2 Community Engagement. Members gave views and suggestions on various aspects of the Preliminary Outline Development Plan including developing a people-oriented community; connecting the river channels, green belts, open spaces and natural reserves; promoting energy efficient designs and green infrastructure/buildings; protecting the existing egretry; promoting community farming; and re-locating the port back-up and open storage areas. Comments of the Council and other public feedback had been incorporated by the Civil Engineering and Development Department (CEDD) where appropriate in the current development proposals under the Recommended Outline Development Plan (RODP).

24. The Chairman said that the discussion would be divided into the open Presentation and Question-and-Answer Sessions while the Internal Discussion Session would remain closed. A Member declared that he was a member of PlanD’s Expert Panel of the captioned planning study. The meeting agreed that he could stay on and take part in the discussion.

[The presentation team joined the meeting at this juncture.]

Presentation and Question-and-Answer Sessions (Open Session)

25. Mr Michael Fong informed Members that the presentation would focus on the key land use planning and environmental issues of the RODP for the Hung Shui Kiu (HSK) New Development Area (NDA) and a project video was shown to give Members an overview of the planning proposals. Mr Alan Macdonald briefed
Members on the urban design framework and highlights of the RODP development proposals. Ms Sharne McMillan elaborated on the environmental aspects of the RODP.

26. In answering the Chairman’s enquiry about the changes made in the planning proposals which allowed for increase in jobs cum intake of residents and the incorporation of more greening features in the development proposals, Mr Alan Macdonald said that it was made possible by increasing the plot ratio of various developments with greening facilities in the RODP.

27. A Member asked about the planning rationale in locating the proposed “Logistics, Enterprise and Technology Quarter” in the northern fringe of the HSK NDA but not Lantau Island which was much closer to the proposed Logistics Park at Siu Ho Wan and the Hong Kong International Airport, which together with the Kwai Tsing Container Terminals could better form a conglomerate for logistics and related industry. He also considered the land use for “port back-up, storage and workshop uses” incompatible with residential and commercial clusters in the south of the NDA in view of the concerns on air and noise pollution. The Member further asked about the connectivity of the cycling and pedestrian networks and requested the illustration by overlays on the RODP to better explain the design. He stressed that cycle tracks and pedestrian walkways should be well-connected, and that the major sections of pedestrian walkways should preferably be weather-proof and so designed that pedestrians would not have to go up and down the walkways frequently. A Member suggested that information on the expected travelling time between key activity nodes should also be shown to clearly indicate the connectivity within the NDA.

28. Mr Alan Macdonald informed that there would be comprehensive well-connected networks linking cycle tracks and pedestrian walkways with major residential clusters, recreational facilities such as the Regional Town Park as well as commercial, government, institutional or community facilities in the region, Tin Shui Wai in the east and Deep Bay/Lau Fau Shan in the north. Pedestrian walkways and cycle tracks within the exclusive Green Transit Corridor were also planned to enhance the north-south movements between activity nodes in a safe environment after the last stage of consultation. While there were practical difficulties in connecting the networks through some of the existing villages, further improvement/adjustments could be made after collecting feedback from the Stage 3 Community Engagement including those from ACE. An overlay of the cycle tracks and pedestrian walkways on the RODP would be provided for
Members’ reference after the meeting. Regarding the land use of the logistics and port back-up areas, Mr Macdonald said that taking into account the new transport route of Tuen Mun-Chek Lap Kok Link which would enhance linkage of North West New Territories with the airport as well as comments from the logistics trade, the logistics clusters as currently planned were strategically located to serve as backup areas for the airport and other cross-boundary logistics activities. With the lesson learnt from the development of Tin Shui Wai, it was a conscious planning to ensure the provision of sufficient job opportunities in the HSK NDA with specified land uses such as technology and research facilities as well as logistics and storage activities. This would help provide diversified jobs within the NDA to facilitate local employment.

[Post meeting notes: The overlays prepared by PlanD were circulated to Members for information on 7 October 2015.]

29. Ms April Kun supplemented that they had discussions with relevant stakeholders including the Hong Kong Logistics Development Council and Hong Kong Logistics Association on the planning proposals. Some representatives supported the proposed “enterprise and logistics uses” in different clusters in the northwestern part of the HSK NDA as currently planned with the following benefits –

(i) The Kong Sham Western Highways, the proposed Tuen Mun Western Bypass and the Tuen Mun-Chek Lap Kok Link would enable the area to be closely connected to the airport;

(ii) As logistics activities required labour support, logistics clusters should not be far away from residential developments. Residents of Tin Shui Wai New Town and the future HSK NDA would provide sufficient labour to support the logistics facilities planned in the northwest side of the NDA;

(iii) A Green Transit Corridor was also planned to accommodate the rapid environmentally friendly transport services, cycle tracks and pedestrian walkways to provide good commuting means to bring labour to the proposed “Logistics, Enterprises and Technology Quarter” where substantial and sustained employment opportunities availed; and

(iv) The logistics trade had advised that land for logistics uses should be planned in different clusters over the territory as different logistics activities would serve different functions, e.g. the cross-boundary activities to serve the Mainland while some were to serve air freight needs for the airport.
Ms Kun further advised that the strategic location of the proposed logistics clusters in the HSK NDA, together with other sites in Tsing Yi, Tuen Mun and Lantau Island were in line with the “Strategic Development Plan for Hong Kong Port 2030” in supporting Hong Kong to become a regional logistics hub and distribution centre.

30. In answering a Member’s further query on accommodating some of the brownfield operations in multi-storey buildings, Mr Michael Fong informed that about 24 hectare of land in the northern fringe of the HSK NDA were reserved for accommodating some of the existing brownfield operations affected by the NDA project through possible development of multi-storey industrial compounds or other land-efficient means. Mr Fong said that while they were aware of the stakeholders’ concern on rental in future, he assured Members that they would conduct financial and technical viability studies on the proposed arrangement and the findings were expected in 2-3 years’ time.

31. A Member suggested the Government to adopt a more macro perspective in planning developments with regional importance. Careful consideration should be given to provide tourist attractions and supporting facilities in the HSK NDA, especially for the design of the promenade along the re-generated river channels. He said that the heritage value of traditional villages should be studied so as to develop the NDA into an important tourist attraction supplemented with innovative design and commercial support. This in parallel could help resolve the compatibility issue between traditional villages and new developments in the NDA. The Member also remarked on the visual impact on the clusters of existing villages which would be encircled by high-rise residential blocks. He suggested that sufficient setback of the buildings with staggered height profile should be considered. This visual concern was shared by three Members.

32. A Member expressed appreciation to the project team for their efforts in incorporating innovative design and planning principles in the RODP. He suggested that an action plan with measurable indicators and objectives be devised so as to show how the design concepts could be realized. As the initial intake of residents to the HSK NDA would be in 2024, the project team should have time to introduce pioneering concepts and technologies in the plan on top of the common conventional ancillary facilities. The Member opined that in developing the NDA into a sustainable, people-oriented and green community, further consideration should be given on designing energy efficient buildings as buildings accounted for 90% of the overall electricity consumption in Hong Kong. He further opined that
there should be effective spatial allocation to effect the integration of the NDA with the surrounding natural environment, e.g. an ecological link between the riverside promenade, the Regional Town Park and other open spaces. In echoing his concern on high-rise residential buildings around the existing villages, the Member said that while the current RODP had incorporated certain degree of permeability including the creation of visual corridors and breezeways, the landscape and visual impacts, including on the villages, should be further investigated in the subsequent Environmental Impact Assessment (EIA) study.

33. Mr Alan Macdonald supplemented that a shopping street with retail frontages at the section of the riverside promenade along the Tin Shui Wai Channel was proposed to enhance street vibrancy. A heritage trail linking the historic sites within traditional villages would also be introduced to enable visitors to appreciate heritage resources and promote heritage tourism. He agreed that there could be stronger connectivity between the nature and new developments. He advised that the villagers were consulted in all stages of community engagement activities. Adoption of a staggered height profile for buildings, provision of amenity areas as a green buffer and planning of non-building area/setback between new developments and the existing villages had also been proposed. Regarding the implementation of green measures, he shared his experience in designing the urban design parameters for the Kai Tak development which specified the scale and extent of greening required. A similar approach could be considered for the HSK NDA. A series of green initiatives including the promotion of energy efficient buildings and installations would also be pursued.

34. A Member welcomed the green design and facilities to be introduced in the HSK NDA. He suggested that benchmarks such as water and energy consumption should be established for future planning purposes, and that the “Smart City” concept should be integrated in the overall design. Another Member echoed that the NDA should be well-connected, walkable and user-friendly to all age groups. He suggested that street shops and local retail services with tints of local culture and heritage should be introduced to meet needs of local residents while promoting local tourism in parallel.

35. Mr Alan Macdonald said that various pedestrian-oriented and cycle-friendly measures were proposed, which included comprehensive pedestrian walkways and cycle tracks along the river channels. There would also be separation of pedestrians and cyclists from vehicular road system to avoid junction conflicts. He advised local retail services would be provided in each
neighbourhood to meet the needs of daily life. Ms April Kun added that car-free zones had been designated in the Regional Plaza and the adjoining commercial area around the planned HSK Station, with room for expansion to be further investigated in the next planning stage. A Green Transit Corridor was also planned to run through the entire NDA and to link up the two railway stations of HSK and Tin Shui Wai, the residential clusters and the commercial and employment nodes.

36. In response to a Member’s comment on the need for facilities for higher education, Ms April Kun explained that with the support of the Education Bureau, a piece of land to the southwest of the proposed HSK Station had been reserved for post-secondary education use.

37. Ms April Kun informed that the development of the HSK NDA had encountered physical constraints including 190 hectares of brownfield operations, 1 500 structures probably with residents and 17 traditional villages which called for careful planning and discussions with different stakeholders. In response to a Member’s earlier comments concerning the land use of the “Logistics, Enterprise and Technology Quarter”, Ms Kun explained that the quarter was arranged broadly in three consecutive rings radiating from the town centre, with the Enterprise and Technology Park strategically planned near the commercial node and the logistics facilities adjacent to the enterprise and technology development nodes to develop synergy. She added that “port back-up, storage and workshop uses” was purposely reserved in the northern fringe of the NDA which would be distant from the residential clusters. With regards the visual and landscape issues between the existing villages and new developments raised by a Member, Ms Kun said that discussions with villagers had resulted in the planning of more and wider amenity areas around the villages as a green buffer, and that there would be further setback of the new developments with staggered height profile. She added that retail frontages would be provided along the riverside promenade to enhance street vibrancy. There were existing footbridges across the river channels, and further footbridges would be proposed where appropriate to enhance connectivity. This riverine spine ran through the HSK NDA in a south-north direction interspersed with the existing villages and would link up with Deep Bay and Tin Shui Wai.

38. A Member suggested that underground land use should be explored, in particular for logistics or industrial uses. Consideration could also be given to co-locate some of the public facilities, e.g. San Wai Sewage Treatment Works and Flushing Water Service Reservoir, for optimal land use. The Member also commented on the protruding ramps in buildings in the “Logistics, Enterprise and
Technology Quarter” which would affect the aesthetics of the vicinity and generate noise problems. Mr Alan Macdonald replied that it was the preliminary plan to put car parks and cycle parks underground. Further use of underground space could be investigated in the next stage of planning. As regards the aesthetic and noise issues, he said that the nuisances could be mitigated if the ramps were well-designed. The visual and noise impacts would be further investigated in the subsequent EIA report.

39. A Member noted that there was a broken section of the riverside promenade at Tin Sam Tsuen and San Lee Uk Tsuen between the Regional Plaza and the Regional Town Park. He asked if the Government could consider exchanging open space nearby with the affected villagers for their agreement to align the promenade through their private land. The Member opined that vegetation principally of native species should be planted along the entire riverside promenade so as to enhance connectivity and ecological unity. Considering that native vegetation had very limited supply both in species and quantity, he suggested that a mechanism should be drawn up at this early stage to ensure adequate supply of native plants for use when the NDA was ready for residential intake in 2024. The Member also reiterated his concern as previously raised in the Stage 2 Community Engagement that there should be a sustained management and maintenance efforts for “green belt” areas, lest the land would be abandoned and gradually be turned into dumping ground.

40. In reply, Mr Alan Macdonald advised that they had faced great challenges to acquire the land entrenched in the two villages in question, and the cost for re-aligning the river channel through adjacent open space had been assessed to be prohibitively high. As regards vegetation along the river bank along the entire riverside promenade, Mr Macdonald said that consideration could be given for setting up a local nursery to prepare for adequate supply of native species. Ms April Kun supplemented that the study team would have further discussions with the villagers concerned to explore the viability of providing a continuous promenade through the villages. She also advised that guidelines could be drawn up on the maintenance mechanism of green belt areas.

41. A Member opined that the new developments in the HSK NDA should be in sync with the existing villages and to cater for the needs of both the local and new populations. Reference could be made to the study conducted by the Drainage Services Department on river revitalization in exploring the practical use and ecological value of open spaces and the re-generated river channels in addition
to their aesthetic value. He suggested that some of the open spaces could be
developed for community farming which was becoming popular in Hong Kong. The Member also suggested a staggered height profile for buildings should be
adopted around the San Sang San Tsuen Egretry, and to widen the corridor
currently incorporated in the “Local Open Space” in the RODP to better serve the
flight path for ardeid. Ms April Kun in reply said that there were land earmarked
in the RODP, including the proposed amenity area and open spaces, which could be
explored for promoting community farming. Ms Sharne McMillan also clarified
that the corridor as currently planned was over 60 metres wide, and alternative
options could be considered in the next stage of planning to further widen the path.

42. A Member asked about the mechanism in mitigating the environmental
impact caused by development of industrial/special industrial land uses in the HSK
NDA. He also enquired the likelihood for these land uses including the Enterprise
and Technology Park and logistics facilities that could command potential creation
of 60 000 job opportunities. Ms April Kun explained that one of the key planning
objectives of the HSK NDA was to create a sizeable employment node in North
West New Territories to better balance the job distribution pattern in the territory
and provide new employment opportunities for the adjacent Tin Shui Wan New
Town, and hence easing the burden on the transport system. In this context,
sufficient land had to be reserved for developing economic activities in the NDA to
create sufficient sustained job opportunities in the area. Ms Kun reiterated that the
HSK NDA project was still at the planning stage, and the Government would work
out the implementation details in the next phase and keep on reviewing the market
situation.

43. A Member suggested that research and development of new agricultural
technology could be considered in the Enterprise and Technology Park, supported
by knowledge on traditional agricultural activities which were readily available in
the existing villages. The Member shared the earlier comments of another
Member that the aesthetics of the existing villages would be severely disturbed by
the new high rises blocking the view of the river channels in the east and by the
various industrial land uses shielding the landscape in the west. He suggested that
the residential clusters along the riverside promenade could be planned elsewhere
so as to return the original visual harmony of the existing villages along the river
channels. He also suggested the NDA could be better integrated with the rural and
tourism activities in Deep Bay and Lau Fau Shan to develop synergy and create
more job opportunities in the area.
44. A Member echoed that the riverside promenade and the Green Transit Corridor should be extended to nearby attractions including the Hong Kong Wetland Park and Lau Fau Shan for developing a new tourist attraction similar to Danshui in Taipei. The Member said that water elements of the riverside promenade should be highlighted to give a unique distinct feature for the HSK NDA. Apart from the missing section between the Regional Plaza and the Regional Town Park, there was another isolated broken section to the southwest of the proposed HSK Station which should also be connected to the main promenade. The Member also pointed out that it was very costly to manage and maintain well-vegetated river channels, and consideration should be given to include the management scheme and associated costs in the development proposals.

45. A Member pointed out that the HSK NDA was the first new town planned with the concept of promoting harmony between urban and rural space, hence it could become a model for future town planning in Hong Kong. He remarked that the existing villages had brought about various benefits to the area, including these villages serving as green corridors and adding aesthetic value to the HSK NDA. With a view to preserving these benefits, it was important to have careful planning and adoption of comprehensive measures such as drawing up sufficient buffer areas, staggering heights profile and development intensity for buildings, as well as setting back building blocks from the existing villages.

46. The Chairman thanked the project team for their presentation and summarized Members’ key comments/concerns on the RODP formulated for the HSK NDA as below –

(a) The Green Transit Corridor, cycle tracks and pedestrian walkways should be well-connected and integrated to facilitate people movements between different activity nodes within the NDA;

(b) The riverside promenade with vegetation of native species would be the unique distinct feature in the NDA. The design and alignment of the promenade should be carefully planned and maintained to enhance connectivity, including the Regional Plaza, and ecological unity of the river channels;

(c) Consideration should be given for setting back the new residential developments and staggering their height profile to provide a wider buffer space with the adjacent existing villages; and

(d) Further consideration should be given to extend the riverside promenade and the Green Transit Corridor to connect with nearby
attractions including Lau Fau Shan for bringing in more tourism attractions, commercial activities and job opportunities to the whole area.

47. The Chairman thanked Mr Michael Fong and his team on the presentation and their detailed replies to Members’ concerns and comments on the RODP. He suggested the project team to take Members’ views into account when working on the next stage of planning and preparation for the related EIA study.

[The presentation team left the meeting at this juncture.]
發展事務委員會
特別會議紀要

日  期  : 2015年10月9日(星期五)
時  間  : 上午9時
地  點  : 立法會綜合大樓會議室1

出席委員: 謝偉銓議員, BBS(主席)
            涂謹申議員
            陳鑑林議員, SBS, JP
            劉慧卿議員, JP
            馮檢基議員, SBS, JP
            陳健波議員, BBS, JP
            葉國謙議員, GBS, JP
            謝偉俊議員, JP
            梁家傑議員, SC
            梁國雄議員
            陳偉業議員
            田北辰議員, BBS, JP
            田北俊議員, GBS, JP
            胡志偉議員, MH
            姚思榮議員, BBS
            范國威議員
            陳志全議員
            陳恒鈞議員, JP
            陳家洛議員
            陳婉嫻議員, SBS, JP
            梁志祥議員, BBS, MH, JP
            麥美娟議員, BBS, JP
            葛珮帆議員, JP
            盧偉國議員, SBS, MH, JP
列席議員：何俊賢議員，BBS

缺席委員：劉皇發議員，大紫荊勳賢，GBS，JP(副主席)
石禮謙議員，GBS，JP
何秀蘭議員，JP
陳克勤議員，JP
葉劉淑儀議員，GBS，JP
張超雄議員

出席公職人員：議程第II項

發展局副局長
馬紹祥先生，JP

發展局首席助理秘書長（規劃及地政）
陳俊鋒先生

規劃署助理署長／全港
張綺薇女士

土木工程拓展署
新界西拓展處處長
廖振新先生

土木工程拓展署
總工程師／新界西
方學誠先生

應邀出席者：議程第II項

落馬洲中港貨運聯會
主席
蔣志偉先生

創建香港
行政總裁
司馬文先生
建造業議會
總監 —— 註冊事務
王頌恩先生

洪屋村商會
理事
吳啟康先生

屏山鄉鄉事委員會
主席
曾樹和先生

香港運輸物流學會
常務委員
黃文森先生

洪水橋復耕農友居民組
發言人
韋志忠先生

田心新村關注組
發言人
梁偉權先生

洪水橋新發展區計劃聯村關注組
發言人
何開發先生

田心新村民生關注組
小組代表
鄭麗和小姐

洪水橋蒲瓜嶺居民組
召集人
陳滿池先生

新界露天倉經營者協會有限公司
主席
鄧坤盛先生
列席秘書：總議會秘書 (1)2
鍾蕙玲女士

列席職員：研究主任1
吳穎瑜小姐

研究主任3
鄭慧明女士
高級議會秘書 (1) 2
彭惠健先生

高級議會秘書 (1) 6
周嘉榮先生

議會秘書 (1) 2
劉美琪女士

議會事務助理 (1) 2
蕭靜娟女士

文書事務助理 (1) 2
羅佳真小姐
謝偉俊議員認為，儘管香港應開發海水化淡等其他水源，但由於在本地興建海水化淡廠仍為一項初步的建議，現階段並非事務委員會進行海外職務訪問研究相關技術的適當時候。他認為，只有在事務委員會取得充足的資料就應訪問的地方作出決定時，進行海外職務訪問的開支才會用得其所。

胡志偉議員表示反對進行海外職務訪問研究海水化淡的發展。他質疑有關訪問在加強委員了解海水化淡技術方面會否有成效。他建議，事務委員會反而應邀請從事海水化淡業務的高科技企業的代表，向委員簡介相關技術的發展。梁國雄議員認為，有別於聽取陳述，進行訪問讓事務委員會委員可親自觀察海水化淡廠及相關系統的實際運作情況。

主席表示，考慮到就海外職務訪問作安排所需的时间，委員只可能把有關訪問定於來年的復活節假期進行。由於2016年3月25日為部分城市的復活節假期，而財務委員會又會在2016年4月1日舉行特別會議，擬議訪問的為期只能限於4日（即2016年3月21日至24日或28日至31日）。主席就事務委員會應否進行海外職務訪問以研究海水化淡的發展徵詢委員的意見。委員支持就上述目的進行海外職務訪問。

至於應訪問甚麼地方，主席建議事務委員會可考慮訪問以色列或新加坡，因為與澳洲比較，該兩個國家在海水化淡方面的經驗與香港的情況較為相關。主席請委員表明他們的意向。陳偉業議員表示，在現階段他難以作出選擇，因為尚未有訪問活動的詳情。主席表示，事務委員會可在下次會議繼續討論應前往甚麼地方進行訪問。委員贊同主席的建議。

II 聽取各界就"洪水橋新發展區規劃及工程研究——建議發展大綱圖"表達意見

(立法會CB(1)987/14-15(07)——政府當局就洪水橋新發展區規劃及工程研究表達意見)
與團體代表／個別人士及政府當局舉行會議

不出席會議的團體／個別人士提交的意見書

(立法會CB(1)1016/14-15(01) —— 天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟提交的意見書(只備中文本)

立法會CB(1)1140/14-15(01) —— 天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟提交的意見書(只備中文本)

立法會CB(1)1273/14-15(12) —— 香港物流協會提交的意見書(中、英文本兼備)
委員察悉下列在會議上提交的意見書——

(a) 洪水橋新發展區計劃聯村關注組提交的意見書；及

(b) 英國特許建造學會 (香港) 提交的意見書。

(會後補註 : 在會議上提交的上述意見書(立法會 CB(1)1303/14-15(01)及(02)號文件, 已於2015年10月9日送交委員。)

團體代表／個別人士陳述意見

14. 應主席所請，合共21個團體代表／個別人士就"洪水橋新發展區規劃及工程研究 —— 建議發展大綱圖"陳述意見。上述團體代表／個別人士的意見摘要載於附錄。
經辦人／部門

討論

擬議發展計劃對現有居民的影響

15. 梁志祥議員促請政府當局處理市民在進行擬議洪水橋新發展區發展計劃（下稱“擬議發展計劃”）第三階段社區參與活動期間提出的關注事宜。他察悉，根據建議發展大綱圖，部分圍村（例如廈村）會被新發展項目圍繞。他擔心，此規劃設計會限制這些鄉村日後的發展。他認為，為方便這些鄉村日後的發展，政府當局應略為擴展其界線，並確保不會有任何高樓大廈建於這些鄉村旁邊。

16. 麥美娟議員表示，市民大致上不反對擬議發展計劃，因為此計劃旨在增加土地供應以配合本港的發展需要及創造就業機會。然而，政府當局應引入措施盡量減少此計劃對現有居民、農戶及業務經營者的影響。

補償及復耕安排

17. 梁志祥議員關注到，對於受擬議發展計劃影響的非原居民鄉村的居民，當局會作出甚麼補償及安置安排。梁議員及何俊賢議員對部分團體代表提出的意見亦有同感。他們亦認為某些在數十年前制訂的補償安排（例如就水井提供現金補償）現已不合時宜及需予檢討。何議員要求當局提供資料，說明當局會就洪水橋的受影響家禽農場提出的補償／遷置方案，以及為受影響農戶作出的復耕安排。

18. 何俊賢議員表示，參考過往的經驗，一俟政府當局建議進行發展計劃，部分土地業權人即會透過拒絕就租約續期，在清理土地的工作展開前強迫租用耕地的農戶遷出，以致受影響農戶不符合資格獲安排進行農地遷置／復耕及／或獲得補償。何議員促請政府當局致力確定真正受影響的人士。

19. 麥美娟議員表示，洪水橋部分居民（例如非原居民鄉村的居民）亦面對在清理土地的工作展開前被地主迫遷的問題。該等居民繼而會不符合資格
獲得安置及補償。她促請政府當局向該等居民提供協助。主席詢問，現時是否有機制讓因為收回土地工作而受屈的各方表達不滿，以及讓有關當局就該等個案作出裁決。

20. 規劃署助理署長／全港答稱，只有約7.6公頃的常耕農地會受擬議發展計劃影響。有關農地主要位於構成新發展區市中心一部分的田心新村。政府當局已在初步發展大綱圖建議把一幅土地用作農耕用途。然而，在進行第二階段社區參與活動期間所收集的一些意見顯示，擬議用地不適合作農耕用途。因此，政府當局並沒有在建議發展大綱圖內建議於新發展區內提供農地。儘管如此，政府當局會採用當局就落實古洞北及粉嶺北新發展區制訂的特殊農地復耕計劃，主動及優先提供協助，把農戶與附近的閒置農地業主作出配對。

21. 發展局副局長補充，根據既定的程序，只有在當局已確定會進行相關土地發展計劃後，才能進行凍結人口調查，以就將會因為收回土地而受影響的各方進行登記。發展局副局長向委員表示，與當局就古洞北及粉嶺北新發展區作出的安排一樣，一俟政府當局確定會推展洪水橋的計劃後，即會就該項計劃進行凍結人口調查。

擬議發展計劃對現有業務經營者的影響

22. 梁志祥議員察悉，政府當局建議在多層大廈安置受擬議發展計劃影響的現有棕地作業。他質疑有關建議是否可行。他表示，就上述課題而言，政府當局與受影響的業務經營者欠缺溝通。他認為，如有關建議在技術上為可行，而受影響的棕地作業經營者又願意將其業務遷往政府當局安排的用地／大廈，方為可行的建議。麥美娟議員要求政府當局與物流業的持份者加強溝通，並就擬議搬遷安排徵詢他們的意見。

23. 盧偉國議員表示，洪水橋的棕地作業(例如港口後勤、回收再造業，以及貯存重型建築材料及機器等)在支援本港的支柱行業方面擔當重要的角
色。他詢問，對於受擬議發展計劃影響的棕地作業，擬議的搬遷安排為何。此外，亦詢問政府當局如何能確保該等業務能以無縫的方式搬遷。

24. 土木工程拓展署新界西拓展處處長答稱，政府當局將會在2016年展開一項可行性研究，以探討可否在多層大廈容納棕地作業。有關研究會涵蓋在該等大廈貯存重型建築材料的可行性。受政府委託的顧問亦正進行一項調查，以蒐集有關擬議新發展區內現有棕地作業的資料，包括其作業要求。此外，另一項研究亦正進行中，以探討建造業的短、中及長期運作所需的土地類別（包括貯存重型建築機器）。土木工程拓展署新界西拓展處處長又表示，為確保洪水橋現有棕地作業能以無縫的方式搬遷，政府當局計劃把首批受影響業務遷往一幅臨時用地，直至擬議多層大廈落成。政府當局已開始物色一些適合用於暫時重置洪水橋棕地作業的用地，並會進行相關的工程研究。

擬議洪水橋新發展區的交通基建及連繫

25. 梁志祥議員關注到，香港鐵路有限公司增加西鐵線承載力計劃，不能應付因為元朗各項發展計劃（包括洪水橋新發展區、錦田南及八鄉發展項目）而增加的乘客數目。他促請政府當局考慮興建新道路以紓緩元朗的交通問題。就此，他問及擬議十一號幹線的最新狀況及該幹道在元朗的着陸點。

26. 麥美娟議員同樣關注擬議洪水橋新發展區及其他地區之間的交通連繫不足。她察悉，政府當局沒有計劃引入任何新鐵路或道路改善洪水橋的交通連繫。她表示，僅改善西鐵線的承載力，不能解決列車車廂過於擠迫的問題。她促請發展局與運輸及房屋局合作擬定發展一個集體運輸系統的計劃，以連接洪水橋及其他地區。麥議員亦關注到洪水橋新發展區與天水圍的連繫，並問及擬議新發展區的發展如何能解決當局在天水圍提供的商業及社區設施不足的問題。
27. 應主席所請，發展局副局長就團體代表及委員表達的意見作出下列綜合的回應——

(a) 為期3個月的第三階段社區參與活動已於2015年9月結束。在進行第三階段社區參與活動期間，政府當局曾出席超過40場諮詢會，與持份者就建議發展大綱圖交換意見，並就此課題接獲超過1300份意見書。在當局接獲的意見書當中，大部分均支持擬議發展計劃。所持的理由為，此項計劃有助增加房屋土地供應，以及促進本港的經濟發展。

(b) 政府當局明白，市民渴望當局在擬議新發展區提供足夠的就業機會及社區設施，以配合新界西北居民(包括洪水橋及天水圍居民)的需要。因此，當局把擬議洪水橋新發展區定位作新界西北的區域經濟及文娛樞紐。當局期望，在擬議新發展區創造多元化的就業機會及提供各種商業、政府及社區設施，將能滿足新界西北居民的需求及減少跨區的交通量。

(c) 部分現有居民、構築物及棕地作業無可避免會受到擬議發展計劃影響。然而，政府當局認為，洪水橋的現有土地未有地盡其用。當局期望，透過進行全面規劃及改善基建設施，上述計劃可更善用土地資源。

(d) 政府當局會制訂適當的安排，以盡量減少擬議發展計劃對現有居民的影響。除了現行補償及安置安排外，政府當局會考慮推行一項特殊計劃，以協助受收回及清理土地影響的住戶。政府當局將於稍後向事務委員會簡介相關的建議。
(e) 鑒於洪水橋的棕地作業對地區就業及本港的經濟發展所帶來的貢獻，政府當局會進行一項研究以探討可否在多層大廈容納該等作業。鑒於棕地作業現時佔用的土地面積龐大（即約為190公頃），擬議發展計劃會分階段進行。當局預期就此項計劃進行的初步工程將於2018年或2019年展開，整項計劃會在2030年後完成。政府當局會致力確保在落實此項計劃的過程中，能以無縫的方式搬遷棕地作業。

(f) 政府當局會分析在進行第三階段社區參與活動期間接獲的公眾意見，並會在優化建議發展大綱圖時考慮該等意見。在進行洪水橋新發展區計劃的整個過程中，政府當局會繼續推動各持份者作出參與。

28. 土木工程拓展署新界西拓展處處長補充

(a) 為改善擬議洪水橋新發展區的交通連繫，當局會在西鐵線興建一個新的洪水橋站。據運輸及房屋局所述，由2016年起，西鐵線現有的7卡車會逐步由8卡車取代，而每個方向每小時的列車班次則會由20班增至28班。因此，西鐵線的乘載力會增加60%。政府當局估計，加強後的乘載力將足以應付新界西北居民日後的需求。

(b) 政府當局認為，列車車廂的乘客分布不均，是引致西鐵線列車過於擠迫的其中一項因素。隨着西鐵線的乘載力增加，以及透過進行更妥善的月台管理，令乘客更平均分布於各個車廂，當局期望車廂擠迫的情況能得以紓緩。
經辦人／部門

(c) 關於長遠的交通規劃，運輸及房屋局會爭取資源展開有關改善新界西北鐵路乘載力的研究。該等研究包括有關改善現有鐵路線及發展新鐵路線的可行性的研究。

(d) 至於在新界西北興建幹道，當局現正就屯門西繞道的項目進行諮詢及檢討。當局預計，有關項目可於2026年竣工。因應新界西北日後的發展項目，運輸及房屋局會申請資源以將會連接北大嶼山及元朗的十一號幹線進行可行性研究。

29. 土木工程拓展署新界西拓展處處長回应洪水橋新發展區計劃聯村關注組發言人何開發先生的提問(立法會CB(1)1303/14-15(01)號文件)時表示，西鐵線現時在繁忙時間每小時每個方向的列車班次為20班，而包括現有西鐵線及正在興建的沙田至中環線的“東西走廊”的乘載力將會增加。土木工程拓展署新界西拓展處處長補充，擬議發展計劃的交通影響評估已計及洪水橋新發展區內及跨越不同地區的乘客流量。鑒於新界西北的人口超過100萬，而在繁忙時間乘搭西鐵線列車的乘客每小時約有34,000人，政府當局相信，西鐵線的乘載力加強後，可應付因為洪水橋新發展區的新增人口(即約為17萬人)所帶來的乘客流量。

30. 規劃署助理署長／全港表示——

(a) 建議發展大綱圖已計及在進行第一及第二階段社區參與活動期間接獲的公眾意見。此外，各政策局／部門亦已就建議發展大綱圖進行徹底的討論。

(b) 政府當局察悉，市民支持當局更善用洪水橋的棕土地帶。為有助整合現有棕地作業，以及令相關經營者能在同區繼續經營其業務，當局已在擬議新發
展區預留約24公頃土地作港口後勤、貯物及工場的用途。上述有關棕地作業的研究結果會有助政府當局確定，在擬議新發展區預留的土地是否足以安置受影響的作業活動。如有相關研究的結果顯示，就安置棕地作業預留的土地不足，政府當局會探討其他可作此用途的可行用地。

(c) 儘管政府當局不排除，一如部分團體代表的建議，發展流浮山及白泥的用地的可能性，以安置受影響的棕地作業，值得留意的是，流浮山及白泥位於後海灣地區，一般而言為生態易受影響的地區。

總結

31. 主席就會議作出總結時，感謝團體代表／個別人士出席會議就建議發展大綱圖表達意見。

III 其他事項

32. 議事完畢，會議於上午11時44分結束。
發展事務委員會

在2015年10月9日(星期五)上午9時
舉行的特別會議

聽取各界就“洪水橋新發展區規劃及工程研究——建議發展大綱圖”表達意見

團體代表／個別人士提出的意见及關注事項摘要

<table>
<thead>
<tr>
<th>番號</th>
<th>團體名稱／個別人士的姓名</th>
<th>意見書／主要意見及關注事項</th>
</tr>
</thead>
</table>
| 1.   | 落馬洲中港貨運聯會 | • 只要政府當局向洪水橋的貨運業經營者提供重置用地，貨運業大致上不反對擬議洪水橋新發展區計劃。
• 政府當局應讓物流業在沒有生態價值及遠離住宅區的空置土地上營運。
• 由於部分物流操作系統和建築設備／材料的體積龐大，因此難以放置在多層大廈內。 |
| 2.   | 創建香港       | • 立法會CB(1)1273/14-15(01)號文件(只備英文本) |
| 3.   | 建造業議會     | • 擬議發展計劃將會向建造業提供可持續發展的機會。
• 作為建造業的典範，擬議新發展區的建築工程計劃應採用嶄新的概念／做法，例如低碳排放量、新科技，以及廣泛使用預製組件。
• 應提供更多誘因，鼓勵物業發展商為其在擬議新發展區的建築項目取得綠色建築認證。 |
<p>| 4.   | 洪屋村商會     | • 立法會CB(1)1273/14-15(02)號文件(只備中文本) |</p>
<table>
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| 5. 屏山鄉鄉事委員會 | * 團體原則上不反對擬議發展計劃，但認為收回屏山鄉的土地發展厭惡性設施為不能接受。*
|  | * 政府當局應向公眾清楚說明，當局按甚麼機制釐定向受收地影響的土地業權人作出補償的款額。補償率在收地工作的不同階段應維持不變。*
<p>|  | * 除了興建高樓大廈供市民大眾居住外，政府當局亦應考慮稍微擴展擬議洪水橋新發展區內的鄉村界線，從而便可興建更多村屋。* |
| 6. 香港運輸物流學會 | * 為了容納於區內營運而受擬議發展計劃影響的現有物流設施，政府當局應在擬議新發展區內預留作物流用途的用地上興建至少兩幢多層大廈。* |
|  | * 為方便物流業進行人力培訓，應為職業訓練局預留用地，以發展物流業訓練及研究學院。* |
|  | * 政府當局建議在擬議新發展區預留約24公頃土地作港口後勤及貯物用途並不切實可行，因為在葵青貨櫃碼頭與洪水橋之間運送貨櫃的費用高昂。政府當局反而應指定其他用地，例如昂船洲附近一帶的用地，作港口後勤及貯物用途。* |
| 7. 洪水橋復耕農友居民組 | * 立法會 CB(1)1273/14-15(04)號文件(只備中文本) |
| 8. 田心新村關注組 | * 立法會 CB(1)1273/14-15(05)號文件(只備中文本) |</p>
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<tr>
<td>洪水橋新發展區計劃聰村關注組</td>
<td>• 立法會 CB(1)1273/14-15(06) 及 CB(1)1303/14-15(01) 號文件(只備中文本)</td>
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<tr>
<td>田心新村民生關注組</td>
<td>• 立法會 CB(1)1273/14-15(07) 號文件(只備中文本)</td>
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<td>洪水橋蒲瓜嶺居民組</td>
<td>• 立法會 CB(1)1273/14-15(08) 號文件(只備中文本)</td>
</tr>
<tr>
<td>新界露天倉經營者協會有限公司</td>
<td>• 立法會 CB(1)1273/14-15(09) 號文件(只備中文本)</td>
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| 力營有限公司 | • 政府當局應向受擬議發展計劃影響的露天貯物及物流業經營者提供重置用地。  
• 洪水橋不是用作物流發展的最合適地點。政府當局應探討預留位於流浮山及白泥的用地作物流發展用途是否可行，因為該兩個地方鄰近港深西部公路，可直達內地。  
• 為確保擬議發展計劃的收地過程順利，政府當局應審慎地為收地工作制訂實施計劃和時間表。 |
| 石埔路尾村關注組 | • 立法會 CB(1)1273/14-15(10) 號文件(只備中文本) |
| 頂好香港集團有限公司 | • 政府當局應探討預留位於流浮山及白泥的用地作物流發展用途是否可行，因為該兩個地方鄰近港深西部公路。在該兩個地方經營物流業，不會造成交通擠塞，影響區內居民。  
• 政府當局應採用彈性的方式處理收地工作，令各方(包括受影響的土地業權人)均可達致雙贏的局面。 |
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<td>傅家灝先生</td>
<td>• 儘管洪水橋新發展區的建議發展大綱草圖嘗試處理市民在以往的諮詢工作期間提出的部分關注事項，但新的關注範疇在進行第三階段社區參與活動期間出現。鑒於擬議洪水橋新發展區的規劃概念已經改變，即由發展洪水橋為樞紐市鎮，改為將之打造為一個為下一代而設的新市鎮，政府當局應重新進行諮詢，聴取市民對擬議新發展區的新定位表達意見。• 事務委員會應安排在某個周末舉行另一次會議，聴取市民就擬議發展計劃表達意見，以方便一些無法在周日出席會議的市民和受計劃影響的村民。</td>
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<tr>
<td>英國特許建造學會(香港)</td>
<td>• 立法會 CB(1)1303/14-15(02)號文件(只備英文本)</td>
</tr>
<tr>
<td>皇家特許測量師學會</td>
<td>• 立法會 CB(1)1305/14-15(01)號文件(只備英文本)</td>
</tr>
</tbody>
</table>
| 馬源武先生               | • 政府當局建議把洪水橋的現有棕地作業重置往擬議新發展區的新建多層大廈，並不切實可行。這些作業現時佔用逾190公頃土地，但根據建議發展大綱草圖，在擬議新發展區內預留作港口後勤、貯物及工場用途的用地面積只有約24公頃。此外，把這些作業重置往多層大廈實際上會有困難。• 政府當局應在切實可行的情況下，盡快通知現有露天貯物經營者有關重置工作的安排及時間表，並委託顧問就露天貯物場的土地供應事宜進行研究，
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<td>使相關業務經營者能有足夠的時間制訂業務計劃。</td>
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<tr>
<td>20. 新界鄉議局</td>
<td>• 立法會 CB(1)1273/14-15(11)號文件(只備中文本)</td>
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</table>
| 21. 黃均彥先生        | • 落實擬議發展計劃可增加房屋供應，並為區內居民創造更多就業機會。  
• 應就擬議發展計劃採用加強版的传统新市鎮发展模式，以加快房屋土地供應。  
• 政府當局應處理其他團體代表就擬議新發展區的交通連繫及收地事宜提出的關注事宜。 |

立法會秘書處  
議會事務部1  
2015年11月27日
Panel on Development

Minutes of special meeting
held on Friday, 9 October 2015, at 9:00 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon CHAN Kin-por, BBS, JP
Hon IP Kwok-him, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

Member attending : Hon Steven HO Chun-yin, BBS
Members absent: Dr Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Dr Hon Fernando CHEUNG Chiu-hung

Public officers attending: Agenda item II

Mr Eric MA Siu-cheung, JP
Under Secretary for Development

Mr Michael CHAN Chun-fung
Principal Assistant Secretary (Planning and Lands)
Development Bureau

Ms Amy CHEUNG Yi-mei
Assistant Director/Territorial Planning Department

Mr LIU Chun-san
Project Manager (New Territories West)
Civil Engineering and Development Department

Mr Michael FONG Hok-shing
Chief Engineer/New Territories West
Civil Engineering and Development Department

Attendance by Invitation: Agenda item II

Mr Stanley CHAING
Chairman
Lok Ma Chau China -- Hong Kong Freight Association

Mr Paul ZIMMERMAN
Chief Executive Officer
Designing Hong Kong
Mr Ivan WONG
Director - Registration Services
Construction Industry Council

Mr NG Kai-hong
理事
Hung Uk Tsuen Merchants Association

Mr TSANG Shu-wo
Chairman
Ping Shan Heung Rural Committee

Mr Eric WONG Man-sum
Council Member
The Chartered Institute of Logistics & Transport in Hong Kong

Mr WAI Chi-chung
Spokesperson
Hung Shui Kiu Farmer Group on Restoring Cultivation

Mr LEUNG Wai-kuen
Spokesperson
Tin Sum Sun Tsuen Concern Group

Mr HO Hoi-fat
Spokesperson
Hung Shui Kiu New Development Joint Village Concern Group

Miss CHENG Lai-wo
小組代表
田心新村民生關注組

Mr CHAN Moon-chee
Convenor
Hung Shui Kiu Po Gwa Ling Residents' Group

Mr TANG Kwan-shung
Chairman
The Association of the New Territories Open Storage Operators Limited
Mr FAN Kwok-hom
Operation Officer
Kanson Crane & Heavy Transport Co. Ltd.

Mr FUNG Hung-pong
Member
Shek Po Road Mei Resident Concern Group

Mr CHAN Ka-fai
Very Good Hong Kong Group Limited

Mr PUN Tak-wai

Mr FU Ka-ho

Mr MOK Peng-lam
President
The Chartered Institute of Building (Hong Kong)

Mr Denys KWAN
Member, External Affairs Committee
Royal Institution of Chartered Surveyors

Mr Andrew MA Yuen-mo

Mr Tony CHAN Tung-ngok
Co-opted Councillor
Heung Yee Kuk New Territories

Mr WONG Kwan-yin

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)2

Staff in attendance : Miss Tiffany NG
Research Officer 1

Ms Ivy CHENG
Research Officer 3
Mr Fred PANG
Senior Council Secretary (1)2
I Proposal on conducting an overseas duty visit to study development of seawater desalination

LC Paper No. FS07/14-15 -- Paper on seawater desalination technologies prepared by the Research Office of the Legislative Council Secretariat (Fact Sheet)

LC Paper No. FS08/14-15 -- Paper on seawater desalination in Israel prepared by the Research Office of the Legislative Council Secretariat (Fact Sheet)

LC Paper No. FS09/14-15 -- Paper on seawater desalination in Singapore prepared by the Research Office of the Legislative Council Secretariat (Fact Sheet)

LC Paper No. FS10/14-15 -- Paper on seawater desalination in Australia prepared by the Research Office of the Legislative Council Secretariat (Fact Sheet)

The Chairman said that Mr Albert CHAN had proposed in a letter to him (LC Paper No. CB(1)1058/14-15(01)) dated 26 June 2015 that the Panel should conduct an overseas duty visit to Israel to study the development of seawater desalination. At the Panel’s meeting on 22 July 2015, members agreed that, to facilitate members to decide whether the Panel should...
II Receiving public views on "Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan"

(LC Paper No. CB(1)987/14-15(07) -- Administration's paper on Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan and Stage 3 Community Engagement

LC Paper No. CB(1)1238/14-15(01) -- Administration's paper on Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan and Stage 3 Community Engagement (Follow-up paper)

LC Paper No. CB(1)987/14-15(08) -- Paper on the planning and engineering study for the Hung Shui Kiu new development area prepared by the Legislative Council Secretariat (Updated background brief)

Meeting with deputations/individuals and the Administration

Submissions from deputation(s)/individual(s) not attending the meeting

(LC Paper No. CB(1)1016/14-15(01) -- Submission from 天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟 (Chinese version only)

LC Paper No. CB(1)1140/14-15(01) -- Submission from 天水圍社區發展陣線、社區工藝發展關注組、天姿作圍及關注綜援低收入聯盟 (Chinese version only)
LC Paper No. CB(1)1273/14-15(12) -- Submission from Hong Kong Logistics Association (Both Chinese and English versions)

LC Paper No. CB(1)1273/14-15(13) -- Submission from Tuen Mun District Council (Chinese version only)

LC Paper No. CB(1)1273/14-15(14) -- Submission from The Hong Kong Institute of Surveyors (English version only)

LC Paper No. CB(1)1273/14-15(15) -- Submission from The Real Estate Developers Association of Hong Kong (English version only)

LC Paper No. CB(1)1273/14-15(16) -- Submission from The Hong Kong Institution of Engineers (English version only)

LC Paper No. CB(1)1273/14-15(17) -- Submission from Earthcare (English version only)

LC Paper No. CB(1)1283/14-15(01) -- Submission from Federation of Hong Kong Agricultural Associations (Chinese version only)

LC Paper No. CB(1)1295/14-15(01) -- Submission from Democratic Alliance for the Betterment and Progress of Hong Kong (Chinese version only))

13. Members noted the following submissions tabled at the meeting --

(a) Submission from Hung Shui Kiu New Development Joint Village Concern Group; and

(b) Submission from the Chartered Institute of Building (Hong Kong).

(Post-meeting note: The submissions tabled at the meeting were circulated to members vide LC Papers Nos. CB(1)1303/14-15(01) and (02) on 9 October 2015.)
Presentation of views by deputations/individuals

14. At the invitation of the Chairman, a total of 21 deputations/individuals presented their views on "Hung Shui Kiu New Development Area Planning and Engineering Study -- Recommended Outline Development Plan". A summary of the views of these deputations/individuals is in the Appendix.

Discussion

Impact of the proposed development project on existing residents

15. Mr LEUNG Che-cheung urged the Administration to address the concerns expressed by members of the public during the Stage 3 Community Engagement ("ComE3") for the proposed Hung Shui Kiu ("HSK") New Development Area ("NDA") development project ("the proposed development project"). Noting that under the Recommended Outline Development Plan ("the RODP"), some walled villages, such as Ha Tsuen, would be enclosed by new developments, he was worried that such a planning design would restrict the future development of these villages. He opined that the Administration should slightly expand the boundaries of these villages to facilitate their future development, and ensure that there would not be any high-rise development adjacent to these villages.

16. Miss Alice MAK said that, in general, the public were not opposed to the proposed development project, as the project aimed to increase land supply to meet the development needs of Hong Kong and create employment opportunities. However, the Administration should introduce measures to minimize the impact of the project on the existing residents, farmers and business operators.

Compensation and agricultural rehabilitation arrangements

17. Mr LEUNG Che-cheung expressed concern about the compensation and rehousing arrangements for the residents living in the non-indigenous villages affected by the proposed development project. Mr LEUNG and Mr Steven HO shared the views of some deputations that certain compensation arrangements (e.g. amount of cash compensation for catch pits), drawn up decades ago, had become outdated and needed to be reviewed. Mr HO sought information about the compensation/relocation proposals for the affected poultry farms in HSK and the agricultural rehabilitation arrangements for the affected farmers.
18. **Mr Steven HO** said that, with reference to past experience, once the Administration had proposed a development project, some landowners would force the tenant farmers to move out before the commencement of the land clearance exercise by refusing to renew the tenancy agreements. The affected farmers would therefore become ineligible for agricultural resite/rehabilitation and/or compensation. **Mr HO** urged the Administration to make efforts to identify those who were genuinely affected.

19. **Miss Alice MAK** said that some residents in HSK, such as those living in the non-indigenous villages, also faced the problem of being evicted by the landlords before the land clearance exercise commenced. These residents would then become ineligible for rehousing and compensation. She urged the Administration to offer assistance to these residents. The **Chairman** asked if there was a mechanism to allow those parties aggrieved by land resumption exercises to voice out their grievances and the authorities concerned to adjudicate such cases.

20. **Assistant Director/Territorial, Planning Department** ("AD(T)/PlanD"), replied that only about 7.6 hectares ("ha") of active farmland, mainly situated in Tin Sam San Tsuen, which would form part of the town centre of the NDA, would be affected by the proposed development project. The Administration had proposed a site for agricultural use on the Preliminary Outline Development Plan. However, there were views collected during the Stage 2 Community Engagement that the proposed site was not suitable for farming. As a result, the Administration did not make any suggestion in the RODP for provision of agricultural sites within the NDA. That said, the Administration would adopt the special agricultural land rehabilitation scheme drawn up for the implementation of the Kwu Tung North and the Fanling North NDAs, by providing proactive and priority assistance in matching the farmers with owners of idled farmlands nearby.

21. **Under Secretary for Development** ("USDEV") added that according to the established procedure, a freezing survey to register the parties affected by land resumption could only be carried out after the concerned land development project had been established. **USDEV** advised members that, same as the arrangements for the Kwu Tung North and the Fanling North NDAs, the Administration would commence the freezing survey for the HSK project once the project was established.

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*Impact of the proposed development project on existing business operators*
22. Noting the Administration's proposal to accommodate the existing brownfield operations to be affected by the proposed development project in multi-storey buildings, Mr LEUNG Che-cheung cast doubt on the feasibility of the proposal. He said that there was a lack of communication between the Administration and the affected business operators on the subject matter. In his view, the proposal could only work if it was technically feasible and the affected brownfield operators were willing to relocate their businesses to the sites/buildings arranged by the Administration. Miss Alice MAK requested the Administration to enhance communication with the stakeholders in the logistics industry and seek their views on the proposed relocation arrangements.

23. Ir Dr LO Wai-kwok said that the brownfield operations (e.g. port back-up, recycling industry, and storage of heavy construction materials and machines) in HSK played an important role in supporting the pillar industries in Hong Kong. He enquired about the proposed relocation arrangements for the brownfield operations affected by the proposed development project and asked how the Administration could ensure a seamless relocation of these businesses.

24. Project Manager (New Territories West), Civil Engineering and Development Department ("PM(NTW)/CEDD"), replied that the Administration was going to commence a feasibility study in 2016 to explore the possibility of accommodating brownfield operations in multi-storey buildings. The study would cover the feasibility of storing heavy construction materials in such buildings. A Government-commissioned survey was also being conducted to collect information on the existing brownfield operations within the proposed NDA, including their operational requirements. Moreover, another study was underway to examine the types of land required for the operation of the construction industry (including the land for storing heavy construction machines) in the short-, medium- and long-term. PM(NTW)/CEDD further advised that, to ensure a seamless relocation of the existing brownfield operations in HSK, the Administration planned to relocate the first batch of the businesses affected to temporary sites until the completion of the proposed multi-storey buildings. The Administration had started to identify suitable sites for temporary relocation of the brownfield operations in HSK and conduct the relevant engineering study.
Transport infrastructure and connectivity of the proposed Hung Shui Kiu New Development Area

25. Mr LEUNG Che-cheung was concerned that the plans of the MTR Corporation Limited to increase the carrying capacity of the West Rail Line ("WRL") could not cope with the increase in the number of passengers brought about by the various development projects in Yuen Long, including HSK NDA, the developments in Kam Tin South and Pat Heung. He called on the Administration to consider the construction of new roads to alleviate the transport problems in Yuen Long. In this regard, he enquired about the latest status of the proposed Route 11 and its landing point in Yuen Long.

26. Miss Alice MAK shared a similar concern over the inadequate transport linkage between the proposed HSK NDA and other districts. Noting that the Administration had no plan to introduce any new railway or road to improve the connectivity of HSK, she said that a mere enhancement of the carrying capacity of WRL could not address the problem of over-crowdedness in the train compartments. She urged the Development Bureau to collaborate with the Transport and Housing Bureau ("THB") to map out the development of a mass transport system to connect HSK with other districts. Miss MAK also expressed concern about the connectivity between HSK NDA and Tin Shui Wai ("TSW") and enquired how the development of the proposed NDA could address the inadequacy of provision of commercial and community facilities in TSW.

Response by the Administration

27. At the invitation of the Chairman, USDEV gave a consolidated response to the views expressed by deputations and members as follows --

(a) The 3-month ComE3 had ended in September 2015. During ComE3, the Administration had attended over 40 consultation sessions to exchange views with stakeholders on the RODP and received over 1,300 written submissions on the subject matter. Among the submissions received, most supported the proposed development project on the ground that it would help increase housing land supply and foster the economic development of Hong Kong.

(b) The Administration understood there was public aspiration for sufficient provision of employment opportunities and community facilities in the proposed NDA to meet the needs of
the residents in the Northwest New Territories ("NWNT"), including those in HSK and TSW. As such, the proposed HSK NDA was positioned as the regional economic and civic hub for NWNT. It was hoped that the creation of diversified employment opportunities and provision of various commercial, government and community facilities in the proposed NDA would be able to cater for the demand of residents in NWNT and reduce cross-district traffic.

(c) Some existing residents, structures and brownfield operations would inevitably be affected by the proposed development project. However, the Administration considered that the existing land in HSK was not fully utilized and hoped that the said project could make better use of land resources through comprehensive planning and infrastructure enhancement.

(d) The Administration would devise suitable arrangements to minimize the impact of the proposed development project on the existing residents. Apart from the existing compensation and rehousing arrangements, the Administration would consider introducing a special scheme to assist the households affected by land resumption and clearance. The Administration would brief the Panel on the relevant proposals in due course.

(e) In view of the contribution of the brownfield operations in HSK to local employment and the economic development of Hong Kong, the Administration would conduct a study to explore the possibility of accommodating these operations in multi-storey buildings. Given the large area of the land (i.e. about 190 ha) currently occupied for brownfield operations, the proposed development project would be carried out in phases. It was expected that preliminary works for the project would commence in 2018 or 2019, and the whole project would be completed after 2030. The Administration would strive to ensure a seamless relocation of the brownfield operations in the course of the implementation of the project.

(f) The Administration would analyze the public views received during ComE3 and take into account these views in refining the RODP. The Administration would continue to engage the stakeholders throughout the process of taking forward the HSK NDA project.
28. PM(NTW)/CEDD supplemented that --

(a) To improve the connectivity of the proposed HSK NDA, a new HSK Station would be developed on WRL. According to THB, the existing 7-car WRL trains would be gradually replaced by 8-car trains from 2016 onwards, and the hourly train frequency at each direction would increase from 20 to 28. As a result, the carrying capacity of WRL would increase by 60%. The Administration assessed that the enhanced carrying capacity would be sufficient to meet the demand of the future residents in NWNT.

(b) The Administration considered that the uneven distribution of passengers among train compartments was one of the factors attributing to the problem of over-crowdedness in the trains travelling on WRL. With an increase in the carrying capacity of WRL and better platform management to even out passenger distribution, it was hoped that the congestion in the train compartments would be eased.

(c) On long-term transport planning, THB would seek resources to commence studies for improving the carrying capacity of the railway in NWNT. These studies included those on improvement of the existing railway lines and the feasibility of developing new railway lines.

(d) Regarding the construction of trunk roads in NWNT, the Tuen Mun Western Bypass project was currently under consultation and review. It was expected that the project would be completed by 2026. In view of the future developments in NWNT, THB would bid for resources to conduct a feasibility study for Route 11, which would link up North Lantau with Yuen Long.

29. In response to the questions raised by Mr HO Hoi-fat, Spokesperson, Hung Shui Kiu New Development Joint Village Concern Group (LC Paper No. CB(1)1303/14-15(01)), PM(NTW)/CEDD advised that the hourly train frequency of WRL at each direction was 20 during peak hours at present, and the carrying capacity of the "East-West Corridor", consisted of the existing WRL and the Shatin to Central Link under construction, would be increased. PM(NTW)/CEDD added that the traffic impact assessment for the proposed development project had taken into account the passenger flow within HSK
NDA and across different districts. Given that NWNT had a population of over a million with about 34 000 passengers taking WRL per hour during peak hours, the Administration believed that WRL could cope with an increase in passenger flow brought about by the new population of HSK NDA (i.e. about 170 000) after the carrying capacity of WRL was enhanced.

30. **AD(T)/PlanD** advised that --

(a) The RODP had taken into account the public views received during the Stage 1 and Stage 2 Community Engagement exercises. Moreover, there had been a thorough discussion among various bureaux/departments on the RODP.

(b) The Administration noted the public support for better use of the brownfield sites in HSK. To help consolidate the existing brownfield operations and enable the operators to continue their businesses in the same district, about 24 ha of land had been reserved within the proposed NDA for the use of port back-up, storage and workshops. The results of the aforementioned studies on brownfield operations would help the Administration ascertain whether the land reserved in the proposed NDA was sufficient to accommodate the affected operations. If the study results indicated that the land reserved for accommodating brownfield operations was insufficient, the Administration would explore other possible sites for the purpose.

(c) While the Administration would not rule out the possibility of developing sites in Lau Fau Shan and Pak Nai for accommodating the affected brownfield operations, as suggested by some deputations, it was noteworthy that Lau Fau Shan and Pak Nai were located at the Deep Bay Area, which was generally ecologically sensitive.

**Concluding remarks**

31. Concluding the meeting, the **Chairman** thanked the deputations/individuals who attended the meeting to give views on the RODP.

**III Any other business**
32. There being no other business, the meeting ended at 11:44 am.

Council Business Division 1
Legislative Council Secretariat
27 November 2015
Panel on Development

Special meeting on Friday, 9 October 2015 at 9:00 am
Meeting to receive views on
"Hung Shui Kiu New Development Area Planning and Engineering Study --
Recommended Outline Development Plan"

Summary of views and concerns expressed by deputations/individuals

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<th>No.</th>
<th>Name of deputation / individual</th>
<th>Submission / Major views and concerns</th>
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| 1.  | Lok Ma Chau China -- Hong Kong Freight Association | • The freight industry in general had no objection to the proposed Hung Shui Kiu ("HSK") New Development Area ("NDA") project, provided that the Administration would offer replacement sites to operators of the freight industry in HSK.  
• The Administration should allow the logistics industry to operate on vacant land with no ecological value and at a distance from residential areas.  
• It would be difficult to accommodate some of the logistics operation systems and construction equipment/materials, due to their bulky volumes, in multi-storey buildings. |
| 2.  | Designing Hong Kong | • LC Paper No. CB(1)1273/14-15(01) (English version only) |
| 3.  | Construction Industry Council | • The proposed development project would provide an opportunity for the construction industry to develop in a sustainable manner.  
• To serve as a role model for the construction industry, the construction projects in the proposed NDA should adopt new concepts/practices, such as low carbon emission, new technologies, and wide use of prefabricated components. |
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<td>Hung Uk Tsuen Merchants Association</td>
<td>• LC Paper No. CB(1)1273/14-15(02) (Chinese version only)</td>
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| 5.  | Ping Shan Heung Rural Committee | • The deputation had no objection in principle to the proposed development project. However, the resumption of land in Ping Shan Heung for the development of undesirable facilities was unacceptable.  
• The Administration should make clear to the public the mechanism for determining the amount of compensation for landowners affected by the resumption of land. The compensation rate should be consistent throughout different phases of the resumption exercise.
• Apart from developing high-rise buildings for housing the general public, the Administration should also consider slightly expanding the boundaries of the villages in the proposed HSK NDA, so that more village houses could be constructed. |
| 6.  | The Chartered Institute of Logistics & Transport in Hong Kong | • To accommodate the existing logistics facilities operating in the area affected by the proposed development project, the Administration should develop at least two multi-storey buildings at the sites in the proposed NDA reserved for logistics use.  
• To facilitate manpower training for the logistics industry, land sites should be reserved for the Vocational Training Council to develop a logistics training and research institute.  
• The Administration's proposal on reserving about 24 hectares ("ha") of land in the... |
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<td>proposed NDA for port back-up and storage was not practical, as it would be costly to deliver the containers between the Kwai Tsing Container Terminals and HSK. The Administration should instead designate other sites, such as those in the vicinity of Stonecutters Island, for port back-up and storage uses.</td>
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<td>7.</td>
<td>Hung Shui Kiu Farmer Group on Restoring Cultivation</td>
<td>• LC Paper No. CB(1)1273/14-15(04) (Chinese version only)</td>
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<td>8.</td>
<td>Tin Sum Sun Tsuen Concern Group</td>
<td>• LC Paper No. CB(1)1273/14-15(05) (Chinese version only)</td>
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<td>9.</td>
<td>Hung Shui Kiu New Development Joint Village Concern Group</td>
<td>• LC Papers Nos. CB(1)1273/14-15(06) and CB(1)1303/14-15(01) (Chinese version only)</td>
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<td>田心新村民生關注組</td>
<td>• LC Paper No. CB(1)1273/14-15(07) (Chinese version only)</td>
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<td>11.</td>
<td>Hung Shui Kiu Po Gwa Ling Residents' Group</td>
<td>• LC Paper No. CB(1)1273/14-15(08) (Chinese version only)</td>
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| 13. | Kanson Crane & Heavy Transport Co. Ltd. | • The Administration should provide replacement sites to the open storage and logistics operators affected by the proposed development project.  
  • HSK was not the most suitable location for logistics development. The Administration should explore the feasibility of earmarking land sites in Lau Fau Shan and Pak Nai for logistics development as these two places were near the Kong Sham Western Highway, which would provide direct connection to the Mainland. |
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<td>• To ensure a smooth land resumption process for the proposed development project, the Administration should formulate the implementation plan and the schedule for the land resumption exercise carefully.</td>
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<td>14.</td>
<td>Shek Po Road Mei Resident Concern Group</td>
<td>• LC Paper No. CB(1)1273/14-15(10) (Chinese version only)</td>
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| 15. | Very Good Hong Kong Group Limited | • The Administration should explore the feasibility of earmarking land sites in Lau Fau Shan and Pak Nai for logistics development as these two places were close to the Kong Sham Western Highway. Logistics operations in those areas would not cause traffic congestion affecting local residents.  
• The Administration should adopt a flexible approach in handling land resumption, so as to achieve a win-win situation for all parties, including the affected landowners. |
| 16. | Mr FU Ka-ho                     | • While the Recommended Outline Development Plan ("the RODP") for the HSK NDA had attempted to address some of the public concerns expressed during the previous consultation exercises, new areas of concerns had arisen during the Stage 3 Community Engagement. Given that the planning concept for the proposed HSK NDA had changed, i.e. from developing HSK as a gateway town to making it a new town for the next generation, the Administration should conduct a consultation afresh to seek public views on the new positioning of the proposed NDA.  
• The Panel should arrange another meeting to receive public views on the proposed development project on a weekend to |
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<td>facilitate the participation of the villagers affected by the project and members of the public who were not available on weekdays.</td>
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<td>17.</td>
<td>The Chartered Institute of Building (Hong Kong)</td>
<td>• LC Paper No. CB(1)1303/14-15(02) (English version only)</td>
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<td>18.</td>
<td>Royal Institution of Chartered Surveyors</td>
<td>• LC Paper No. CB(1)1305/14-15(01) (English version only)</td>
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| 19. | Mr Andrew MA Yuen-mo | • The Administration's proposal to relocate the existing brownfield operations in HSK to new multi-storey buildings in the proposed NDA was impractical. While these operations currently occupied over 190 ha of land, under the RODP, the area of the sites reserved for port back-up, storage and workshop uses in the proposed NDA was only about 24 ha. Moreover, there would be practical difficulties in accommodating those operations in multi-storey buildings.  
• The Administration should inform the existing open storage operators about the arrangements and schedule of the relocation exercise, and commission a study on land supply for open storage yards as soon as practicable, so that the business operators concerned could have sufficient time for business planning. |
| 20. | Heung Yee Kuk New Territories | • LC Paper No. CB(1)1273/14-15(11) (Chinese version only) |
| 21. | Mr WONG Kwan-yin | • The implementation of the proposed development project would increase housing supply and create more job opportunities for local residents.  
• The Enhanced Conventional New Town Approach should be adopted for the
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<td>proposed development project to expedite housing land supply.</td>
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<td>• The Administration should address the concerns raised by other deputations on the connectivity of the proposed NDA and land resumption matters.</td>
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Council Business Division 1  
Legislative Council Secretariat  
27 November 2015
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<td>議員不願意公開個人資料</td>
<td>Commenter wants to remain anonymous</td>
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<td>黃國輝</td>
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Summary of Comments received at Public Forum
### Appendix C – Summary of Comments of Stage 3 Community Engagement Public Forum

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<tr>
<td><strong>1. 規劃概念</strong></td>
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<td>1.1</td>
<td>擴大「鄉村式發展」用地作鄉村未來發展。</td>
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<td>1.2</td>
<td>在鄉村附近作高密度發展將造成屏風效應，影響村民生活環境，特別是橋頭圍旁的商業及住宅發展。</td>
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<td>1.3</td>
<td>擬議醫院及垃圾站需要遠離石埗村及洪屋村，並建議搬遷到洪水橋的山丘旁。</td>
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<td>1.4</td>
<td>保留廈村鄉及屏山鄉的風水帶，並降低鄰近發展密度及大厦高度。</td>
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<td>1.5</td>
<td>教育用地應鄰近商業中心，以方便市民在職培訓。</td>
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<td>1.6</td>
<td>保留初步發展大綱圖上的「農業」用地作農地復耕。</td>
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<td>1.7</td>
<td>以隧道形式重置高架電纜以提供更多可發展的土地。</td>
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<td>1.8</td>
<td>洪水橋新發展區應加強與珠江三角洲的連繫，以促進經濟發展及創造更多就業機會。</td>
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<td>1.9</td>
<td>洪水橋新發展區提供的職位應配合該區的人口特質，應提供更多低技術職位。</td>
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<td><strong>2. 社區設施</strong></td>
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<td>2.1</td>
<td>為鄉村規劃多層式停車場。</td>
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<td>在洪水橋新發展區提供足夠的社區設施，包括學校、安老院、運動場及社區會堂等，以適時服務新發展區的人口。</td>
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<td><strong>3. 交通基建</strong></td>
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<td>3.1</td>
<td>替代天影路將影響天水圍區內的交通情況及現時巴士路線，並會造成空氣污染。</td>
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<td>3.2</td>
<td>建議保留天影路以免影響鄉村及流浮山的交通情況。</td>
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<td>3.3</td>
<td>環保運輸服務的走線應更貼近鄉村，以方便村民使用。</td>
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<td>3.4</td>
<td>認為增加車廂及加密班次並不能改善西鐵線擠迫的問題，建議增建鐵路連接擬議洪水橋站及北環線以紓緩西鐵線的壓力。</td>
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<td>3.5</td>
<td>新發展區內雖然有不同的就業機會如商業、酒店及工業，但根據過去經驗，估計仍有超過五成的居民需要跨區工作，現有鐵路及道路網絡將不能負荷新發展區的人口。</td>
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<td>3.6</td>
<td>現時天水圍交通擠迫問題嚴重，質疑現時及未來的交通配套能否容納洪水橋新發展區的總人口，並促請政府改善現時道路網絡，落實屯荃鐵路和北環線方案，以及提升西鐵服務。</td>
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<td>3.7</td>
<td>建議將現有輕鐵線改為架空，以釋放土地擴闊青山公路，並紓緩青山公路的交通壓力。</td>
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<tr>
<td>4.1</td>
<td>擬議 24 公頃的港口後勤、倉儲及物流用地不能容納現時超過 190 公頃的棕地作業。</td>
</tr>
<tr>
<td>4.2</td>
<td>多層樓宇不適合放置重型建築材料及機械。有些棕地作業需要在大型露天空間運作。</td>
</tr>
<tr>
<td>4.3</td>
<td>政府需要先預留土地遷置現時棕地作業，才進行清拆發展，以確保棕地業務不受影響。</td>
</tr>
<tr>
<td>4.4</td>
<td>促請政府盡快公佈補償及遷置方案予經營者參考及提供意見，並解釋有關土地的營運模式，如將會由政府發展抑或私人發展。</td>
</tr>
<tr>
<td>4.5</td>
<td>政府應該預留土地作環保回收業之用。</td>
</tr>
</tbody>
</table>
### 5. 安置、補償及實施安排

<p>| 5.1 | 亦園村村民要求原村安置及「先安置、後清拆」，並保留村公所、牌坊及涼亭。 |
| 5.2 | 保留沙洲里（II）。 |
| 5.3 | 要求政府放寬入住公屋的經濟狀況審查。盡早為受影響居民及寮屋進行凍結登記。 |
| 5.4 | 撤銷村民必須居住於 1982 年登記的住用構築物才可乎合安置資格的限制。 |
| 5.5 | 促請政府盡快公佈補償及安置安排。在通脹及土地短缺的情況下，認為新界東北的方案不合時宜，建議政府提出不同的方案予村民選擇，如換地。 |
| 5.6 | 有村民指出洪水橋新發展區仍在規劃階段，已經有發展商及大財團開始收地或買地，對村民造成滋擾，質疑政府監管措施的成效，希望政府在發展前能夠保障住戶的居住權，直到發展前の清拆階段。 |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Planning Concepts</strong></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Some participants requested expanding “Village Type Development” zone for future development of villages.</td>
</tr>
<tr>
<td>1.2</td>
<td>Some participants opined that the proposed high density developments near villages, in particular the commercial and residential developments near Kiu Tau Wai, would cause “wall-effect” and affect the living environment of villagers.</td>
</tr>
<tr>
<td>1.3</td>
<td>A participant requested moving the proposed hospital and Refuse Collection Point away from Shek Po Tsuen and Hung Uk Tsuen, and suggested to relocate these facilities to the hill knolls of HSK.</td>
</tr>
<tr>
<td>1.4</td>
<td>A participant requested to retain the Fung Shui Lanes of Ha Tsuen and Ping Shan, and lower the development density and building height of its adjacent developments.</td>
</tr>
<tr>
<td>1.5</td>
<td>A participant opined that some “Education” sites should be located near the commercial centres for the convenience of workers in obtaining on-the-job training.</td>
</tr>
<tr>
<td>1.6</td>
<td>A participant requested to retain the “Agriculture” zone proposed in the PODP for agricultural land rehabilitation purpose.</td>
</tr>
<tr>
<td>1.7</td>
<td>A participant suggested to convert the existing overhead power lines underground in order to provide more developable land.</td>
</tr>
<tr>
<td>1.8</td>
<td>The connection between HSK NDA and the Pearl River Delta should be improved in order to foster economic development and create more employment opportunities.</td>
</tr>
<tr>
<td>1.9</td>
<td>The jobs provided in the HSK NDA should match with the social characteristics of the area. There should be more lower-skilled occupations provided in the NDA.</td>
</tr>
<tr>
<td><strong>2. Community Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>A participant requested provision of car parks in villages.</td>
</tr>
<tr>
<td>2.2</td>
<td>A participant requested provision of sufficient community activities, including schools, residential care home for the elderly, sports grounds, and community halls etc., and the services should be timely provided in tandem with population intake.</td>
</tr>
<tr>
<td><strong>3. Transport Infrastructures</strong></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Some opined that the replacement of Tin Ying Road would affect the current traffic conditions and bus routes in TSW, and will cause air pollution problem.</td>
</tr>
<tr>
<td>3.2</td>
<td>A participant suggested to retain Tin Ying Road in order to avoid affecting the traffic conditions in villages and Lau Fau Shan.</td>
</tr>
<tr>
<td>3.3</td>
<td>The EFTS should be closer to the villages such that villagers could have easy access to the system.</td>
</tr>
<tr>
<td>3.4</td>
<td>A participant opined that the addition of train compartments and increase of frequency could not help relieve the current congested situation of WRL, and suggested to construct an additional railway connecting between the proposed HSK Station and the Northern Link to relieve the pressure of WRL.</td>
</tr>
<tr>
<td>3.5</td>
<td>A participant commented that despite the NDA would provide different types of employment opportunities in commercial, hotel, and industrial sectors, according to past experiences, it was estimated that over 50% of the population would still require to commute cross district to work, and worried that the existing railway and transportation network would not be able to handle the increased population in the NDA.</td>
</tr>
</tbody>
</table>
| 3.6 | A participant stated that traffic congestion was serious in TSW at present and doubted that the existing and proposed traffic infrastructures would be sufficient to
3.7 A participant suggested to elevate the existing Light Rail to give way for the widening of Castle Peak Road in order to relieve traffic congestion at Castle Peak Road.

4. **Brownfield Operations (Port Back-up, Open Storage, and Logistics Facilities)**

4.1 Some doubted that the proposed 24 ha of port back-up, storage, and workshop uses would be sufficient to accommodate the existing 190 ha of brownfield operations in the area.

4.2 A participant opined that most multi-storey buildings were not suitable for storage of heavy construction materials and machineries. Some brownfield operations required large outdoor operating area.

4.3 A participant requested the Government to provide relocation sites to affected brownfield operators before clearance to ensure that their businesses would not be affected.

4.4 A participant urged the Government to announce the compensation and relocation arrangement as soon as possible, and provide information such as the operation mode and whether the relevant sites would be developed by the Government or private developers.

4.5 A participant opined that there should be land reserved for the recycling industry.

5. **Relocation/rehousing, Compensation and Implementation Arrangement**

5.1 Yick Yuen Tsuen residents requested resiting the whole village and "rehouse before clearance". They also requested retaining the Village Office, Pai Fong, and pavilion.

5.2 A participant requested to retain Sha Chau Lei (II).

5.3 Some requested the Government to relax the means test for rehousing to PRH. They also requested the Government to carry out early freezing survey on the affected residents and squatter structures as soon as possible.

5.4 A participant requested to relax the requirement that the structures in which they were living had to be a domestic structure covered by 1982 Squatter Structure Survey to be qualified for local rehousing.

5.5 A participant stated that under the present situation of inflation and shortage of land, the compensation and rehousing arrangements for the NENT NDAs project was no longer applicable, and suggested the Government to provide different options to villagers such as land exchange.

5.6 A participant pointed out that while the HSK NDA was still at planning stage, there were already large developers starting to resume and purchase land, causing nuisances to the villagers. They considered that the present regulatory measures were ineffective and hoped that the Government could protect their rights living in their present premises until clearance.
附錄丁 / Appendix D

第三階段社區參與公眾論壇相片集 /
Stage 3 Community Engagement
Public Forum Photo Gallery
Appendix D – Stage 3 Community Engagement Public Forum Photo Gallery
Key Changes to Recommended Outline Development Plan
**Categories of Key Changes**

1. **Improving Connectivity and Accessibility**
   - Add pedestrian footbridges to connect with TSW New Town community hall, clinic, RCP, and other social facilities to serve villagers.
   - Extend shopping streets to promote walking and embrace street vitality.

2. **Realigning GTC closer to existing villages**
   - To provide greater convenience for villagers.
   - To increase buffer distance between villages and the hospital.

3. **Buffer between new developments and villages**
   - To enhance air ventilation and visual privacy for the villa area.

4. **Reconfigure the land parcels in the Regional Economic Hub**
   - To create anchor developments supplemented by less strable development sites.

5. **Ameliorating Provision of Commercial and GIC Facilities**
   - To improve exiting roads to villages for better connectivity.

6. **Enhancing Natural and Landscape Resources**
   - Add pedestrian footbridges to connect with TSW New Town.
   - Introduce additional open space with corresponding changes to the spatial layout of the developments along TSW River Channel.

**Schedule of Uses**

- Commercial
- Institutional or Community
- Residential
- Local Open Space
- Green Belt
- Amenity
- Other Specified Uses (Logistics Facility)
- Other Specified Uses (Enterprise and Technology Park)
- Institutional or Community
- Transportation and Parking
- Open Space
- Other Specified Uses (Railway Station)