討論文件
2018 年 2 月 27 日

立法會發展事務委員會

元朗南房屋用地規劃及工程研究
建議發展大綱圖

簡介

本文件旨在向各委員介紹「元朗南房屋用地規劃及工程研究 – 勘查研究」(元朗南研究)制定的「建議發展大綱圖」及相關議題。元朗南研究由規劃署及土木工程拓展署共同進行。

背景

2. 為收集公眾意見以適當地吸納意見於元朗南發展的規劃和設計，研究進行了三個階段的社區參與[1]。

3. 我們曾於第一、第二及第三階段社區參與時，分別在 2013 年 4 月 23 日、2014 年 7 月 7 日及 2016 年 1 月 26 日（立法會文件編號 CB(1)862/12-13(05)、CB(1)1456/13-14(08) 及 CB(1)452/15-16(06)）諮詢立法會發展事務委員會。在 2016 年 1 月 26 日的會議，委員對元朗南發展的關注主要包括運輸基礎設施及西鐵的客量承載能力、元朗南發展與周邊發展項目的連繫、元朗南發展內的行人網絡連接、就業機會、處理棕地作業及歷史建築，以及農業復耕等。

4. 在考慮第三階段社區參與中收到的各委員及其他公眾意見，以及詳細規劃及技術研究的結果，包括環境影響評估，政府修訂了元朗南發展的發展方案，並納入「建議發展大綱圖」。我們已於 2017 年 8 月 8 日公布「建議發展大綱圖」，作為元朗南研究的建議。

[1]第一階段社區參與於 2013 年 4 月至 6 月進行，旨在於研究早段就發展區的主要課題及指導原則推動公眾討論。第二階段社區參與於 2014 年 5 月至 7 月進行，就「初步發展大綱圖」徵詢公眾的意見。第三階段社區參與於 2016 年 1 月至 4 月進行，諮詢公眾對「建議發展大綱草圖」的意見。

主要公眾意見

5. 在第三階段社區參與收集所得的意見與研究所作的回應，已載列於《第三階段社區參與報告》內，該報告已上載於研究的網站 www.yuenlongsouth.hk。支持的意見認同元朗南發展可以提供土地以滿足本港房屋需求，而那些提出反對或保留意見的則主要關注交通問題、小型屋宇發展的土地不足及對現有用途的影響。主要的公眾意見撮錄如下：

(a)城市設計與發展密度:有意見支持元朗南發展的指導原則、規劃概念及城市設計大綱。部分意見支持較高發展密度以釋放更多空間發展，但其他則建議減低發展密度以達至更好的城市設計及與周邊的協調。村民則關注擬議高樓大廈的屏風效應。

(b)露天貯物及工場用途:有意見關注預留作擬議多層樓宇的土地選址和是否足夠，以及多層樓宇容納及整合現有棕地作業的可行性，特別是那些涉及體積龐大及重型貨物及機械的作業。村民及唐人新村的居民則關注工業與住宅為鄰的潛在衝突。

(c)商業及政府、機構或社區設施: 有意見認為零售設施和就業機會不足。擬議商業及政府、機構或社區設施應為現有居民及村民提供服務，落成時間亦應配合居民遷入的時間。此外，有意見要求預留土地作宗教機構未來之用。

(d)農業: 有意見支持保留常耕農地及要求保留鄰近唐人新村交匯處的常耕農地。鑑於對附近住宅發展所構成的環境滋擾，黃泥墩村村民強烈要求不應保留位於公庵路南端的養豬及養鷄場。

(e)環境和生態: 有意見要求保育唐人新村區內的現有溪流。另外部分意見表示應加強保護位於白沙村鷺鳥林的措施。

(f)運輸和基礎設施: 有意見極為關注交通影響，包括實施改善措施後的西鐵線承載能力及公庵路的現有交通擠塞問題。地區持份者並不反對部分覆蓋元朗明渠，但強烈要求將該計劃擴展至十八鄉路，以解決當區交通問題。村民要求改善現有村落的道路連接。

6. 我們亦收到現有居民、農戶、棕地作業經營者及其他持份者對元朗南發展計劃的實施安排和遷拆、安置及復耕等方面的意見。

建議發展大綱圖

7. 「建議發展大綱圖」的規劃及城市設計建議及因應第三階段社區參與的意見而對「建議發展大綱草圖」作出的主要修訂已撮錄在**附件一**的《資料摘要》。元朗南發展的主要發展參數與「建議發展大綱草圖」時大致相同並撮錄如下：

發展區總面積(公頃)	224
發展用地面積[1](公頃)	185
總人口	約 88,000 (包括現有人口約 2,400 人)
新增住宅單位數目	約 28,500
房屋組合	公營[2]61%：私人 39%
就業機會	約 10,500
商業樓面面積 (平方米)	總商業樓面面積：約 180,000 總貯物及工場樓面面積：約 390,000
地積比率	最高住用地積比率：5 最高非住用地積比率：4

註：

(1) 發展用地指在「建議發展大綱圖」上規劃作新發展及基礎設施的面積，這並不包括被保留的現有發展/道路/河道，以及維持現有用途的地方，例如被劃作「綠化地帶」及「農業」等地帶。

(2) 包括租住公屋及資助出售房屋。

修訂建議的主要特色

8. 修訂建議的重點如下：

定位

(a) 元朗南將發展為元朗新市鎮的擴展部分。透過綜合規劃及擬議運輸基礎設施，元朗南發展可釋放約 100 公頃棕地的發展潛力，成為新市鎮擴展部分，並與元朗新市鎮及洪水橋新發展區連接。元朗南發展提供約 28,500 個新增住宅單位，並提供足夠基礎及社區設施以應付本港中長期房屋需求。

重新善用受破壞的土地

(b)元朗南發展計劃將涉及約 100 公頃現時用作露天貯物場、倉庫、車輛維修場、物流作業、貨櫃場、露天停車場、車身製造工場、鄉郊工業的棕地，當中夾雜牌照屋、寮屋，以及其他臨時構築物。元朗南研究在 2016 年 2 月至 6 月進行問卷調查，所顯示的棕地現況摘錄於**附件 2**。透過綜合規劃，我們能優化受破壞的鄉郊土地用作房屋、基礎及社區配套設施，發展元朗南為一個綠色及宜居的社區。另一方面，「建議發展大綱圖」已在元朗南發展區北面預留約 11 公頃土地，以更有效使用土地的方式容納及重整部分棕地作業於多層樓宇，有關土地亦可能供部分實際運作上未能遷入多層樓宇的作業進行露天操作。

規劃及城市設計大綱

(c)考慮到元朗南周邊獨特的地理景觀特色，我們制定了規劃概念及城市設計大綱：元朗南三面被自然鄉郊景色環抱，特別是大欖郊野公園及南面的山脈，與元朗新市鎮的景觀截然不同。

(d)五個規劃區、活動中心及走廊：發展區內有三個各有特色、不同發展密度的住宅區。每個住宅社區設有一個主要活動中心，規劃了混合商住發展，設有公共運輸交匯處，並配以社區設施。兩個沿公庵路的活動中心連同活化後的元朗明渠及休憩空間網絡構成一條主要的活動走廊。作貯物和工場用途的「就業帶」則靠近元朗公路，透過元朗南發展規劃的道路，讓貨運交通方便快捷地連接公路系統。在唐人新村南面劃設的「田園地帶」，則保留了現有的常耕農地和天然資源。

(e)層遞的建築物高度輪廓：我們採用由北向南遞減的階梯式建築高度和發展密度。在元朗新市鎮附近的發展密度最高，地積比率可高至 5，並向南遂步下降至 2.4。這發展輪廓令元朗南的發展與元朗新市鎮結合，並與南面的大欖郊野公園融合。唐人新村一帶規劃作低密度發展，地積比率為 1 和 1.5，以配合鄰近現有發展成熟的低密度住宅社區。

(f)藍綠網絡：透過保留現有自然及鄉郊景觀（唐人新村的農地，次生樹林及水道）及擬議的藍綠元素（活化明渠、山邊河道、蓄洪湖、蘆葦床/蓄洪池、休憩用地等）將構成藍綠網絡，並結

合行人路及單車徑。我們亦沿著藍綠網絡及主要道路劃設觀景廊及通風廊。

(g)休憩空間網絡：三個住宅區都設有地區休憩用地，並由鄰舍休憩用地和不同形態的綠色網絡連接。

營造融合和多元社區

(h)元朗南發展提供不同種類的房屋。社區內設有商業用途（位於混合發展和大部分房屋發展的低層），方便易達的社區及康樂設施（如診所、街市／商店、體育中心、學校、休憩用地等）及所需的公用設施（如排污設施、電力支站等）。「就業帶」、商業及社區用途將提供約 10 500 個就業機會。

(i)建議發展大綱圖已審慎考慮元朗南現有自然及鄉郊景觀、發展成熟的住宅社區及相鄰鄉村社區。鄉郊景觀已融入城市環境和規劃及城市設計大綱。在保留的發展成熟住宅社區附近規劃了休憩用地或低密度發展，以營造和諧環境。規劃的活動中心、社區設施和休憩用地將鄰近現有鄉村，方便村民共享，而鄉村的出入通道亦會改善。此外，鄉村鄰近的建築物將從鄉村後移，並會劃定建築緩衝。

尊重自然環境

(j)除上述第 8（e）和 8（f）段所述的由北向南遞減的發展密度和建築高度以達至與南面鄉郊環境融合及保留的自然及鄉郊特色外，「建議發展大綱圖」有建議措施保護白沙村鷺鳥林及白鷺的主要飛行路線，包括劃設非建築地帶、低矮建築帶、和休憩用地，引導白鷺飛往保留的常耕農地和水道; 建議的山邊河道、蓄洪湖、活化渠道和蘆葦床可成為潛在的新覓食場地；以及在合適的地點如沿山邊河道的蓄洪湖種植竹子和大樹，作為潛在的築巢地方。

改善交通連接及流動性

(k)元朗南發展妥善地連接元朗新市鎮及洪水橋新發展區。前往元朗新市鎮的車輛可使用改善後的唐人新村交匯處，再經沿元朗公路興建的新連接路，抵達西鐵元朗站。另一方面，天水圍(西)

交匯處的改善工程，以及正進一步研究可能連接至洪水橋新發展區西鐵天水圍站的環保運輸服務，都可加强與洪水橋新發展區的連接。此外，在元朗南發展區的三個活動中心及西鐵元朗站附近，將各有一個公共運輸交匯處，以提供公共運輸服務。

(l)政府正研究屯門西繞道，最新的走線方案連接屯門至港深西部公路，會為元朗南發展區提供額外的對外道路。政府亦已向立法會財務委員會提交撥款申請，以展開連接新界西北及市區的十一號幹線的可行性研究。

(m)上文提及改善後的唐人新村交匯處及天水圍(西)交匯處，將可直接接駁至元朗公路。此外，亦會興建一條南北向的新道路，貫通發展區以連接唐人新村至沿公庵路一帶的地區。公庵路及僑興路將會提升為標準雙線行車路，接駁上文第 8 (k) 段提及沿元朗公路興建的新連接路，以改善現時的交通情況，及連接西鐵元朗站。發展區內亦規劃了全面的單車徑和行人道網絡，連接至元朗南以外的系統，以鼓勵市民在元朗南發展區及附近更廣泛的地區步行及踏單車。

締造一個宜居及具抗禦力的新市鎮發展

(n)我們將活化現有明渠，充分發揮明渠作為具吸引力的公共空間的潛力，同時亦作為可持續排水系統的一部分，以應對氣候變化。由於道路安全及應付交通需求的考慮，我們擬議覆蓋部分元朗明渠北段，這設計可以同時活化水道；而南段將不會覆蓋以達致全面活化。現有梯形的混凝土明渠將會栽種植物及採用園境設計，活化成為一條景觀優美的走廊。沿明渠兩旁設有行人幹路，以鼓勵步行和方便與周邊往來。

(o)我們會盡量轉化經處理的污水為再造水，於發展區及鄰近發展循環再用作飲用以外用途，如作沖厠之用。另外，小部分經處理的污水將另行排放至毗鄰擬議污水處理廠的蘆葦床，進一步淨化後，再排至經活化的元朗明渠成為新水體的一部分。

(p)為應對氣候變化，我們在元朗南發展擬議一系列防洪設施，以有效控制流向現時元朗和天水圍地區的排水系統下游的高峰流量。除了活化明渠及蓄洪缸外，山邊河道附有用作收集山坡雨水的蓄洪湖，以及用作蓄水的蘆葦床/蓄洪池，為下游未來的發

展形成一個保護屏障。回應活化水體政策，我們會研究把親水元素融入蓄洪湖的設計。此外，為了提高元朗南發展的防洪應變和雨水管理，將會採用可持續排水系統，如生態草溝、雨水花園、水資源採集及回用、透水路面等。

(q)透過已規劃妥善的單車徑和行人道網絡鼓勵綠色運輸，營造一個適宜使用單車和步行的環境及易行社區。除此之外，我們已在元朗南預留土地設置正進一步研究的環保運輸服務，以連接洪水橋新發展區的環保運輸服務系統，提供可持續的交通工具，減低碳排放。

(r)在推廣綠色生活環境及綠色建築設計方面，我們會鼓勵節能的建築設計，包括於政府建築物採用節能建築設計，以及使用循環再用和低碳的建築物料。我們會採用廢物管理計劃及探討源頭分類可回收物料，減少產生和棄置固體廢物。

技術評估

9. 根據相關的技術評估，包括按《環境影響評估條例》進行的環境影響評估，元朗南發展在交通運輸、排水及排污、生態、環境、供水及公用設施、空氣流通、景觀和視覺、及可持續發展各方面是技術上可行的。環境保護署署長已於 2017 年 11 月有條件地批准元朗南研究的環境影響評估報告。

發展時間表及未來路向

10. 為完成元朗南研究，顧問現正就各項技術評估作最後審定並擬定研究的最終報告。修訂相關的「分區計劃大綱圖」的法定程序將於約 2018 年末研究完成後展開。同時，以多層樓宇容納棕地作業的可行性研究預計在 2018 年內完成。我們亦已開始第一階段工程的詳細設計，預計首批居民可於 2027/2028 年遷入。我們正在為元朗南發展計劃的工程項目制定一份分階段和細項的詳細實施時間表。元朗南發展計劃預計於 2038 年完成。

11. 我們制訂實施安排時會考慮第三階段社區參與期間收到的公眾意見，包括實施模式、合資格住戶及商戶的補償細節和及合資格住戶的安

置細節。為協助受影響農戶，政府的其中一項措施是在「特殊農地復耕計劃」下為受影響農戶主動物色合適的政府土地及願意出售或出租土地作農業復耕的私人土地業權人，並進行配對。實施安排的細節會於適當時候公布。

意見徵詢

15. 請委員備悉元朗南的「建議發展大綱圖」及其他相關資料。

附錄

附件 1　　元朗南發展區資料摘要

附件 2　　元朗南發展區內棕地作業的現況摘要

發展局
規劃署
土木工程拓展署
2018 年 2 月

Enclosure 1
附件一

規劃署
Planning Department

土木工程拓展署
Civil Engineering and
Development Department

元朗南

房屋用地規劃及工程研究

PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH

資料摘要
INFORMATION DIGEST

二零一七年八月 | AUGUST 2017

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初步發展大綱圖
Preliminary Outline Development Plan

建議發展大綱草圖
Draft Recommended Outline Development Plan

建議發展大綱圖
Recommended Outline Development Plan

研究初議階段
INCEPTION PHASE

方案制定階段
OPTION FORMULATION PHASE

選取方案評估階段
PREFERRED OPTION ASSESSMENT PHASE

建議方案階段
RECOMMENDED OPTION PHASE

第一階段社區參與
STAGE 1 COMMUNITY ENGAGEMENT
(2013年4月至6月
April to June 2013)

第二階段社區參與
STAGE 2 COMMUNITY ENGAGEMENT
(2014年5月至7月
May to July 2014)

第三階段社區參與
STAGE 3 COMMUNITY ENGAGEMENT
(2016年1月至4月
January to April 2016)

我們在此
We are here!

簡介
Introduction

規劃署聯同土木工程拓展署於2012年11月展開「元朗南房屋用地規劃及工程研究 - 勘查研究」（本研究），目的是探討及善用元朗南受破壞而主要用作棕地的鄉郊土地作房屋和其他發展的潛力，並提供基礎設施及社區設施，以及改善現有環境。

通過全面規劃，元朗南將發展成為一個綠色和宜居的社區，以及提供土地應付香港的中長期房屋需要。

The Planning Department and the Civil Engineering and Development Department commissioned the "Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation" (the Study) in November 2012. The objective of the Study is to examine and optimise the development potential of the degraded rural land predominantly occupied by brownfield sites in Yuen Long South (YLS) for housing purpose and other uses with supporting infrastructure and community facilities, and to improve the existing environment.

Through comprehensive planning, YLS will be transformed into a green and liveable community and provide land to meet the medium to long term housing need of Hong Kong.

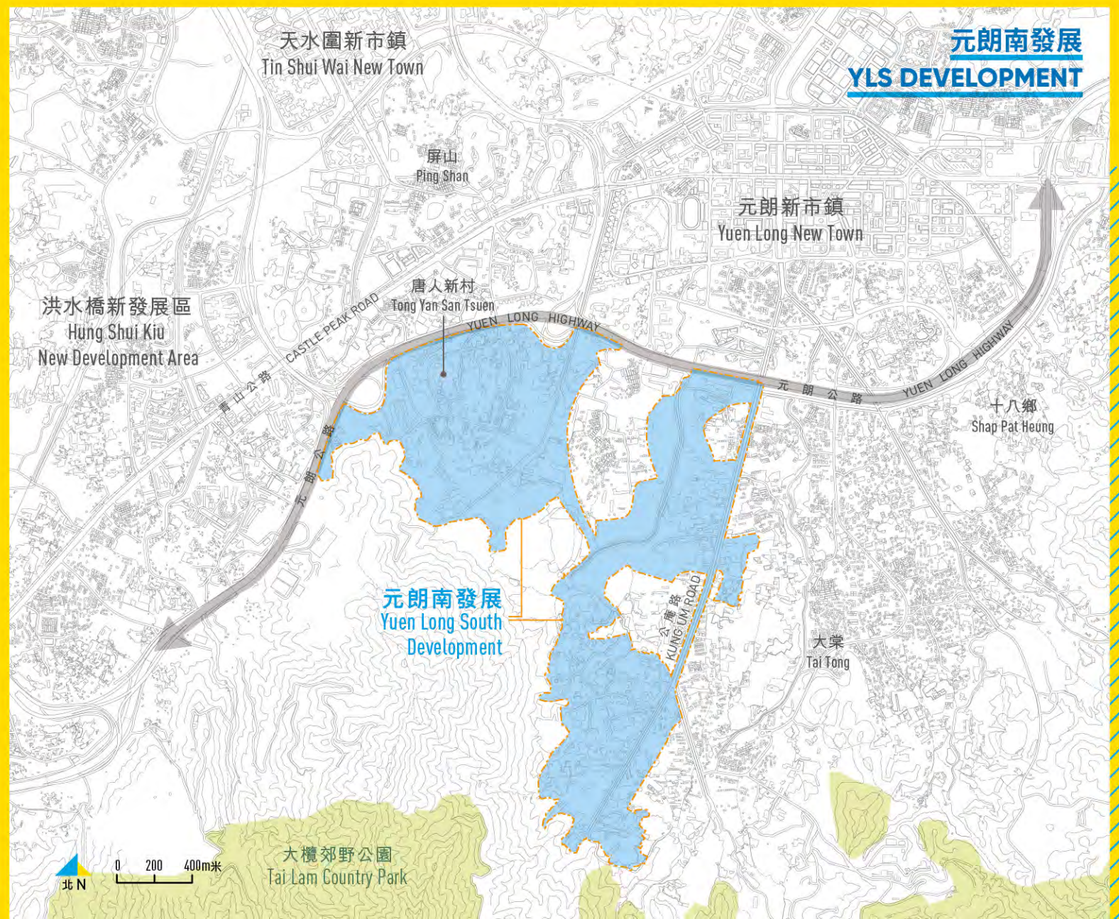
簡介
Introduction

元朗南發展位於元朗新市鎮的南面，大致在元朗公路和公庵路之間。除了元朗新市鎮外，天水圍新市鎮及洪水橋新發展區位於其西北面，而大欖郊野公園位於其南面。發展主要覆蓋唐人新村及沿公庵路兩個主要部分。

元朗南發展區現時主要用作棕地用途包括露天貯物場、倉庫及鄉郊工業，並夾雜鄉郊式居所、住宅用地、農地及禽畜養殖場。

The YLS Development is located to the immediate south of Yuen Long New Town, largely bounded by Yuen Long Highway and Kung Um Road. Apart from Yuen Long New Town, Tin Shui Wai New Town and the Hung Shui Kiu New Development Area (HSK NDA) are located to its northwest, while Tai Lam Country Park is located to its south. The development covers two main parts, one in the Tong Yan San Tsuen area and the other in the area along Kung Um Road.

YLS development area is predominantly occupied by brownfield operations including open storage yards, warehouses, rural industrial uses, intermingled with rural settlements, residential use, agricultural land and livestock farms.



社區參與
Community Engagement

我們十分重視公眾對元朗南規劃及發展的意見。本研究舉行了三個階段的社區參與。透過廣泛的社區參與活動，包括公眾論壇、焦點小組會議、簡報會、書面意見、巡迴和流動展覽，我們聽取了不同持分者的意見。社會普遍支持元朗南發展計劃，以提供土地應付本港的房屋需求和改善環境。我們亦收到有關規劃及城市設計、生態及環境、交通影響及基礎設施配套和實施安排的意見。發展建議已因應公眾的意見作出適當的修改。在第三階段社區參與收集到的主要公眾意見撮要於第30至31頁。

We treasure very much public views on the planning and development of YLS. Three stages of community engagement (CE) were conducted during the Study. Public views have been solicited from different stakeholders through extensive community engagement activities including public forums, focus group meetings, briefing sessions, written submissions and roving and mobile exhibitions. There is general support from the community for the YLS Development project for providing land to meet the territory's housing demand and to improve the environment. We also received views on planning and urban design, ecology and environment, traffic impact and infrastructure provision as well as implementation arrangements. The development proposals have been suitably amended taking account of the public comments. A summary of the key public views received in Stage 3 CE is provided at pages 30 to 31.

元朗南的定位
Positioning of Yuen Long South

元朗南將發展為元朗新市鎮的擴展部分。透過擬議交通基礎設施，元朗南將會更直接及方便地與元朗新市鎮及洪水橋新發展區連接。擬議的新市鎮擴展部分為我們其中一個主要土地發展項目，將容納約88,000人口及提供約28,500個新增住宅單位，以應付本港中長期房屋需求。

YLS will be an extension of Yuen Long New Town. Through the proposed transport infrastructure, YLS will be connected to Yuen Long New Town and HSK NDA more directly and conveniently. The proposed new town extension, as one of our major land development projects, will accommodate a total population of about 88,000 and provide a total of about 28,500 new flats to address the territory's housing needs in the medium to long term.

願景
Vision

建立一個
可持續發展、綠色及宜居的社區
提升基礎設施配合未來發展及改善現有環境。

To create a
SUSTAINABLE, GREEN AND LIVEABLE COMMUNITY
providing enhanced infrastructure for the future development and improving the environment.

指導原則
Guiding Principles

1 善用棕地作房屋及其他用途
Optimising the use of brownfield sites for housing and other uses

2 考慮現有社區及地方特色
Giving due consideration to the existing communities and local characters

3 提供基礎設施，以配合未來發展及改善現有鄉郊環境
Providing infrastructure to cater for the future development and improving the existing rural environment

4 保留常耕農地
Preserving active agricultural land

5 締造可持續發展及宜居生活社區
Creating a sustainable and liveable neighbourhood

6 與元朗新市鎮及周邊地區融合
Integrating with Yuen Long New Town and the surroundings

建議發展大綱圖
Recommended Outline Development Plan

土地用途分佈
LAND USE BUDGET

發展區總面積
Total Development Area

約 About **224** 公頃 ha

32% 住宅及混合用途 Residential and Mixed Use **60** 公頃 ha

- 貯物及工場 Storage & Workshop 9.7 公頃 ha
- 露天貯物 Open Storage 1.4 公頃 ha

6% 貯物及工場 Storage and Workshop **11** 公頃 ha

46% 公共設施 Public Facilities **85** 公頃 ha

- 政府、機構或社區 G/IC 15 公頃 ha
- 公用設施 Public Utilities 5.5 公頃 ha
- 新建道路 New Roads 48 公頃 ha
- 美化市容地帶 Amenity 6.5 公頃 ha
- 山邊河道、觀景單車徑及蘆葦床/蓄洪池 Hillside River Corridor, Scenic Cycle Track and Reedbed/Retention Pond 10 公頃 ha

16% 休憩用地 Open Space **29** 公頃 ha

- 地區休憩用地 District Open Space 16 公頃 ha
- 鄰舍休憩用地 Local Open Space 13 公頃 ha

發展用地 **Development Area** 約 About **185** 公頃 ha

- 現有道路及河道 Existing Roads and River Channels 5 公頃 ha
- 農業 Agriculture 10 公頃 ha
- 綠化地帶 Green Belt 10 公頃 ha
- 保留現有的發展 Retained Developments 14 公頃 ha

其他 **Others** 約 About **39** 公頃 ha

增加房屋供應
INCREASING HOUSING SUPPLY

人口
Population

約 About **88,000**

*包括新增人口約85,400人及現有人口約2,400人
*Including new population of about 85,400 and existing population of about 2,400

新增住宅單位數量
No. of New Housing Flats

約 About **28,500**

61%	39%
公營房屋** Public Housing**	私人房屋 Private Housing

**包括租住公屋及資助出售單位
**Including Public Rental Housing and Subsidised Sale Flat

支持地區經濟
SUPPORTING LOCAL ECONOMY

就業機會
Job Opportunities

約 About **10,500**

商業樓面面積
Commercial Floor Area

約 About **180,000** 平方米 sqm

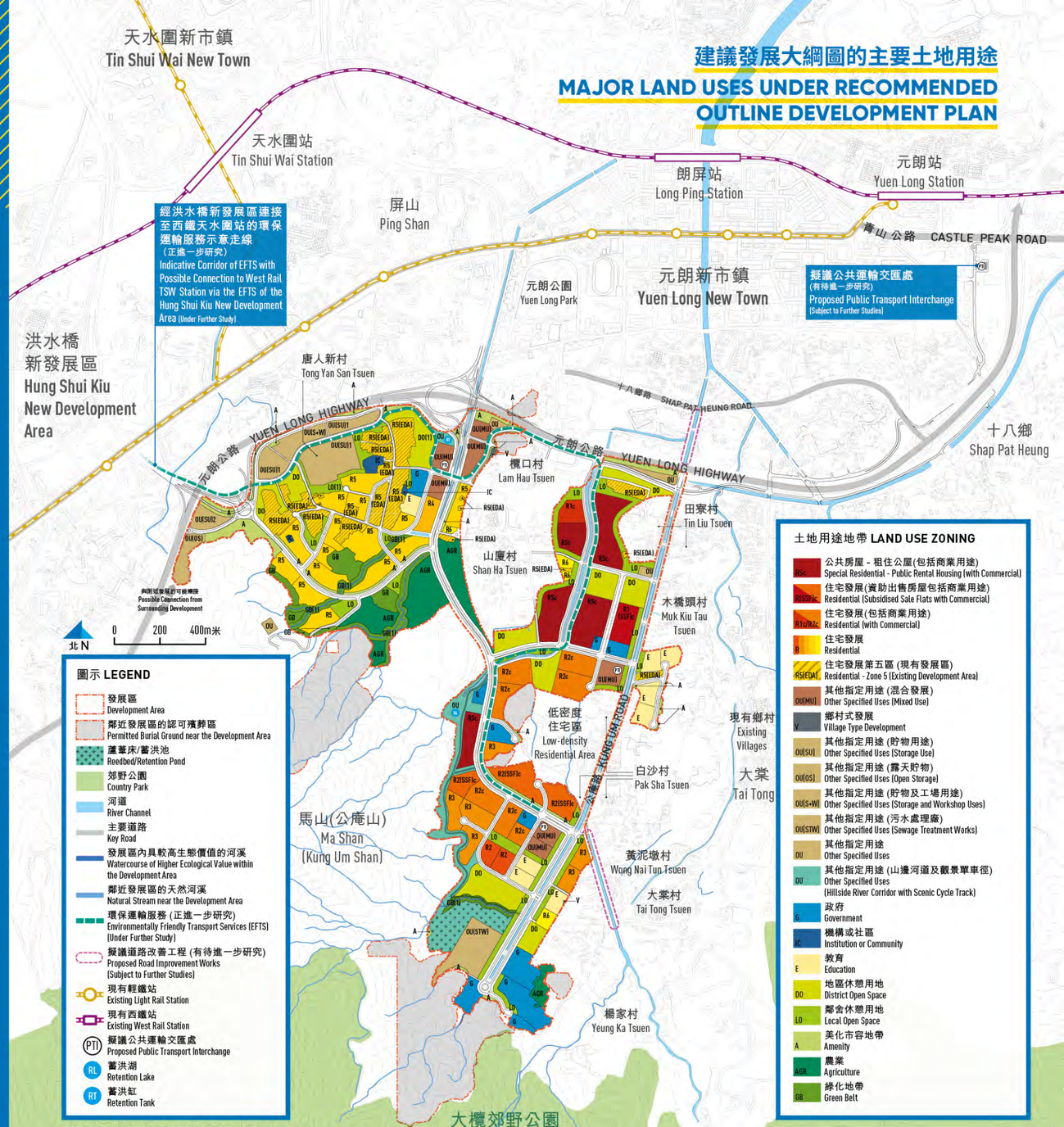
貯物及工場用地樓面面積
Storage and Workshop Floor Area

約 About **375,200** 平方米 sqm

露天貯物用地土地面積
Open Storage Land Area

約 About **14,000** 平方米 sqm

建議發展大綱圖的主要土地用途
MAJOR LAND USES UNDER RECOMMENDED OUTLINE DEVELOPMENT PLAN



建議發展大綱圖在第33頁 RODP at Page 33

規劃概念及城市設計大綱
Planning Concept and Urban Design Framework

元朗南三面被自然和鄉郊景色環繞，特別是大欖郊野公園及南面的山脈，為發展區營造了一個開闊的自然景觀背景，與元朗新市鎮的景觀截然不同。考慮到元朗南及周邊這些獨特的地理景觀特色，我們制定了規劃概念及城市設計大綱。

The natural and rural character embracing YLS on three sides especially Tai Lam Country Park and the mountain range to the south creates a stunning natural landscape backdrop to the development area, with marked contrast against the urban development landscape at Yuen Long New Town. The planning and urban design framework is formulated with regard to this unique geographical context of YLS and its surroundings.

1 五個規劃區照顧多元需要
5 PLANNING AREAS ACCOMMODATING DIVERSITY

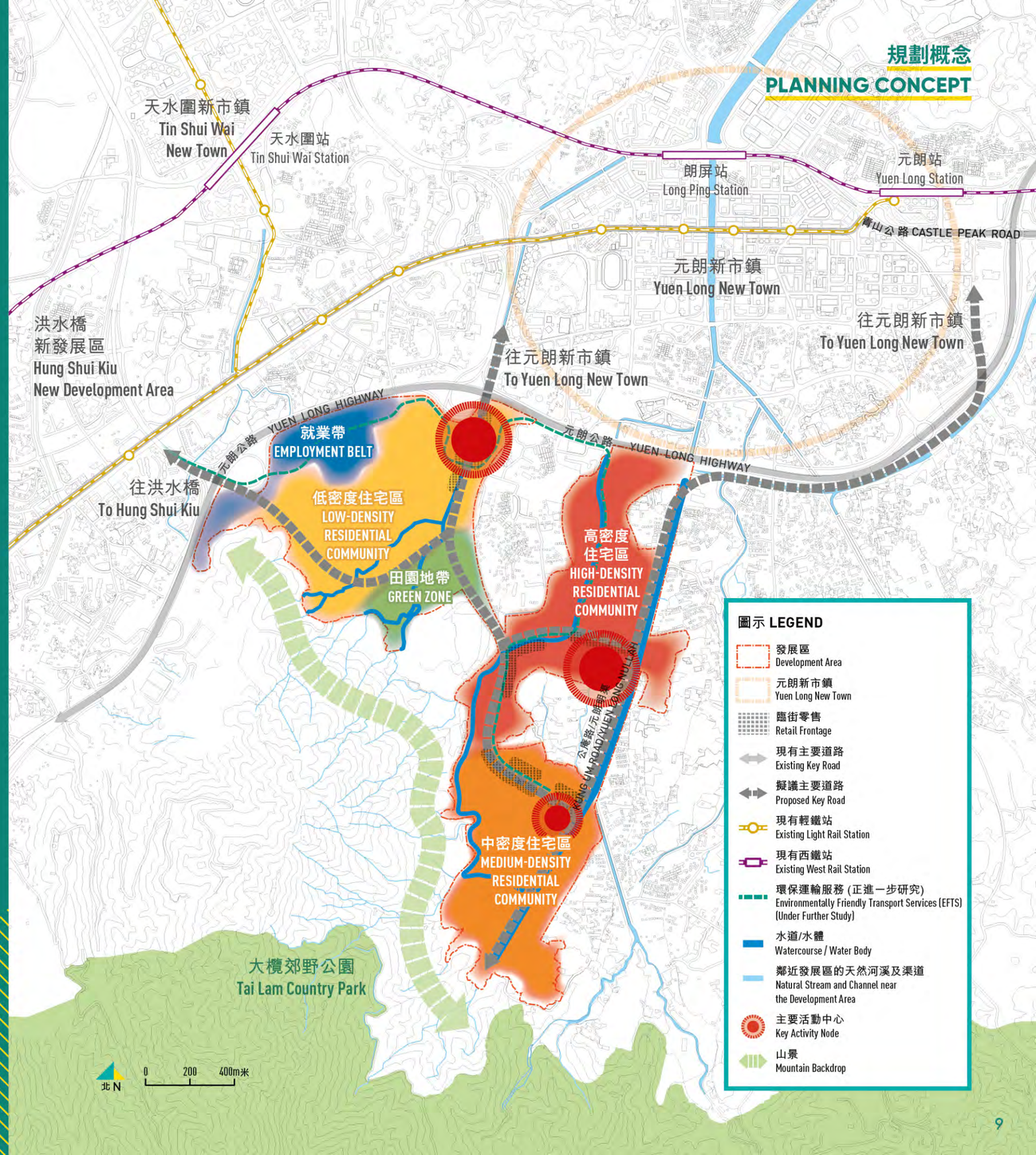
發展區內有三個各有特色、不同發展密度的住宅區。作貯物和工場用途的「就業帶」則靠近元朗公路，讓貨運交通方便快捷地連接公路系統。劃設的「田園地帶」則保留現有的常耕農地和天然資源，並利用觀景單車徑連接唐人新村及公庵路一帶的發展。

There are three distinctly planned residential communities with residential developments of different development intensities. The Employment Belt where storage and workshop uses are located is close to Yuen Long Highway for quick access of freight traffic to the highway system. The Green Zone is designated to preserve the existing active agricultural land and natural assets, linking the Tong Yan San Tsuen and Kung Um Road areas by the Scenic Cycle Track.

2 活動中心及走廊
ACTIVITY NODES AND SPINE

每個住宅社區會設有一個主要活動中心，規劃了混合商住發展，設有公共運輸交匯處，並配以社區設施和休憩空間。而位於唐人新村交匯處附近的中心將會成為元朗南的「門廊」。另外兩個沿公庵路的活動中心連同活化後的元朗明渠及休憩空間網絡構成一條主要的活動走廊。活動中心一帶的適當位置及沿主要道路可設置街鋪，鼓勵街頭活動。

Each of the three residential communities is served by a key activity node. The nodes are characterised by mixed commercial and residential developments incorporated with public transport interchange (PTI) and complemented by community facilities and open space. The node near the Tong Yan San Tsuen Interchange will become the "Gateway" of YLS. The other two nodes along Kung Um Road together with the revitalised Yuen Long Nullah and open space network form a key activity spine. Retail frontage at appropriate locations of the activity nodes and along main roads would be incorporated to encourage street-level activities.



3 層遞的建築物高度輪廓
GRADATION OF BUILDING PROFILE

我們採用由北向南遞減的階梯式建築高度和發展密度。在元朗新市鎮附近的發展密度最高，地積比率可高至5。南面的地積比率降至2.4。向南遞減的發展密度和建築物高度令元朗南發展的建築物高度輪廓與較高發展密度的元朗新市鎮結合、並與南面的鄉郊環境和大欖郊野公園融合。唐人新村規劃作低密度發展，地積比率為1和1.5，以配合現有發展成熟的低密度和低矮住宅發展。

A stepped building height and development intensity profile decreasing gradually from north to south is adopted. Near Yuen Long New Town, the development intensity is the highest with plot ratios up to 5. The plot ratio is reduced to 2.4 in the south. The tapering of development intensities and building heights southwards allow better integration with denser development at Yuen Long New Town while facilitating transition and blending in with the rural setting and the Tai Lam Country Park in the south. Low-density developments of plot ratios 1 and 1.5 are planned in the Tong Yan San Tsuen area to respect the existing well-established low-density and low-rise residential developments.

4 藍綠網絡
BLUE-GREEN NETWORK

藍綠網絡塑造了元朗南的特色。元朗南內有各種自然景觀和水體，這些景緻充分展現「藍綠」概念。「藍色走廊」由活化明渠、新的山邊河道和保留的自然河溪組成。綠色空間網絡包括保留的常耕農地、次生樹林、蘆葦床及休憩用地和美化市容地帶。「藍色走廊」與綠色空間網絡交織，結合行人路及單車徑，市民在這些閒適的環境中漫步，推廣易行文化。

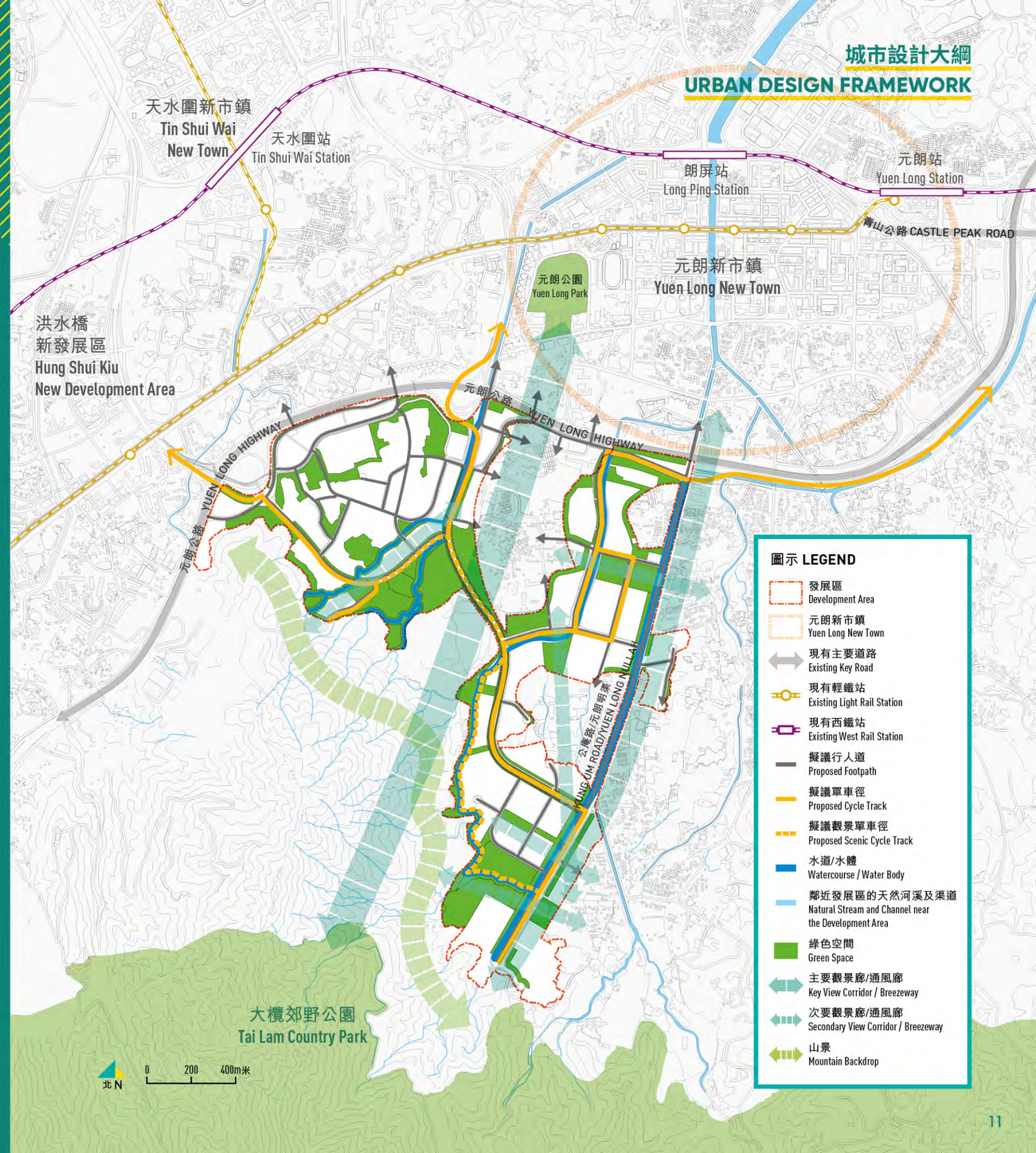
The blue-green network shapes the character of YLS. With the presence of various natural landscape features and water bodies, the blue-green concept is fully expressed in YLS. The blue corridor is formed by the revitalised nullahs, the new Hillside River Corridor and the preserved natural streams. The green space network comprises the preserved active farmland, secondary woodland and the reedbed in addition to the open space and amenities. The two belts interwoven and integrated with the pedestrian and cycle networks allow people to stroll in these breathing spaces and thereby promote walkability.

5 觀景廊、通風廊及休憩空間網絡
VIEW CORRIDORS, BREEZEWAYS AND OPEN SPACE SYSTEM

就休憩空間網絡而言，三個住宅規劃區都設有地區休憩空間，並由鄰舍休憩用地和不同形態的綠色網絡（例如保留的常耕農地和沿新的山邊河道栽種植物）連接。休憩空間網絡貫徹整個發展區，連接五個規劃區。我們沿著藍綠網絡及主要道路劃設觀景廊及通風廊。元朗公園百鳥塔和大欖郊野公園之間及經活化的元朗明渠將形成兩條南北走向的主要走廊。

The open space system is characterised by providing district open space in each of the three residential communities and will be linked up by the local open space and green space in various forms (such as the preserved active farmland and the planting along the new Hillside River Corridor). The open space system runs through the development area, linking up the five Planning Areas. View corridors and breezeways are designated along the blue-green network and main roads. Two key corridors are running north-south along the revitalised Yuen Long Nullah and between the Yuen Long Park Aviary Pagoda and Tai Lam Country Park.

藍綠網絡
Blue-Green Network



主要特色 MAIN FEATURES 1

營造融合和多元社區
Creating an Integrated Community with Diversity

混合發展以達至均衡社區
MIXED-USE DEVELOPMENTS FOR A BALANCED COMMUNITY

元朗南發展將會提供不同種類的房屋，以帶來更多選擇和多元生活方式。社區內將設有商業用途（位於混合發展和大部分房屋發展的低層），方便易達的社區及康樂設施（如診所、街市/ 商店、體育中心、學校、休憩用地等）及所需的公共設施（如污水處理廠、電力支站）。

The YLS Development will provide different housing types to allow more choices and a diversity of lifestyles. The community is supported by commercial uses (located at the mixed-use developments and the lower floors of the majority of the housing developments), community and recreational facilities (such as clinic, market/shops, sports centre, schools, open space, etc.) at conveniently accessible locations and the required public utilities (such as sewage treatment works, electricity substation).

「就業帶」和商業用途可提供就業機會。街鋪連同沿活化後的元朗明渠規劃的活動走廊可為地區增添活力和生氣。

The Employment Belt and the commercial uses will provide employment opportunities. The street-level commercial activities together with the Activity Spine along the revitalised Yuen Long Nullah add vibrancy and vitality to the area.

全面的道路、行人道及單車徑網絡
COMPREHENSIVE ROAD, PEDESTRIAN WALKWAY AND CYCLE TRACK NETWORK

將會提供全面的道路、行人道及單車徑網絡，使「就業帶」、商業和社區設施能便捷可達，創造易行和暢達的社區。

A comprehensive road, pedestrian walkway and cycle track network will be provided to allow easy access to the Employment Belt, the commercial uses and community facilities, contributing to the creation of walkable and accessible neighbourhoods.

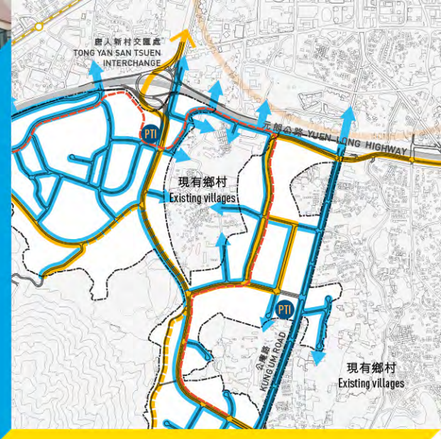
融合已發展社區、天然和鄉郊特色
INTEGRATION WITH EXISTING WELL-ESTABLISHED COMMUNITIES, NATURAL AND RURAL FEATURES

發展區內一些發展成熟的住宅社區和一些現有的宗教機構將盡可能保留。考慮到現時這些住宅社區以及宗教機構的低發展密度，我們建議在其周邊規劃休憩用地或低密度用途，配合現有環境。

The clusters of well-established residential communities and existing religious institutions in the development area are proposed to be retained as far as possible. Taking into account their current low-density nature, open space or low-density uses are planned in their surroundings for a harmonious environment.

已謹慎地考慮元朗南內和周邊的天然資源和鄉郊景觀並把其融入城市環境，增添元朗南的特色。

Existing natural resources and rural landscape in and around YLS are carefully considered and incorporated in the urban fabric, enriching the character.



與周邊鄉村社區的連接
CONNECTION WITH SURROUNDING VILLAGE COMMUNITIES

元朗南規劃已顧及相鄰的鄉村社區。三個活動中心（連同公共運輸交匯處和商業用途）鄰近現有鄉村。休憩用地規劃在易達地點，方便元朗南未來人口和村民使用，並促進互動交流。在鄰近鄉村的發展則劃設了建築物後移和緩衝區，並改善鄉村與元朗南連接，讓村民可來往元朗南使用規劃的公共設施。

Due regard has been paid to the adjacent village communities in the planning of YLS. The three activity nodes (with PTIs and commercial uses) are close to the existing villages. Open spaces are at locations where the future population of YLS and villagers can easily access and can serve as communal places for interaction. Building setback and buffer are proposed near villages. Village access for connection with YLS will be improved, facilitating access for shared use of all the planned public facilities in YLS.

主要特色 MAIN FEATURES 2

尊重自然環境
Respecting the Natural Environment

自然與建築環境融合
INTEGRATION OF NATURAL AND BUILT ENVIRONMENTS

- 透過元朗南的城市設計，現有天然和鄉郊景觀將會與建築環境和諧融合，並連繫市民及大自然。

  Efforts have been made in the urban design of YLS so that the built environment would be in harmony with the existing natural and rural landscape, connecting people to nature.

- 藍綠景緻將構成元朗南城市結構的一部分，而山巒和大欖郊野公園則為綠色背景。藍綠元素亦構成區內的觀景廊和通風廊。

  The blue and green features form part of the urban structure of YLS, with mountains and Tai Lam Country Park as the green backdrop. They also define the view corridors and breezeways of the area.

- 考慮到周邊的現有發展，特別是南面的山景，建議城市形態採用由北至南遞減的建築高度，在唐人新村地區則建議低矮建築發展。

  With due regard to the existing development characters in the surroundings especially the mountain range in the south, an urban form with gradation of building heights from north to south and low-rise development in the Tong Yan San Tsuen area are proposed.

- 擬議興建的單車徑和行人道將貫穿整個發展區。一塊位於公庵路南端的土地已預留作郊野公園的配套設施。這些措施可在元朗南和其他周邊地區鼓勵步行和進行單車活動。

  Cycle tracks and pedestrian walkways are proposed throughout the development area. A site located at the southern end of Kung Um Road has been reserved for Country Park supporting facilities. These measures can help promote walking and cycling activities across YLS and in the wider area.

保護鷺鳥林
PROTECTION OF EGRETRY

- 為保護鄰近發展區的白沙村鷺鳥林的白鷺，我們建議下列的保護措施：

  To protect the egrets in Pak Sha Tsuen egretry near the development area with following measures:

  - 沿主要飛行路線劃設非建築用地/ 低矮建築用地和休憩用地，引導白鷺飛往保留的常耕農地和水道

    Provision of non-building areas/ low building areas and open space along the major flightlines to lead the egrets to the retained active farmland and the water courses

  - 在山邊河道、蓄洪湖、活化渠道和蘆葦床建立潛在的新覓食場地，改善生態和保育

    Creation of potential new foraging grounds including Hillside River Corridor, retention lake, revitalised nullahs and reedbed for ecological enhancement and rehabilitation

  - 在合適的地點如沿山邊河道的蓄洪湖種植竹子和大樹（*如細葉榕、朴樹*），作為潛在的築巢地方

    Planting of stands of bamboo and sizeable trees (*e.g. Ficus microcarpa, Celtissinensis*) as potential nesting substrates at appropriate locations such as the retention lake alongside the Hillside River Corridor

保留常耕農地
RETENTION OF ACTIVE FARMLAND

- 保留大片相鄰的常耕農地不但有助保存區內耕作活動，亦可作為白鷺在繁殖季節期間覓食的部分棲息地。

  The retention of the largest contiguous piece of active farmland will help preserve agricultural activities in the area, and also function as part of the foraging habitat during the breeding season of the egrets.

主要特色 MAIN FEATURES 3

改善交通連接及流動性
Improving Connectivity and Mobility

區內連接
INTERNAL CONNECTIONS

唐人新村交匯處和天水圍（西）交匯處會作出改善，令交通直接連接元朗公路，減少不必要的繞道。我們亦將興建一條新的區域幹道，南北貫通發展區，連接唐人新村及沿公庵路的地區。

In order to provide direct access to Yuen Long Highway, Tong Yan San Tsuen Interchange and Tin Shui Wai West Interchange will be modified to minimise unnecessary traffic detour. A new district distributor road will be constructed running north-south through the development area connecting Tong Yan San Tsuen with the area along Kung Um Road.

公庵路和僑興路將會擴闊至雙線行車，以改善現有交通情況並連接至西鐵元朗站，亦會於發展區內興建新道路方便區內交通。

Kung Um Road and Kiu Hing Road will be upgraded to standard two-lane roads to improve the existing traffic conditions and provide access to West Rail Yuen Long Station. New roads will also be constructed in the development area for internal traffic circulation.

我們已規劃全面的單車徑和行人道網絡，以加強各規劃區的連接性和可達度。兩個網絡亦會連接元朗南以外的行人道和單車徑。

Comprehensive cycle track and pedestrian walkway networks have been planned to strengthen the connectivity and accessibility between Planning Areas. Both networks would also be connected to the pedestrian walkways and cycle tracks outside YLS.

區外連接
EXTERNAL CONNECTIONS

元朗南將透過擬議的新道路網絡連接元朗新市鎮和洪水橋發展區。前往元朗新市鎮的車輛將途經改善後的唐人新村交匯處及一條連接至西鐵線元朗站、與元朗公路並行的新連接路，方便未來居民前往西鐵元朗站。可能連接元朗南和西鐵線天水圍站的環保運輸服務亦正進一步研究。

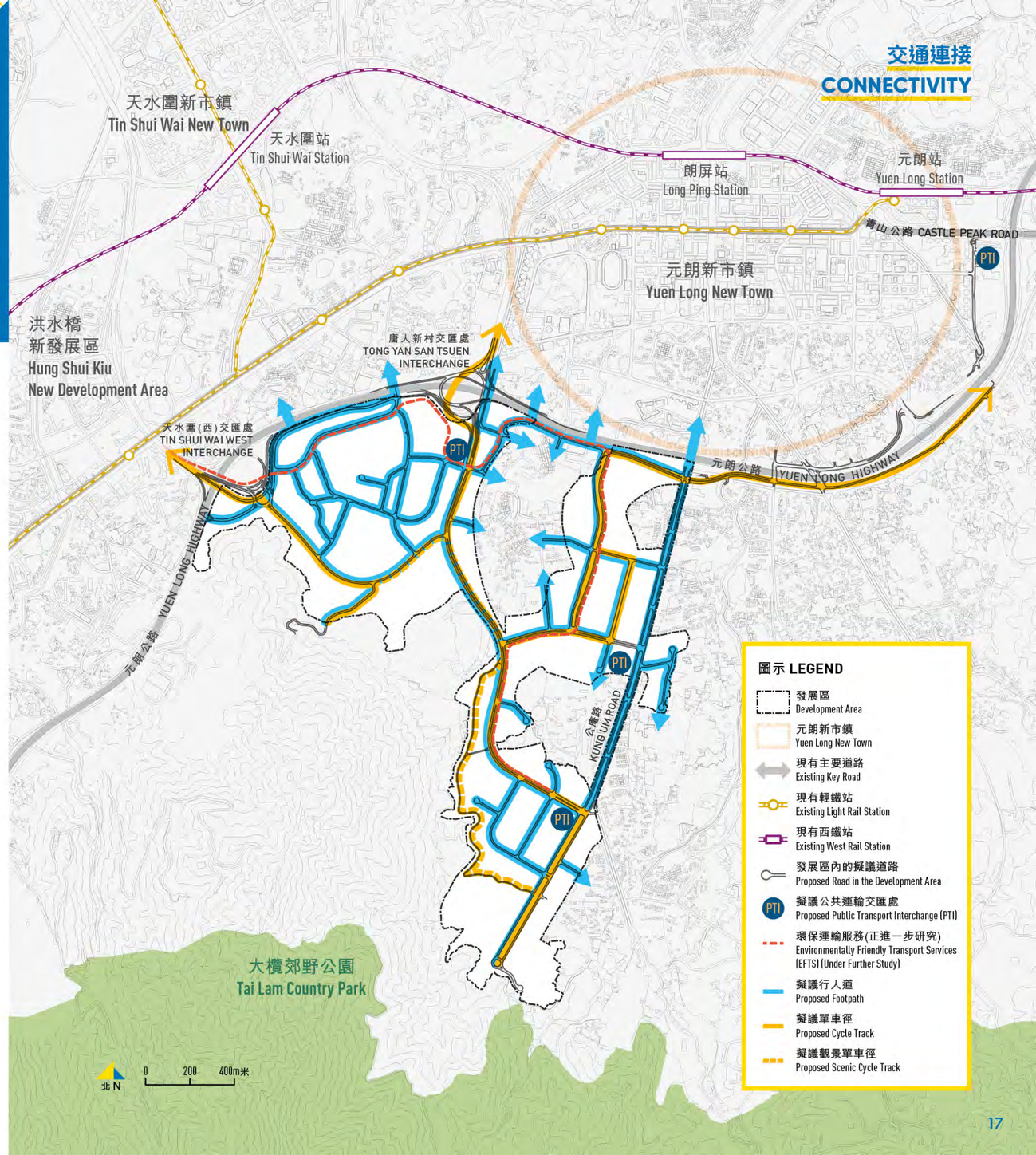
YLS will be well connected with Yuen Long New Town and HSK NDA by the newly proposed road network. Traffic to Yuen Long New Town will travel through the modified Tong Yan San Tsuen Interchange and the proposed slip roads parallel to Yuen Long Highway, facilitating access of the future population to West Rail Yuen Long Station. Possible connection between YLS and West Rail Tin Shui Wai Station by Environmentally Friendly Transport Services (EFTS) is under further study.

設於每個活動中心和鄰近西鐵線元朗站的公共運輸交匯處，將會提供小巴、接駁巴士及長途巴士服務。我們亦會改善路口，以提升現有鄉村的可達度。

PTIs will be located at each of the activity nodes and near West Rail Yuen Long Station to provide minibus, shuttle or feeder bus services and long haul bus services. There will also be road junction improvements to enhance the accessibility of the existing villages.

另外，政府正在規劃屯門西繞道，透過隧道連接屯門與港深西部公路。這為元朗南發展提供額外的對外交通連接。政府已開始申請撥款，進行11號幹線連接北大嶼山及元朗的可行性研究， 進一步改善新界西北的可達度。

In addition, the Government is planning the Tuen Mun Western Bypass, which will connect Tuen Mun and Kong Sham Western Highway by tunnels. This would help provide the YLS Development with an additional external transport linkage. The Government has started the funding application for carrying out a feasibility study on Route 11 connecting North Lantau and Yuen Long to further improve the accessibility of the Northwest New Territories.



主要特色 MAIN FEATURES 4

締造一個宜居及具抗禦力的新市鎮發展
Building for Liveability and Resilience

綜合水資源管理
INTEGRATED WATER MANAGEMENT APPROACH

充分運用現有明渠
SMART USE OF EXISTING NULLAHS

- 現有明渠是元朗南發展的重要資源。我們將活化明渠，充分發揮明渠作為具吸引力的公共空間的潛力，同時亦作為可持續排水系統的一部分，以應對氣候變化。由於道路安全及應付交通需求的考慮，我們擬議覆蓋部分元朗明渠北段，這設計同時容許活化；而南段將不會覆蓋以達致全面活化。現有混凝土梯形狀的元朗明渠將會栽種植物及採用建築圍境，活化成為一條景觀優美的走廊。沿明渠兩旁的行人設施鼓勵步行和促進連繫。透過智慧型和具適應性的設計整合多功能設施，明渠可發揮其協同和可持續發展功能，改善社區環境。

The existing nullahs are key assets of YLS Development. They will be revitalised to reach their full potential as an attractive public space and function as part of the sustainable drainage system to cope with climate change. For road safety and to meet traffic need, partial decking design is proposed for the northern section of Yuen Long Nullah while allowing opportunities for revitalisation, and the southern section will be fully revitalised without decking. The existing concrete-lined trapezoidal Yuen Long Nullah will be revitalised as an aesthetically pleasant view corridor with soft and hard landscaping. Pedestrian spine along both sides of the Nullah promotes walkability and connectivity. The integration of multi-functional facilities through smart and adaptive design will create a synergetic and sustainable environment for the benefit of the community.

元朗明渠現況
Existing Conditions of Yuen Long Nullah

擬議活化後的元朗明渠
Proposed Revitalised Yuen Long Nullah

環保和可持續地使用再造水作非飲用水
GREEN AND SUSTAINABLE USE OF RECLAIMED WATER FOR NON-POTABLE WATER SUPPLY

- 新建污水處理廠將提供達到三級污水的處理，製造高品質的經處理污水以轉化為再造水，於元朗南及鄰近發展循環再用作非飲用水用途，如沖廁。我們擬議種植蘆葦床以進一步改善部分經處理的污水的品質才排放至元朗明渠。蘆葦床的設計將會結合行人道、單車徑及休憩空間予公眾享用。

The new sewage treatment works will provide up to tertiary sewage treatment to produce treated sewage effluent (TSE) of high quality for conversion into reclaimed water that is suitable for reuse in YLS and adjacent developments for non-potable purposes such as toilet flushing. A reedbed is proposed to further polish a small portion of TSE before discharging into Yuen Long Nullah. The design of the reedbed will incorporate walkway, cycle track and sitting out areas for public enjoyment.

雨水防洪設施建立抗禦力
BUILDING RESILIENCE WITH STORM WATER RETENTION FACILITIES

- 我們在發展區內擬議一系列防洪設施，以有效控制流向現時元朗和天水圍地區的排水系統下游的高峰流量。除了活化明渠及蓄洪缸外，山邊河道和蓄洪湖將會透過收集山坡的雨水，為下游未來的發展形成一個保護屏障。為建立更好的抗禦力應對氣候變化，山邊河道和蓄洪湖的設計考慮了增加降雨強度所帶來的影響。在蓄洪湖旁已預留土地作擴展之用，以提供額外的儲水量。回應活化水體政策，我們會研究把親水文化融入蓄洪湖的設計。蓄洪缸會加設園景美化作休憩用途。此外，為了提高在元朗南發展的防洪應變和雨水管理，將會採用可持續排水系統，如生態草溝、雨水花園、水資源採集及回用、透水路面等。

Several flood retention facilities are proposed within the development area to control effectively the peak runoff to the downstream existing drainage systems in Yuen Long and Tin Shui Wai areas. Apart from revitalised nullahs and retention tank, the Hillside River Corridor with retention lake will form a protective barrier for the future development downstream by collecting rainwater runoff from hillsides. To build better resilience responding to climate change, the impacts of increased rainfall intensities have been considered in the design of the Hillside River Corridor and retention lake. Areas have been reserved adjacent to the retention lake for expansion to provide additional storage volume. We will also explore water-friendly culture in the design of the retention lake to echo with the revitalisation of water bodies policy. There would be landscaping on top of the retention tank for amenity and leisure purposes. In addition, Sustainable Drainage System such as bio-retention swales, rain garden, rain water harvesting, porous pavement, etc. would also be pursued to enhance the resilience in flood control and stormwater management in YLS.

綠色運輸
GREEN TRANSPORT

全面及景觀怡人的單車徑和行人道網絡
COMPREHENSIVE AND PLEASANT CYCLE TRACK AND PEDESTRIAN WALKWAY NETWORKS

- 我們已規劃全面的單車徑和行人道網絡，並設有配套設施，例如單車停泊區、行人過路設施、休息處等。配合街道美化，以營造一個適宜使用單車和步行的環境。運輸網絡與綠色空間網絡相輔相成，為元朗南及附近地區提供不同的出行選擇。

Comprehensive cycle track and pedestrian walkway networks have been planned with supporting facilities such as cycle parking areas, pedestrian crossing facilities, rest areas, etc. With street amenities, a cycle-friendly and walking-friendly environment will be created. The networks function complementarily with the green space network offering alternative choices for movement around YLS and its surroundings.

低碳運輸
LOW CARBON TRANSPORT

- 我們已預留土地用作可能伸延至元朗南的洪水橋新發展區環保運輸服務（正進一步研究）。環保運輸服務是可持續的交通工具，可減低碳排放。我們亦會探討在元朗南使用低碳運輸，如電動車輛及使用生化柴油的公共交通運輸。

Land has been reserved to cater for possible extension of the EFTS of HSK NDA (under further study) to YLS providing a sustainable transportation with low carbon emission. The use of low-carbon vehicle such as electric vehicles and bio-diesel public transport would also be explored for YLS.

低碳建築及社區
LOW-CARBON BUILDINGS AND NEIGHBOURHOOD

- 推廣綠色生活環境及綠色建築設計。我們會鼓勵政府建築物採用節能建築設計以及循環再用和低碳的建築物料。其中，政府維修中心將會採用綠色建築設計和綠化措施。

Green neighbourhood and green building design would be promoted. Energy efficient building design would be encouraged including the use of recycled and low embodied-carbon construction materials in government buildings. In particular, green building design and green initiatives will be adopted for the government depot.

固體廢物管理
SOLID WASTE MANAGEMENT

- 我們會採用廢物管理計劃及探討源頭分類可回收物料，減少產生和棄置都市固體廢物。

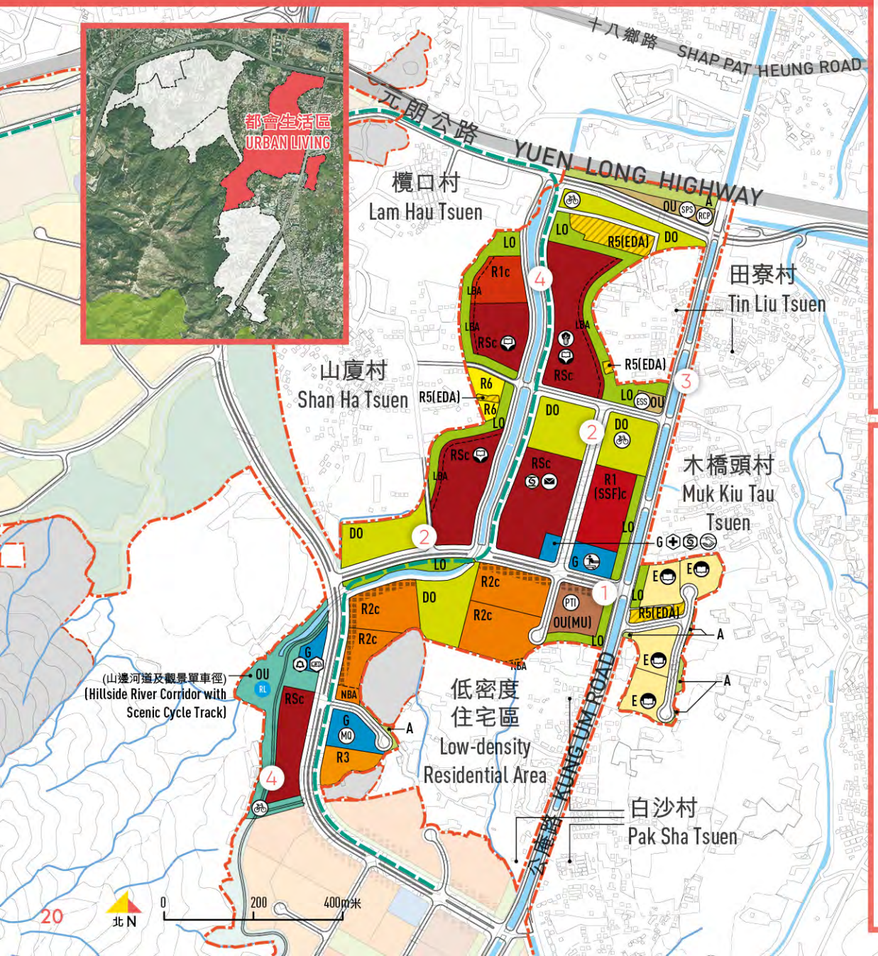
Waste management plan would be adopted, and source separation of recyclables to minimise the generation and disposal of municipal solid waste would be explored.

五個規劃區 FIVE PLANNING AREAS

1 都會生活區 Urban Living

藉著位處最接近元朗新市鎮的地理優勢，「都會生活區」規劃作中和高密度房屋發展。此區將會是元朗南人口密集的社區。商業、零售和康樂用途和活動，包括街鋪，將在房屋及混合發展用地內提供。

Taking the locational advantage of being the closest to Yuen Long New Town, Urban Living is planned with medium and high-density housing developments to create the major population cluster of YLS. Commercial, retail and recreational uses and activities including street-front shops will be provided at the housing sites as well as the mixed-use development site.



圖示 LEGEND

- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 臨街零售 Retail Frontage
- 河道 River Channel
- 主要道路 Key Road
- 鄰近發展區的天然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 普通科診所 General Clinic
- 社會福利設施 Social Welfare Facility
- 區消防局及救護站 Divisional Fire Station and Ambulance Depot
- 幼稚園 Kindergarten
- 小學 Primary School
- 郵局 Post Office
- 擬議街市(有待進一步研究，包括一個位於中心位置及方便易達的「政府」用地的街市的可能需要) Proposed Market (Subject to Further Study Including the Possible Need for a Further Market at a Centrally Located and Easily Accessible "Government" site)
- 單車停放處 Cycle Parking Area
- 社區會堂 Community Hall
- 體育中心 Sports Centre
- SPS 污水抽水站 Sewage Pumping Station
- ESS 電力支站 Electricity Substation
- RCP 垃圾收集站 Refuse Collection Point
- MQ 已婚人員宿舍 Married Quarters
- PTI 擬議公共運輸交匯處 Proposed Public Transport Interchange
- NBA 非建築用地 Non Building Area
- LBA 低矮建築帶 Low Building Area
- RL 蓄洪湖 Retention Lake

土地用途地帶 LAND USE ZONING

- RSc 公共房屋 - 租住公屋(包括商業用途) Special Residential - Public Rental Housing (with Commercial)
- R1(SSF)c 住宅發展第一區(資助出售房屋包括商業用途) Residential - Zone 1 (Subsidised Sale Flats with Commercial)
- R1c 住宅發展第一區(包括商業用途) Residential - Zone 1 (with Commercial)
- R2c 住宅發展第二區(包括商業用途) Residential - Zone 2 (with Commercial)
- R3 住宅發展第三區 Residential - Zone 3
- R5(EDA) 住宅發展第五區 (現有發展區) Residential - Zone 5 (Existing Development Area)
- R6 住宅發展第六區 Residential - Zone 6
- OU(MU) 其他指定用途(混合發展) Other Specified Uses (Mixed Use)
- OU 其他指定用途 Other Specified Uses
- OU 其他指定用途 Other Specified Uses
- G 政府 Government
- E 教育 Education
- DO 地區休憩用地 District Open Space
- LO 鄰舍休憩用地 Local Open Space
- A 美化市容地帶 Amenity

1 混合發展的選址位於中心地區，設有公共運輸交匯處，連同附近的體育中心、社區會堂和診所，成為元朗南居民、學生和附近鄉村的社區活動中心。

The mixed-use development site is centrally located. Equipped with a PTI, the site together with the sports centre, community hall and clinic in its close proximity form the community node for YLS residents, students and the village communities nearby.

2 區內有兩個主要地區休憩空間群。地區休憩空間群由沿河及相鄰鄉村的鄰舍休憩空間連接。鄰近山廈村的地區休憩用地亦可保護位於白沙村的鷺鳥的飛行路線，引領白鷺飛至田園地帶的常耕農地。我們在住宅地帶內劃設「低矮建築帶」，作為與毗鄰鄉村的緩衝。

Two key district open space clusters are designated and linked up by local open spaces adjoining rivers and village communities. The district open space cluster near Shan Ha Tsuen also serves to protect the flightlines of egrets in Pak Sha Tsuen to the active farmland in the Green Zone. "Low Building Areas" are designated in the residential zones as buffer to the adjacent villages.

3 位於規劃區內的元朗明渠會部分覆蓋，以擴闊公庵路和僑興路至標準道路及提供綠化行人道。由於只覆蓋了部分明渠，提供了活化元朗明渠的機會。

The section of Yuen Long Nullah in the Planning Area will be partially decked for the widening of Kung Um Road and Kiu Hing Road to standard roads with landscaped pedestrian walkways. With partial decking, there will be opportunities for revitalisation of Yuen Long Nullah.

4 建議活化田村排水道及提升為沿河步行徑和單車徑，並將會向南延伸至擬議山邊河道。

Tin Tsuen Channel will be revitalised and enhanced as Riverside Walking Trail with cycle track, which will be extended southwards to the proposed Hillside River Corridor.

地積比率 Plot Ratio

住宅 Residential **4–5**

混合用途 Mixed Use **4**

人口 Population

約 About **53,400**

公私營房屋單位 Private and Public Housing Units

私人房屋 Private Housing 約 About **4,200**

公營房屋 Public Housing 約 About **13,500**

五個規劃區 FIVE PLANNING AREAS

2 樂活生活區 LOHAS Living

這個社區位於大欖郊野公園的邊陲及被山坡圍繞，旨在提供一個鼓勵健康和可持續生活（即「樂活」）的城市生活體驗。這個規劃區的發展密度降至地積比率2.4及4，配合附近自然和鄉郊環境。規劃區讓市民親近大自然，欣賞綠色景緻。

Situated at the fringe of Tai Lam Country Park and surrounded by hillslopes, this neighbourhood aims to provide an urban experience that promotes a Lifestyle of Health and Sustainability (i.e. "LOHAS"). A lower development intensity of plot ratios 2.4 and 4 in this Planning Area is commensurate with the natural and rural settings. Opportunities are sought to bring people close to nature, appreciating the green landscape.

圖示 LEGEND

- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 臨街零售 Retail Frontage
- 蘆葦床/蓄洪池 Reedbed/Retention Pond
- 郊野公園 Country Park
- 河道 River Channel
- 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
- 鄰近具發展潛力區的天然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 小學 Primary School
- 區警署 District Police Station
- 單車停放處 Cycle Parking Area
- PTI 擬議公共運輸交匯處 Proposed Public Transport Interchange
- NBA 非建築用地 Non Building Area
- LBA 低矮建築帶 Low Building Area

土地用途地帶 LAND USE ZONING

- R2 住宅發展第二區 Residential - Zone 2
- R2(SSF)c 住宅發展第二區(資助出售房屋包括商業用途) Residential - Zone 2 (Subsidised Sale Flats with Commercial)
- R2c 住宅發展第二區(包括商業用途) Residential - Zone 2 (with Commercial)
- R3 住宅發展第三區 Residential - Zone 3
- R6 住宅發展第六區 Residential - Zone 6
- OU(MU) 其他指定用途(混合發展) Other Specified Uses (Mixed Use)
- V 鄉村式發展 Village Type Development
- OU(STW) 其他指定用途 (污水處理廠) Other Specified Uses (Sewage Treatment Works)
- OU 其他指定用途 Other Specified Uses
- G 政府 Government
- E 教育 Education
- DO 地區休憩用地 District Open Space
- LO 鄰舍休憩用地 Local Open Space
- A 美化市容地帶 Amenity
- AGR 農業 Agriculture
- GB(1) 綠化地帶 (1) Green Belt (1)

地積比率 Plot Ratio

住宅 Residential **2.4-4**

混合用途 Mixed Use **4**

人口 Population

約 About **24,100**

公私營房屋單位 Private and Public Housing Units

私人房屋 Private Housing 約 About **4,200**

公營房屋 Public Housing 約 About **3,800**

1 活動中心位於近公庵路和黃泥墩村路的路口，包括混合商住發展及鄰舍休憩空間。此外，我們亦已於住宅用地預留商業空間。

The activity node is located near the junction of Kung Um Road and Wong Nai Tun Tsuen Road comprising the mixed commercial and residential developments and local open space. In addition, commercial space has been reserved in housing sites.

2 規劃區內的元朗明渠將全面活化，沿河並設有景觀步行道、單車徑和鄰舍休憩空間。

The southern section of Yuen Long Nullah in this Planning Area will be fully revitalised with scenery walkways, cycle track and local open space alongside.

3 公庵路南端預留土地作郊野公園配套設施，例如公共廁所和停車位。沿西面山坡，我們已規劃一條沿新建水道連接規劃區至田園地帶的景觀單車徑和行人路。於風景優美的河畔及山景遠足及騎單車，並在大自然進行各種休閒和康樂活動，將會是元朗南的愉快體驗。

At the southern end of Kung Um Road is a site reserved for Country Park supporting facilities such as public toilets and parking spaces. Along the hillside at the west, the Scenic Cycle Track and pedestrian walkway along the new watercourse link the Planning Area to the Green Zone. Scenic riverside and hillside hiking and cycling for nature and fun seeking are enjoyable leisure and recreational activities in YLS.

4 規劃區的南端為污水處理廠、蘆葦床/ 蓄洪池和預留以綠色建築興建的政府維修中心的選址。在南面邊緣的「農業」土地用途地帶是一個現有養雞場。

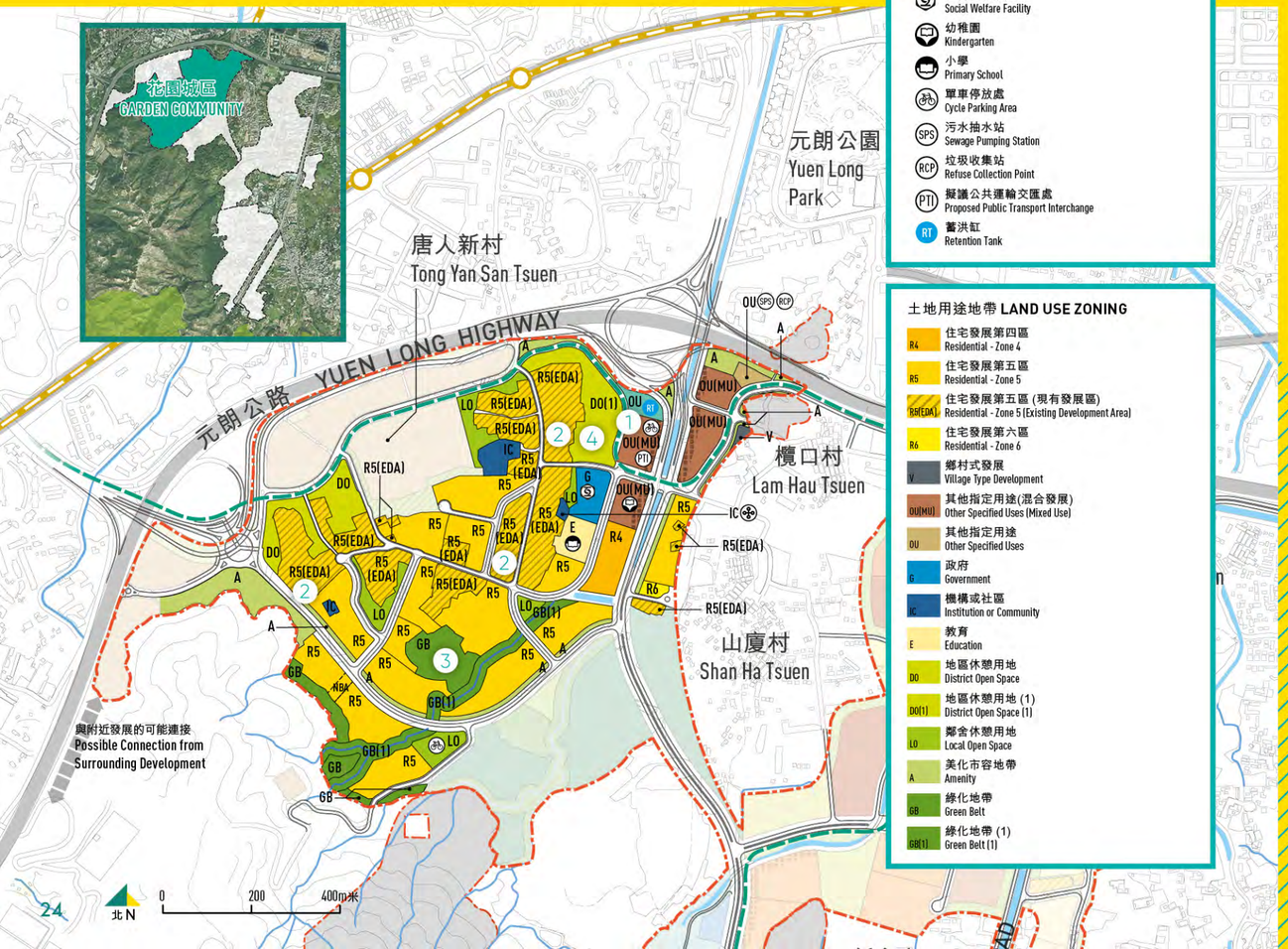
The southern end of the Planning Area is the sewage treatment works, reedbed/ retention pond and areas reserved for government depots with green building design. An existing chicken farm is located at the southern fringe zoned "Agriculture".

五個規劃區 FIVE PLANNING AREAS

3 花園城區 Garden Community

唐人新村的住宅社區規劃作「花園城區」。新住宅主要作低密度發展，與現有已發展成熟的住宅群密度相若。位於唐人新村交匯處附近的混合發展規劃作較高密度的發展。旁邊的休憩空間、保留的次生樹林及常耕農地為社區帶來綠化景觀，提升規劃區的整體市容。

The residential neighbourhood in Tong Yan San Tsuen area is the Garden Community Planning Area. The new residential developments are low-rise and low-density to complement the existing well-established residential clusters. The cluster of mixed-use developments near Tong Yan San Tsuen Interchange is planned with higher development intensity. Open space aside, the preserved secondary woodland and active farmland around bring the greenery landscape to the doorsteps of the neighbourhood, enhancing the overall amenity of the Planning Area.



圖示 LEGEND

- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 臨街零售 Retail Frontage
- 河道 River Channel
- 主要道路 Key Road
- 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
- 鄰近發展區的天然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 現有輕鐵站 Existing Light Rail Station
- 歷史建築物 Historic Building
- 社會福利設施 Social Welfare Facility
- 幼稚園 Kindergarten
- 小學 Primary School
- 單車停放處 Cycle Parking Area
- SPS 污水抽水站 Sewage Pumping Station
- RCP 垃圾收集站 Refuse Collection Point
- PTI 擬議公共運輸交匯處 Proposed Public Transport Interchange
- RT 蓄洪缸 Retention Tank

土地用途地帶 LAND USE ZONING

- R4 住宅發展第四區 Residential - Zone 4
- R5 住宅發展第五區 Residential - Zone 5
- R5(EDA) 住宅發展第五區 (現有發展區) Residential - Zone 5 (Existing Development Area)
- R6 住宅發展第六區 Residential - Zone 6
- V 鄉村式發展 Village Type Development
- OU(MU) 其他指定用途(混合發展) Other Specified Uses (Mixed Use)
- OU 其他指定用途 Other Specified Uses
- G 政府 Government
- IC 機構或社區 Institution or Community
- E 教育 Education
- DO 地區休憩用地 District Open Space
- DO(1) 地區休憩用地 (1) District Open Space (1)
- LO 鄰舍休憩用地 Local Open Space
- A 美化市容地帶 Amenity
- GB 綠化地帶 Green Belt
- GB(1) 綠化地帶 (1) Green Belt (1)

地積比率 Plot Ratio

住宅 Residential **1-1.5**　混合用途 Mixed Use **4**

人口 Population

約 About **8,100**

私人房屋單位 Private Housing Units

約 About **2,800**

1 在唐人新村交匯處旁邊的混合發展、及毗鄰的地區休憩用地和活化的元朗（西）明渠，將成為元朗南發展的「門廊」。該地區將會成為主要交通中心，提供公共運輸交匯處、單車停泊處和環保運輸服務（正進一步研究）。

Located next to the Tong Yan San Tsuen Interchange, the mixed-use development cluster, the adjoining district open space and revitalised Yuen Long (West) Nullah are the "Gateway" of YLS. This locality will be a key public transport node provided with PTI, cycle parking facilities and EFTS (under further study).

2 我們盡量保留現有已發展成熟的住宅社區和現有宗教機構。

Existing well-established residential communities and the existing religious institutions would be retained as far as possible.

3 除了各種規模的休憩空間，亦有保留次生樹林和具較高生態價值的河溪。

In addition to open space of various scales, secondary woodland and watercourses of higher ecological value are preserved.

4 鄰近唐人新村交匯處的常耕農地已規劃為「地區休憩用地（1）」，意向是推廣社區農耕活動。其設計、實行及管理會在下一個階段研究。

With the intention of promoting community farming, the active farmland near Tong Yan San Tsuen Interchange is zoned "DO(1)". Its design, implementation and management would be further explored.

4 就業帶 Employment Belt

「就業帶」位於元朗公路的南面及唐人新村地區的北面。「就業帶」充分利用這個交通易達的地點，規劃作經濟活動，提供就業機會。為了善用土地資源，「就業帶」會透過多層樓宇或其他善用土地的方式，整合和容納部分受影響棕地作業，有關發展細節會參考洪水橋新發展區的先導模式。「就業帶」亦已預留合適的露天貯物土地，以容納實際上不可以在多層樓宇運作的作業。

Located to the immediate south of Yuen Long Highway and in the northern part of the Tong Yan San Tsuen area, the Employment Belt utilises this highly accessible area for economic activities and employment generating purpose. For better land utilisation, the Employment Belt provides land for consolidating and accommodating some of the affected brownfield operations in multi-storey buildings (MSBs) or by other land-efficient means, the development details of which would make reference to the pilot case in HSK NDA. Suitable open-air sites have also been reserved for accommodating certain operations which could not be practically feasible to move into MSBs.

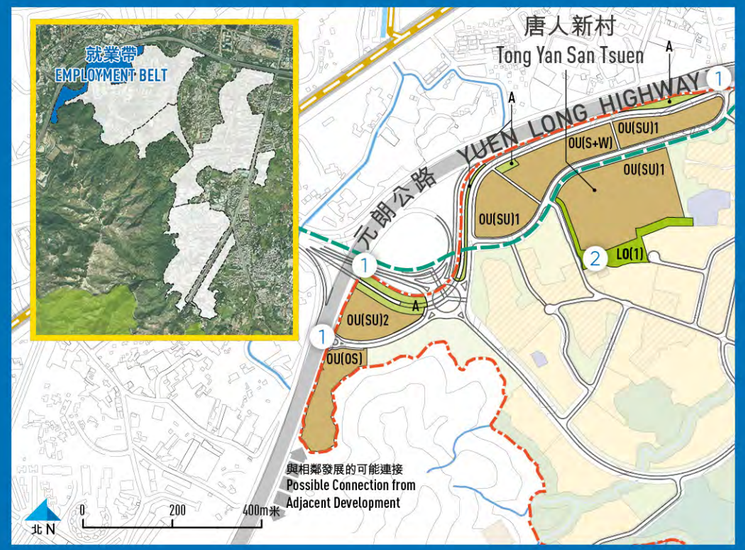
1. 我們已設計道路佈局以便有效地將貨運交通直接連接元朗公路，縮短車程，從而減少對住宅區的環境影響。
   A road layout has been designed for efficient freight traffic to Yuen Long Highway directly, reducing travelling distance and minimising environmental impact on the residential neighbourhood.
2. 在多層樓宇的南面部分及其南面的擬議住宅用途之間劃設休憩用地作緩衝。
   Open space at the southern part of Employment Belt acts as a buffer between the MSBs and proposed residential use to the south.

露天貯物用地土地面積
Open Storage Land Area

約 About **1.4** 公頃 ha

貯物及工場用地土地面積
Storage and Workshop Land Area

約 About **9.7** 公頃 ha



圖示 LEGEND
- 發展區 Development Area
- 河道 River Channel
- 主要道路 Key Road
- 鄰近發展區的天然河溪 Natural Stream near the PDA
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 現有輕鐵站 Existing Light Rail Station

土地用途地帶 LAND USE ZONING
- OU(SU)1 其他指定用途（貯物用途)1 Other Specified Uses (Storage Use)1
- OU(SU)2 其他指定用途（貯物用途)2 Other Specified Uses (Storage Use)2
- OU(S+W) 其他指定用途（貯物及工場用途) Other Specified Uses (Storage and Workshop Uses)
- OU(OS) 其他指定用途（露天貯物) Other Specified Uses (Open Storage)
- LO(1) 鄰舍休憩用地 (1) Local Open Space (1)
- A 美化市容地帶 Amenity

田園地帶 Green Zone 5

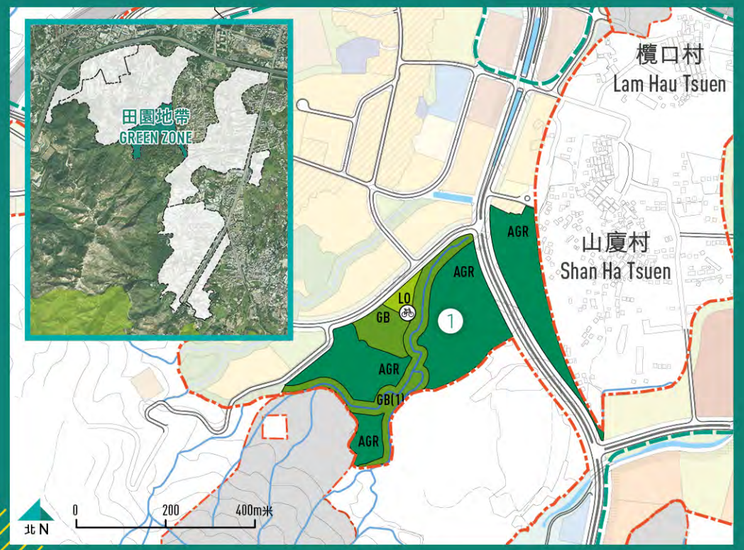
「田園地帶」位於唐人新村南面。這一大片超過10公頃翠綠的土地延伸至大欖郊野公園的山麓，提升元朗南的整體景觀，並與北面的花園城區相輔相成。

The Green Zone is located at the southern part of Tong Yan San Tsuen area. This large piece of verdant land of over 10 ha leads to the foothills of Tai Lam Country Park. The Planning Area enhances the overall landscape of YLS and complements the Garden Community in its north.

1. 保留現有農地、次生樹林和具較高生態價值的河溪（設有緩衝區）。
   Existing agricultural land, secondary woodland and watercourses of higher ecological value (with buffer) will be preserved.

圖示 LEGEND
- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 河道 River Channel
- 主要道路 Key Road
- 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
- 鄰近發展區的天然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 單車停放處 Cycle Parking Area

土地用途地帶 LAND USE ZONING
- LO 鄰舍休憩用地 Local Open Space
- AGR 農業 Agriculture
- GB 綠化地帶 Green Belt
- GB(1) 綠化地帶 (1) Green Belt (1)



技術評估
Technical Assessment

有關的技術評估顯示元朗南發展在交通及運輸、排水及排污、生態、環境、供水及公共設施、空氣流通、景觀及視覺和可持續發展技術層面上可行。按照《環境影響評估條例》完成的環境影響評估確定發展建議相關的環境影響符合《環境影響評估條例》的法定要求。

就交通及運輸而言，擬議的全面運輸網絡，包括主要幹路、地區幹路和區內道路、擴闊現有道路、改善鄉村連接、單車徑和行人道網絡，將可提供足夠的容量應付居民和就業需要。就排水及排污而言，我們擬議適當的可持續排水工程、活化渠道、蓄洪設施和新建污水處理廠。就生態而言，為保護鷺鳥林、現有河溪和河道的生態價值，我們建議適當的土地用途地帶，和在適當地點進行優化。就噪音影響而言，將採用直接噪音緩解措施例如以低噪音道路物料鋪設路面，直立式和懸臂式隔音屏，以及在未來的發展提供間接的噪音緩解措施如隔音窗戶和密封外牆。在其他方面，包括水質、文化遺產、景觀和視覺，我們將應用適當的措施以符合《環境影響評估條例》的要求。總括而言，元朗南發展將符合所有技術層面的標準和要求，透過採取合適的緩解措施，將不會有不可接受的影響。

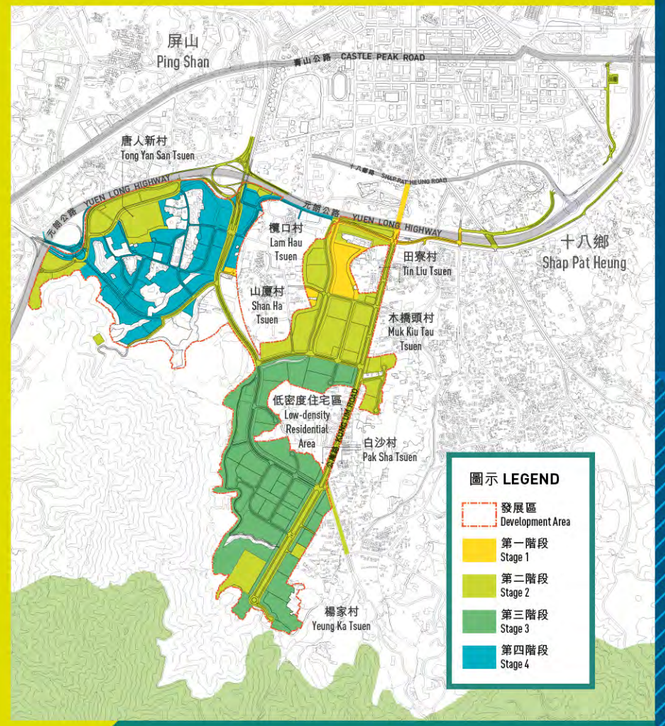
The relevant technical assessments demonstrate that the YLS Development is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation, landscape and visual and sustainable development aspects. Environmental Impact Assessment (EIA) under the EIA Ordinance demonstrates that environmental impacts associated with the development proposals comply with the statutory requirements under the EIA Ordinance.

On traffic and transport, the proposed comprehensive transport network with primary and district distributor roads, local roads and widening of existing roads, improvement of village access, cycle tracks and pedestrian walkway networks are expected to provide adequate capacity to cater for the needs of the residential and employment uses. On the drainage and sewerage aspect, appropriate sustainable drainage works, nullah revitalisation, flood retention facilities and new sewage treatment works are proposed. For ecology, to safeguard the ecological value of the egretry and existing streams and river channels, appropriate land use zonings are proposed for their protection, and where appropriate, enhancement. For noise impact, direct noise mitigation measures such as low noise road surfacing, vertical and cantilever noise barriers, and indirect noise mitigation measures such as the provision of acoustic windows and blank facade in future developments will be adopted. In other aspects, including water quality, cultural heritage, landscape and visual, we will adopt appropriate measures and comply with the requirements of the EIA Ordinance. In sum, the YLS Development will meet the standards and requirements in all technical aspects and with appropriate mitigation measures, there will be no unacceptable impacts.

發展時間表
Development Schedule

我們正在為元朗南發展計劃的工程項目制定一份分階段以及組別的詳細的實施時間表。《環境影響評估條例》的程序已經開始。法定分區大綱圖的修訂將於研究完成後進行。其他有關發展計劃的準備工作將緊隨其後。視乎資源許可，第一階段工程的詳細設計預期會在2018年開始。建造工程暫定於2021/22年開始並分階段完工，並預計首批居民於2027年遷入。該計劃預計於2038年完成。

A detailed implementation programme with phasing and packaging of works for the YLS Development project is being formulated. The EIA Ordinance procedures have commenced. The amendment of relevant statutory Outline Zoning Plans will commence after the completion of the Study. Other preparatory work associated with the development project will follow. Subject to resource availability, detailed design for Stage 1 works is scheduled to commence in 2018. Construction works are tentatively scheduled to commence in 2021/22 and will be completed by phases with the first population intake expected in 2027. The project is expected to be completed by 2038.



實施安排
Implementation Arrangement

為確保能適時有序地實施元朗南發展計劃，政府正考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回計劃所需的土地，同時在符合相關準則及條件的情況下，容許個別被劃作私人發展用地的土地業權人進行換地申請，並會作適當處理。

元朗南發展的規劃已盡量減少對現有住宅發展可能造成的影響。然而，部分持牌/臨時構築物仍難免受到影響，特別是夾雜在棕地之間的構築物，估計涉及超過400個住戶。政府正為元朗南發展計劃擬訂補償和安置細節，將於適當時候公布。

元朗南發展的規劃已盡量保留常耕農地。然而，約5公頃零散於發展區不同部分的常耕農地將受影響。為協助受影響的農戶，政府將會推行特殊農地復耕計劃，優先協助農戶與農地業權人進行配對。

政府明白受影響居民、作業經營者和農戶的關注，包括對補償、安置和復耕的要求。現正研究有關對受影響人士的詳細安排，並會在適當時候公布有關安排。

To ensure timely and orderly implementation of the YLS Development project, the Government is considering the Enhanced Conventional New Town Approach as the implementation mode for the YLS project, under which the Government will resume land required for the project while allowing processing of land owners' applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the YLS Development has minimised impact on the existing residential developments as far as possible. However, impact on some licensed/temporary domestic structures is unavoidable, particularly those intermingled with brownfield sites. It is estimated that over 400 households would be affected. The Government is working on the details of compensation and rehousing arrangements for the YLS Development project and will announce the packages in due course.

The planning of the YLS Development has retained the active agricultural land as far as possible. Approximately 5 ha of active farmland which are scattered in different parts of the development area will be affected. To assist the farmers affected by the project, the Government will actively pursue the special agricultural land rehabilitation scheme by providing priority assistance in matching of farmers and agricultural land owners.

The Government is fully aware of the concerns of the affected residents, business operators and farmers, including their demand for appropriate compensation, rehousing and rehabilitation packages. Detailed arrangements for the affectees are under study and will be announced in due course.

第三階段社區參與收集到的主要公眾意見及回應
Key Public Views Received in Stage 3 CE and Responses

1 城市設計與發展密度 URBAN DESIGN AND DEVELOPMENT DENSITY

- 有意見指可增加發展密度以提供更多房屋，也有意見認為應減低擬議的地積比率以達致更好的城市設計。應避免擬議發展對現有村落造成屏風效應。
  While some considered that development intensity could be increased to provide more housing, others considered that the proposed plot ratios should be reduced to achieve better urban design. Wall effect of the proposed developments on existing villages should be avoided.

在考慮地積比率時，我們已顧及地方特色及平衡發展需要，採用了階梯式的高度輪廓和向南遞減發展密度。唐人新村地區採用較低的發展密度，以配合現有的低密度的發展。於現有村落和新發展之間劃設緩衝區和低矮建築帶，以緩解視覺和空氣流通影響。
Plot ratios have taken into account local characters and balanced against development needs. A stepped building height and development intensity profile decreasing southwards has been adopted. Lower development intensity has been adopted in the Tong Yan San Tsuen area to respect the existing low-density developments. Buffers and low-building areas have been incorporated between the existing villages and new developments to address the visual and air ventilation impacts.

2 露天貯物及工場用途 OPEN STORAGE AND WORKSHOP USES

- 有意見關注擬議地點是否合適及「就業帶」內預留土地的不足。
  There were concerns about the suitability of the proposed location and inadequacy of land reserved in the Employment Belt.
- 現有居民關注工業與住宅為鄰的潛在衝突。
  Existing residents raised concerns about the potential industrial/residential interface.

在考慮了發展需要及將會保留的現有發展後，「建議發展大綱圖」已預留11公頃的土地作露天貯物、貯物和工場用途。該地點鄰近元朗公路，透過擬議的道路系統，貨運交通可快捷地連接至公路，無需歷經住宅區而造成環境影響。圖則亦劃設緩衝區以緩解工業與住宅為鄰的衝突。
Taking account of competing land uses for development purpose and the retained existing developments, about 11 ha of land have been reserved on the RODP for open storage, storage and workshop uses. The location is close to Yuen Long Highway for easy accessibility of freight traffic to the highway under the proposed road system. The freight traffic would not need to travel through the residential neighbourhood and hence the environmental impact will be minimised. Buffers have been incorporated in the plan to address the industrial/residential interface.

3 商業及政府、機構或社區設施 COMMERCIAL AND GOVERNMENT, INSTITUTION AND COMMUNITY (G/IC) FACILITIES

- 零售、政府、機構或社區設施和就業機會不足。應在居民遷入前提供公共設施。
  Retail and G/IC facilities insufficient and employment opportunities inadequate. Public facilities should be available prior to population intake.
- 有意見要求為將來宗教用途預留用地。
  There were requests to reserve land for future religious use.

元朗南的商業用途主要是為元朗南及附近的將來及現有居民服務。已於混合用途和住宅發展內預留地方作商業用地。
Commercial uses in YLS are to serve the future and existing population in and near YLS. Commercial space has been reserved in the mixed-use and residential developments.

元朗南發展可提供約10,500個就業機會。洪水橋新發展區提供的150,000個就業機會亦為元朗南的居民提供就業機會。
The YLS Development will provide about 10,500 employment opportunities. HSK NDA will provide about 150,000 employment opportunities and they are also for residents of YLS.

我們已規劃一系列的政府、機構或社區設施以服務現時及將來居民。政府將會適時有序地提供社區設施和基礎設施。現有的宗教機構已被保留。
A range of G/IC facilities have been planned to serve the future population and existing population. Provision of supporting community facilities and infrastructure will be in tandem with population intake. Existing religious institutions have been retained.

4 農業 AGRICULTURE

- 應保留鄰近唐人新村交匯處的常耕農地。
  The active agricultural land near Tong Yan San Tsuen Interchange should be retained.
- 鑑於環境上的滋擾，位於公庵路南端的禽畜養殖場不應保留。
  The livestock farms located at the southern end of Kung Um Road should not be retained due to environmental nuisance.

鄰近唐人新村交匯處的常耕農地已規劃為「地區休憩用地（1）」，意向是推廣社區農耕活動。其設計、實行和管理會在下一個階段研究。
The active farmland near Tong Yan San Tsuen Interchange is zoned "DO(1)" with the intention of promoting community farming. Its design, implementation and management would be further explored.

由於沒有切實可行的環境緩減措施解決氣味問題，兩個養豬場需要遷走。位於南面邊緣的現有的養雞場可予以保留，並已在「建議發展大綱圖」上預留緩衝範圍。
The two pig farms have to be removed as no feasible and implementable environmental mitigation measures could be identified to address the odour problem. The existing chicken farm at the southern fringe is retained with the buffer reserved on the RODP.

5 環境和生態 ENVIRONMENT AND ECOLOGY

- 應保育唐人新村內的現有溪流。
  Existing streams in the Tong Yan San Tsuen area should be preserved.
- 應優化保護鷺鳥林的措施。
  Measures to protect the egretry should be enhanced.

基於生態和活化的考慮，會保留位於唐人新村地區內已渠道化的水道。我們已引入更多措施，劃設休憩用地，以保護鷺鳥主要的飛行路線。我們會於適合的地點種植竹子和大樹，作為潛在的築巢地方。
Channelised watercourses in the Tong Yan San Tsuen area have been preserved for ecological reason and revitalisation. We have introduced further measures to protect the major flightlines of the egrets by designation of open space. Stands of bamboo and sizeable trees will be planted at suitable locations as potential nesting substrates.

6 運輸和基建 TRAFFIC AND INFRASTRUCTURE

- 公眾關注對西鐵綫和道路網絡的影響以及鄰近西鐵元朗站的擬議公共運輸交匯處所帶來的影響。
  There were concerns about the impacts on the West Rail Line and road network and the impact of the proposed PTI near the West Rail Yuen Long Station.
- 有意見關注水浸風險以及應改善與現有村落的道路連接。
  Villagers had concerns about the risk of flooding. Existing road access to villages should be improved.
- 不反對部分覆蓋元朗明渠 。
  No objection to the proposed partial decking of Yuen Long Nullah.

根據交通及運輸影響評估的結果，在落實各種道路改善方案和紓緩措施後，元朗南發展將不會帶來不良的交通影響。為盡量減經對元朗市中心的影響，擬議興建一條從公庵路向東延伸與元朗公路並行的新連接路，直接連接至西鐵元朗站。
Traffic and transport impact assessment has confirmed that, with various road improvement proposals and mitigation measures, the YLS Development will not cause adverse traffic impact. To minimise the impact on Yuen Long town centre, a new slip road running parallel with Yuen Long Highway from Kung Um Road eastwards is proposed to provide a more convenient access to West Rail Yuen Long Station.

根據排水影響評估的結果，在落實紓緩措施後，發展建議在技術上是可行的。此外，擬議興建排水道以解決當地的水浸問題。已預留村落通道及路口以連接元朗南。
Drainage impact assessment has been conducted and concluded that the development proposals are technically feasible with mitigation measures. Drainage channels would be proposed to resolve the local flooding problem. Village accesses and road junctions have been reserved for connection to YLS.

7 實施 IMPLEMENTATION

- 在計劃實施前應向受影響人士適當補償，提供安置和搬遷安排。
  Affected parties should be compensated reasonably, rehoused and relocated before implementation.
- 受影響的居民要求保留其住用構築物、原區安置和豁免經濟狀況審查。
  Some affected residents requested to retain their domestic structures. Local rehousing should be provided and comprehensive means test should be exempted.
- 受影響的棕地作業經營者關注補償和遷置安排，以及擬議多層樓宇的可行性。
  Affected brownfield operators expressed concerns about the compensation and relocation arrangements and the feasibility of the proposed MSBs.
- 一些受影響的農民要求重置/ 整合其作業及關注復耕安排。
  Some affected farmers requested for relocation / consolidation and expressed concerns on the rehabilitation arrangement.

在規劃元朗南發展的過程中已盡量減少對現有住宅發展和用途的影響，但亦無可避免影響一些持牌/臨時構築物或用途，尤其那些夾雜在棕地之間的。政府正詳細研究對受影響住户的補償及安置安排，並會在適當時候公布有關安排。
The planning of YLS has minimised impacts on existing residential developments and uses as far as possible. However, impact on some licensed / temporary structures and uses would be unavoidable, particularly those intermingled with brownfield sites. The Government is working on the details of compensation and rehousing arrangement for the affected households and will announce the packages in due course.

元朗南發展將釋放棕地的發展潛力以應付全港的房屋及其他需要。政府致力改善棕地的土地使用情況，透過探討可行並能善用土地的措施以容納棕地作業。為此，土木工程拓展署已利用洪水橋新發展區作試點，開展在多層樓宇容納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、工程、環境和財務評估，以及探討經營和管理的可能模式。在可行性研究進行期間，政府會諮詢各相關持份者，包括現有經營者、業界代表及地區人士。有關研究預計於 2018 年內完成。視乎洪水橋新發展區試點的情況，我們會探討以多層樓宇容納元朗南內部分受影響的棕地作業。「建議發展大綱圖」已預留11 公頃的土地作此用途。
The YLS Development will release development potential of the brownfield sites to meet the territory's housing and other needs. The Government endeavours to improve utilisation of brownfield sites by exploring feasible and land-efficient measures to accommodate brownfield operations. To this end, the Civil Engineering and Development Department has commissioned feasibility studies on MSBs for accommodating brownfield operations, taking HSK NDA as a pilot case. The studies will cover conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted. The studies are expected to be completed within 2018. Subject to the implementation of the pilot case in HSK NDA, consideration would be given to explore accommodating some affected brownfield operations in YLS in MSBs. The RODP has reserved 11 ha of land for such purpose.

我們已盡量減少對農地的影響和保留位於唐人新村的最大片常耕農地。為協助受影響農戶，政府會積極推行特殊農地復耕計劃，優先協助農戶與有興趣的農地業權人進行配對。
Impact on farmland has been minimised and the largest piece of existing farmland in Tong Yan San Tsuen area has been preserved. To assist the affected farmers, the Government will actively pursue the special agricultural land rehabilitation scheme by providing priority assistance in matching farmers and interested agricultural land owners.

第三階段社區參與後就建議發展大綱草圖的主要修訂
Key Changes to Draft RODP pursuant to Stage 3 CE

優化規劃設計
IMPROVING PLANNING LAYOUT

1. 改劃「商業」地帶為「其他用途(混合用途)」並擴大其規模，及把學校用地南移
   Rezone "C" to "OU(MU)" with larger scale and shift school sites southwards
2. 擴大「住宅發展第3區」
   Enlarge the "R3" zone
3. 劃設「住宅發展第6區」作村落重置
   Introduce "R6" zone for village resite
4. 擴大和把污水處理廠南移及調整劃設蘆葦床/ 蓄洪池
   Enlarge and shift the sewage treatment works southwards and reconfigure the reedbed/retention pond
5. 增加「住宅發展第2區（資助房屋）（包括商業用途）」用地及改劃「住宅發展第3區」為「住宅發展第2區（包括商業用途）」
   Add a "R2(SSF)c" zone and rezone sites from "R3" to "R2c"
6. 把「公共房屋 - 租住公屋(包括商業用途)」遷移到山邊及在鄰近低密度住宅地區的土地規劃作已婚人員宿舍和較低密度的住宅發展
   Relocate the "RSc" site to hillside and designate site for police married quarters and lower-density housing development near the Low-density Residential Area
7. 調整道路走線以減少對現有住用構築物的影響
   Realign the road to minimise impact on existing domestic structures
8. 因調整道路走線，重整土地用途
   Re-adjust land uses due to road alignment
9. 重整「就業帶」的地塊
   Re-configure land parcels in "Employment Belt"

改善生態及營造可持續環境
ENHANCING ECOLOGY AND CREATING SUSTAINABLE ENVIRONMENT

10. 擴大「地區休憩用地」和「其他指定用途（山邊河道及觀景單車徑）」，保護鷺鳥林和鷺鳥的飛行路線
    Enlarge the "DO" and "OU(Hillside River Corridor with Scenic Cycle Track)" zones for further protection of the egretry and flightlines for the egrets
11. 延伸「綠化地帶（1）」，覆蓋現有已渠道化的水道，以維持生態完整性及作活化
    Extend the "GB(1)" zones to cover the existing channelised watercourses for ecological integrity and revitalisation
12. 改劃「地區休憩用地」為「地區休憩用地（1）」，意向是保留一些常耕農地
    Rezone "DO" to "DO(1)" zone with intention to retain some active farmland

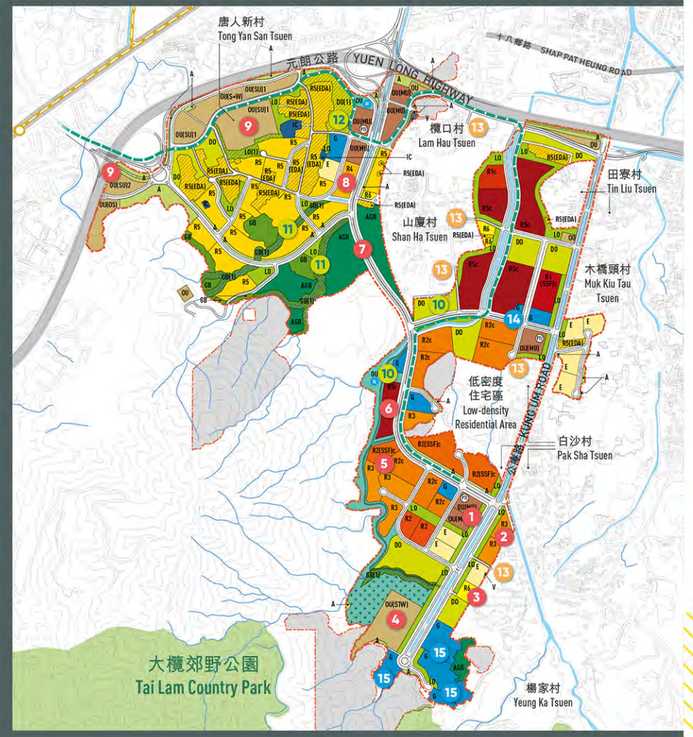
增加連接性及可達性
IMPROVING CONNECTIVITY AND ACCESSIBILITY

13. 提升村落的道路連接
    Upgrade road accesses to villages

優化提供政府，機構或社區設施
REFINING PROVISION OF G/IC FACILITIES

14. 預留地方作殘疾人士院舍
    Reserve space for a Residential Care Home for Persons with Disability
15. 改劃為「政府」用途，預留用作政府維修中心及郊野公園的配套設施
    Rezone to "G" zones reserving for government depots and facilities supporting Country Park

註：一個可能位於中心位置及方便易達的「政府」用地的街市（有待進一步研究）
Note: A possible market at a centrally located and easily accessible "Government" site (subject to further study)



元朗南發展建議發展大綱圖
Yuen Long South Development Recommended Outline Development Plan

元朗南 房屋用地規劃及工程研究
PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH

元朗南

房屋用地規劃及工程研究

PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH

請瀏覽本研究的網頁，參閱更詳盡的資料:

For more information about the Study, please visit:

www.yuenlongsouth.hk

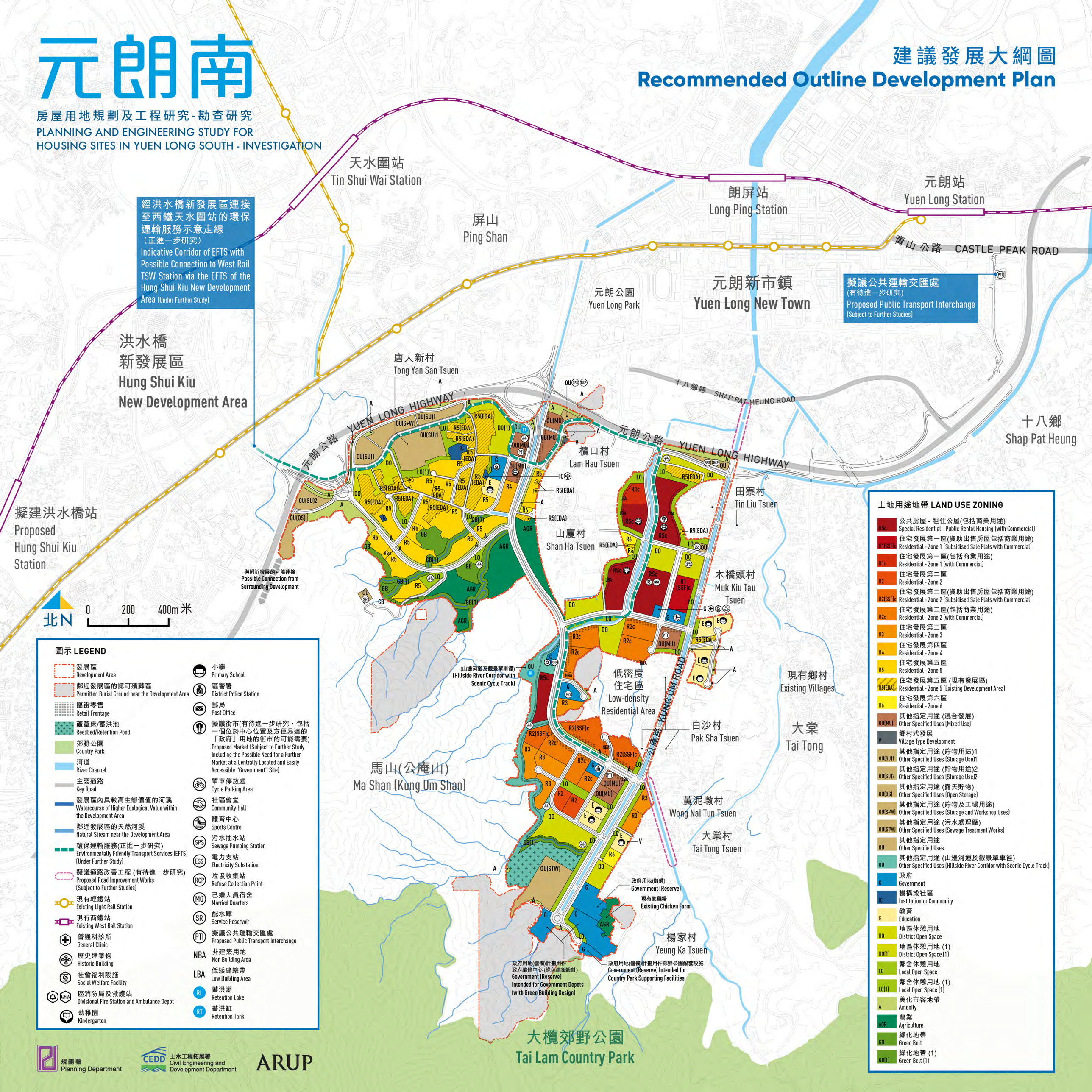
元朗南

房屋用地規劃及工程研究-勘查研究

PLANNING AND ENGINEERING STUDY FOR HOUSING SITES IN YUEN LONG SOUTH - INVESTIGATION

建議發展大綱圖

Recommended Outline Development Plan



圖示 LEGEND

- 發展區 Development Area
- 鄰近發展區的認可殯葬區 Permitted Burial Ground near the Development Area
- 臨街零售 Retail Frontage
- 蘆葦床/蓄洪池 Reedbed/Retention Pond
- 郊野公園 Country Park
- 河道 River Channel
- 主要道路 Key Road
- 發展區內具較高生態價值的河溪 Watercourse of Higher Ecological Value within the Development Area
- 鄰近發展區的天然河溪 Natural Stream near the Development Area
- 環保運輸服務(正進一步研究) Environmentally Friendly Transport Services (EFTS) (Under Further Study)
- 擬議道路改善工程 (有待進一步研究) Proposed Road Improvement Works (Subject to Further Studies)
- 現有輕鐵站 Existing Light Rail Station
- 現有西鐵站 Existing West Rail Station
- 普通科診所 General Clinic
- 歷史建築物 Historic Building
- 社會福利設施 Social Welfare Facility
- 區消防局及救護站 Divisional Fire Station and Ambulance Depot
- 幼稚園 Kindergarten
- 小學 Primary School
- 區警署 District Police Station
- 郵局 Post Office
- 擬議街市(有待進一步研究，包括一個位於中心位置及方便易達的「政府」用地的街市的可能需要) Proposed Market (Subject to Further Study Including the Possible Need for a Further Market at a Centrally Located and Easily Accessible "Government" Site)
- 單車停放處 Cycle Parking Area
- 社區會堂 Community Hall
- 體育中心 Sports Centre
- SPS 污水抽水站 Sewage Pumping Station
- ESS 電力支站 Electricity Substation
- RCP 垃圾收集站 Refuse Collection Point
- MQ 已婚人員宿舍 Married Quarters
- SR 配水庫 Service Reservoir
- PTI 擬議公共運輸交匯處 Proposed Public Transport Interchange
- NBA 非建築用地 Non Building Area
- LBA 低矮建築帶 Low Building Area
- RL 蓄洪湖 Retention Lake
- RT 蓄洪缸 Retention Tank

土地用途地帶 LAND USE ZONING

- RSc 公共房屋 - 租住公屋(包括商業用途) Special Residential - Public Rental Housing (with Commercial)
- R1(SSF)c 住宅發展第一區(資助出售房屋包括商業用途) Residential - Zone 1 (Subsidised Sale Flats with Commercial)
- R1c 住宅發展第一區(包括商業用途) Residential - Zone 1 (with Commercial)
- R2 住宅發展第二區 Residential - Zone 2
- R2(SSF)c 住宅發展第二區(資助出售房屋包括商業用途) Residential - Zone 2 (Subsidised Sale Flats with Commercial)
- R2c 住宅發展第二區(包括商業用途) Residential - Zone 2 (with Commercial)
- R3 住宅發展第三區 Residential - Zone 3
- R4 住宅發展第四區 Residential - Zone 4
- R5 住宅發展第五區 Residential - Zone 5
- R5(EDA) 住宅發展第五區 (現有發展區) Residential - Zone 5 (Existing Development Area)
- R6 住宅發展第六區 Residential - Zone 6
- OU(MU) 其他指定用途 (混合發展) Other Specified Uses (Mixed Use)
- V 鄉村式發展 Village Type Development
- OU(SU)1 其他指定用途 (貯物用途)1 Other Specified Uses (Storage Use)1
- OU(SU)2 其他指定用途 (貯物用途)2 Other Specified Uses (Storage Use)2
- OU(OS) 其他指定用途 (露天貯物) Other Specified Uses (Open Storage)
- OU(S+W) 其他指定用途 (貯物及工場用途) Other Specified Uses (Storage and Workshop Uses)
- OU(STW) 其他指定用途 (污水處理廠) Other Specified Uses (Sewage Treatment Works)
- OU 其他指定用途 Other Specified Uses
- OU 其他指定用途 (山邊河道及觀景單車徑) Other Specified Uses (Hillside River Corridor with Scenic Cycle Track)
- G 政府 Government
- IC 機構或社區 Institution or Community
- E 教育 Education
- DO 地區休憩用地 District Open Space
- DO(1) 地區休憩用地 (1) District Open Space (1)
- LO 鄰舍休憩用地 Local Open Space
- LO(1) 鄰舍休憩用地 (1) Local Open Space (1)
- A 美化市容地帶 Amenity
- AGR 農業 Agriculture
- GB 綠化地帶 Green Belt
- GB(1) 綠化地帶 (1) Green Belt (1)

規劃署 Planning Department

CEDD 土木工程拓展署 Civil Engineering and Development Department

ARUP

附件 2

元朗南發展區內棕地作業的現況摘要[1]

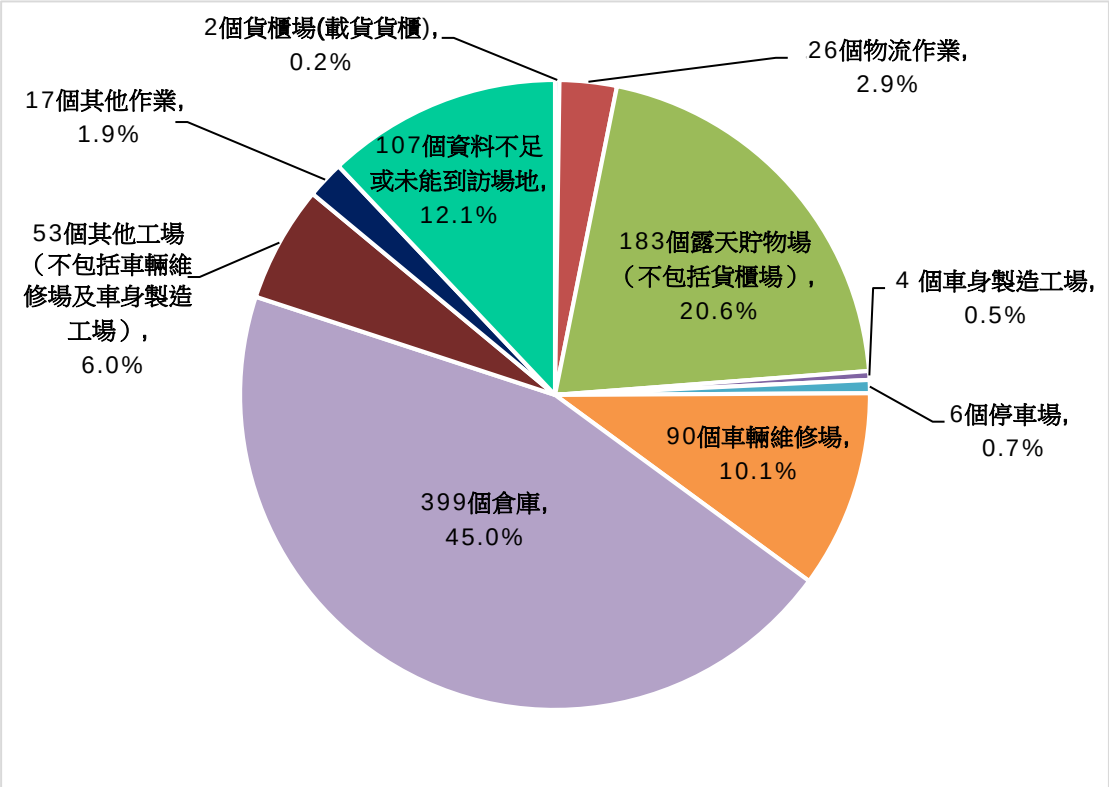
「元朗南房屋用地規劃及工程研究」是探討如何善用元朗南發展區內受破壞棕地的發展潛力。土木工程拓展署於 2016 年 2 月至 6 月期間，邀請元朗南發展區內的棕地作業經營者參與一項問卷調查，以更了解相關棕地作業的性質及經營模式。

元朗南發展區內的棕地作業場地數目及佔地面積

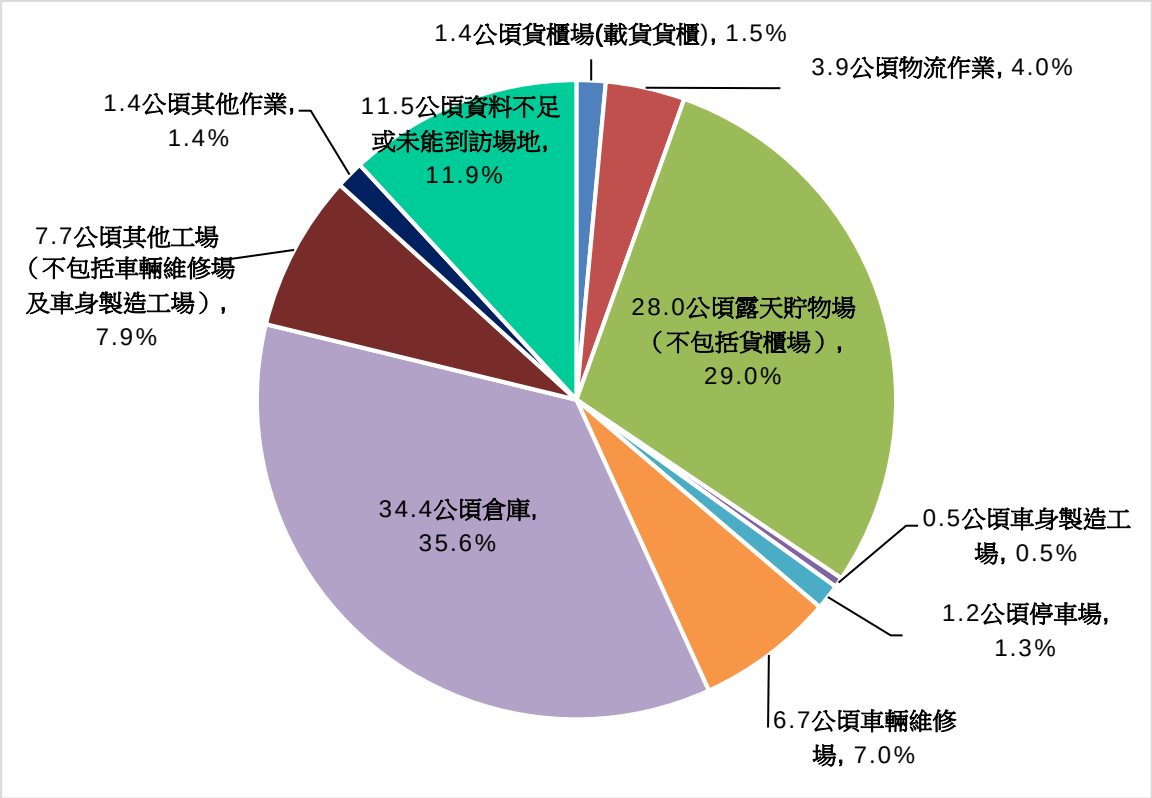
2. 在元朗南發展區內估計有 887 個棕地作業場地(不包括 122 個空置場地)，總面積估計約 96.6 公頃。在元朗南發展區內的棕地作業場地，大致可分爲 9 個主要類別。如以經營者數目計算，依次為倉庫（45%）、露天貯物場（不包括貨櫃場）（21%）及車輛維修場（10%）。就佔地面積而言，佔地最多的為倉庫（34.4 公頃，36%）、其後為露天貯物場（不包括貨櫃場）（28.0 公頃，29%）及其他工場（不包括車輛維修場及車身製造工場）（7.7 公頃，8%）。詳情請參照**圖一**、**圖二**及**表一**。

[1] 由於四捨五入的關係，此附件中圖表所示的百分比及面積的總和未必等於 100%及總面積。

圖一：元朗南發展區內棕地作業場地的數目
（總數：887個，不包括122個空置場地）



圖二：元朗南發展區內棕地作業場地的佔地面積
（總面積：96.6公頃，不包括8.2公頃空置場地）



表一：元朗南發展區內棕地作業場地在9個主要類別的數目及佔地面積

主要作業	棕地作業場地的數目及佔地面積			
	場地數目		佔地面積	
	個	%	公頃	%
(a) 倉庫	399	45.0%	34.4	35.6%
(b) 露天貯物場（不包括貨櫃場）	183	20.6%	28.0	29.0%
(c) 車輛維修場	90	10.1%	6.7	7.0%
(d) 物流作業	26	2.9%	3.9	4.0%
(e) 貨櫃場(載貨貨櫃)	2	0.2%	1.4	1.5%
(f) 停車場	6	0.7%	1.2	1.3%
(g) 車身製造工場	4	0.5%	0.5	0.5%
(h) 其他工場 (不包括 (c) and (g))	53	6.0%	7.7	7.9%
(i) 其他作業[備註]	17	1.9%	1.4	1.4%
(j) 資料不足或未能到訪場地	107	12.1%	11.5	11.9%
總數	**887**	**100%**	**96.6**	**100%**

備註: 其他作業包括環境工程公司、農業相關的工業等

回應率

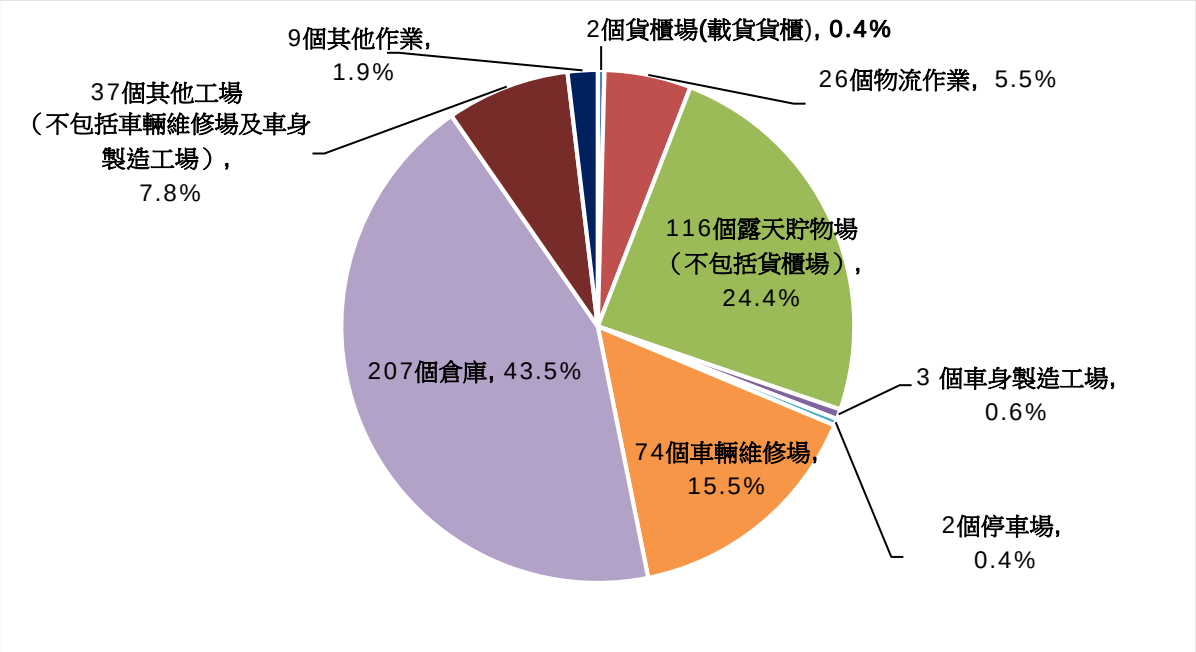
3. 調查成功訪問了其中 476 個棕地作業經營者，佔總面積約 56 公頃。如以作業場地數目計算，回應率約 54%。如以作業場地面積計算，回應率約 58%。詳情請參照**表二**、**圖三**及**圖四**。

4. 至於成功受訪棕地作業場地的主要作業細項分類，請參照**表三**。

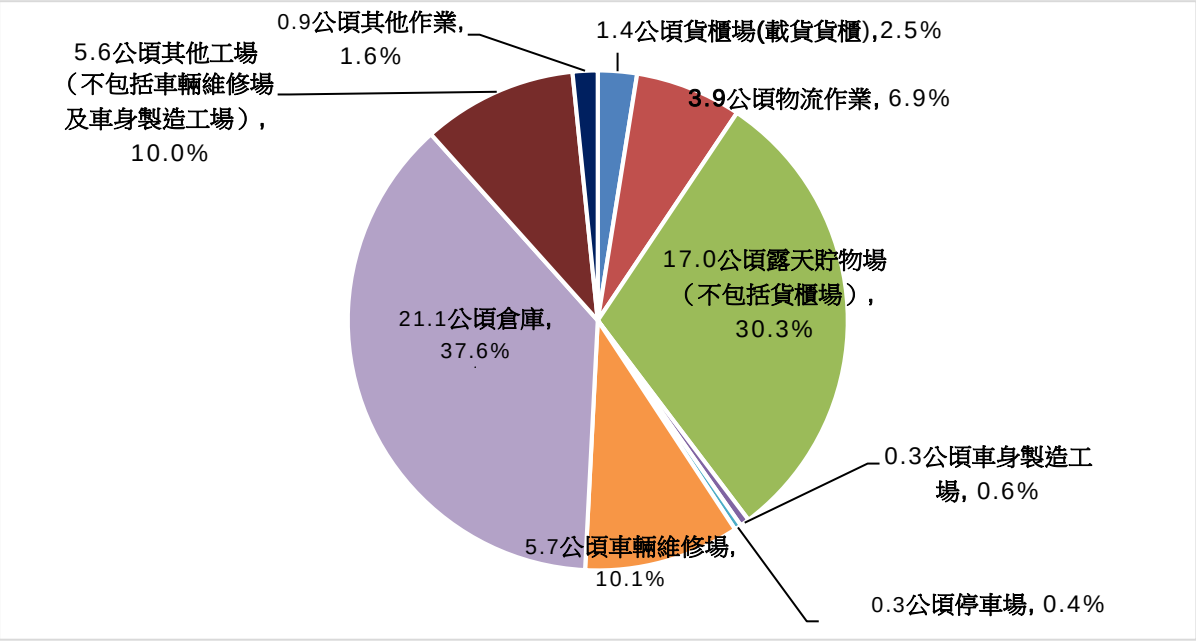
表二：回應率

	棕地作業場地的數目	棕地作業場地的佔地面積(公頃)
成功受訪個案	476	56.3
未能成功個案	411	40.3
總數	887	96.6
回應率	54%	58%

圖三：成功受訪棕地作業場地的數目
（總數：476個）



圖四：成功受訪棕地作業場地的佔地面積
（總面積：56.3公頃）



表三：元朗南發展區內成功受訪棕地作業場地的數目及佔地面積（細項分類）

主要作業		受訪棕地作業場地的數目		受訪棕地作業場地的佔地面積（公頃）	
倉庫	建築物料	49	207	6.24	21.13
	建築機械 / 設備	6		0.44	
	危險品	3		0.20	
	裝修物料	20		1.69	
	展品	30		3.04	
	食品	10		0.90	
	傢俬	13		0.64	
	其他 [1]	46		3.79	
	回收物料	18		3.20	
	車輛 / 車輛零件	12		0.99	
露天貯物場（不包括貨櫃場）	建築物料	52	116	7.59	17.04
	建築機械 / 設備	39		4.91	
	回收物料	21		4.01	
	車輛 / 車輛零件	4		0.53	
車輛維修場		74		5.66	
物流作業		26		3.87	
貨櫃場(載貨貨櫃)		2		1.42	
停車場		2		0.25	
車身製造工場		3		0.34	
其他工場 (不包括車輛維修場及車身製造工場)	建造業	17	37	2.68	5.63
	回收再造業	13		2.17	
	其他 [2]	7		0.78	
其他作業 [3]		9		0.91	
所有作業		**476**		**56.25**	

備註:
[1] 倉庫 (其他) – 日常用品、玩具、家居用品及雜物、塑膠、電子
[2] 其他工場 (其他) – 泡沫塑膠、機械、防火裝備
[3] 其他作業 – 環境工程公司、農業相關的工業

現時租金水平

5. 在元朗南發展區內 476 個成功受訪棕地作業場地中，450 名受訪者(95%)表示為租戶，而當中 308 名受訪者提供了每月租金水平的資料。相關的每平方呎平均租金，最低為停車場租金，每月每平方呎 1.34 港元，最高為物流作業租金，每月每平方呎 6.54 港元。詳情請參照**表四**。

表四：元朗南發展區內部分棕地作業場地的每月租金水平(備註 1)
（按平均租金降序排列）

主要作業	租戶數目	回應數目	最低租金 (港幣$/平方呎)	最高租金 (港幣$/平方呎)	平均租金 (港幣$/平方呎)	租金中位數 (港幣$/平方呎)
物流作業	25	12	1.50	21.43	6.54	6.25
其他作業	8	5	3.33	6.50	4.80	5.00
倉庫	193	133	0.40	15.00	4.12	3.75
車輛維修場	72	61	0.21	11.5	4.01	3.33
貨櫃場(載貨貨櫃)	2	2	3.00	4.00	3.50	3.50
露天貯物場（不包括貨櫃場）	109	64	0.11	20.00	3.34	2.50
其他工場（不包括車輛維修場及車身製造工場）	36	27	0.15	6.67	3.24	3.00
車身製造工場	3	3	0.20	4.00	2.51	3.33
停車場	2	1	1.34	1.34	1.34	1.34
所有作業	**450**	**308**	**0.11**	**21.43**	**3.71**	**3.56**

備註 1: 根據受訪者所提供的每月租金和以 2016 年拍攝的航空照片估計的棕地作業場地佔地面積計算。

棕地作業場地的員工數目

6. 在元朗南發展區內 476 個成功受訪棕地作業場地中，424 名受訪者提供了員工數目的資料。共僱用了 2 618 名員工，包括 2 383 名全職及 235 名兼職員工。詳情請參照**表五**。

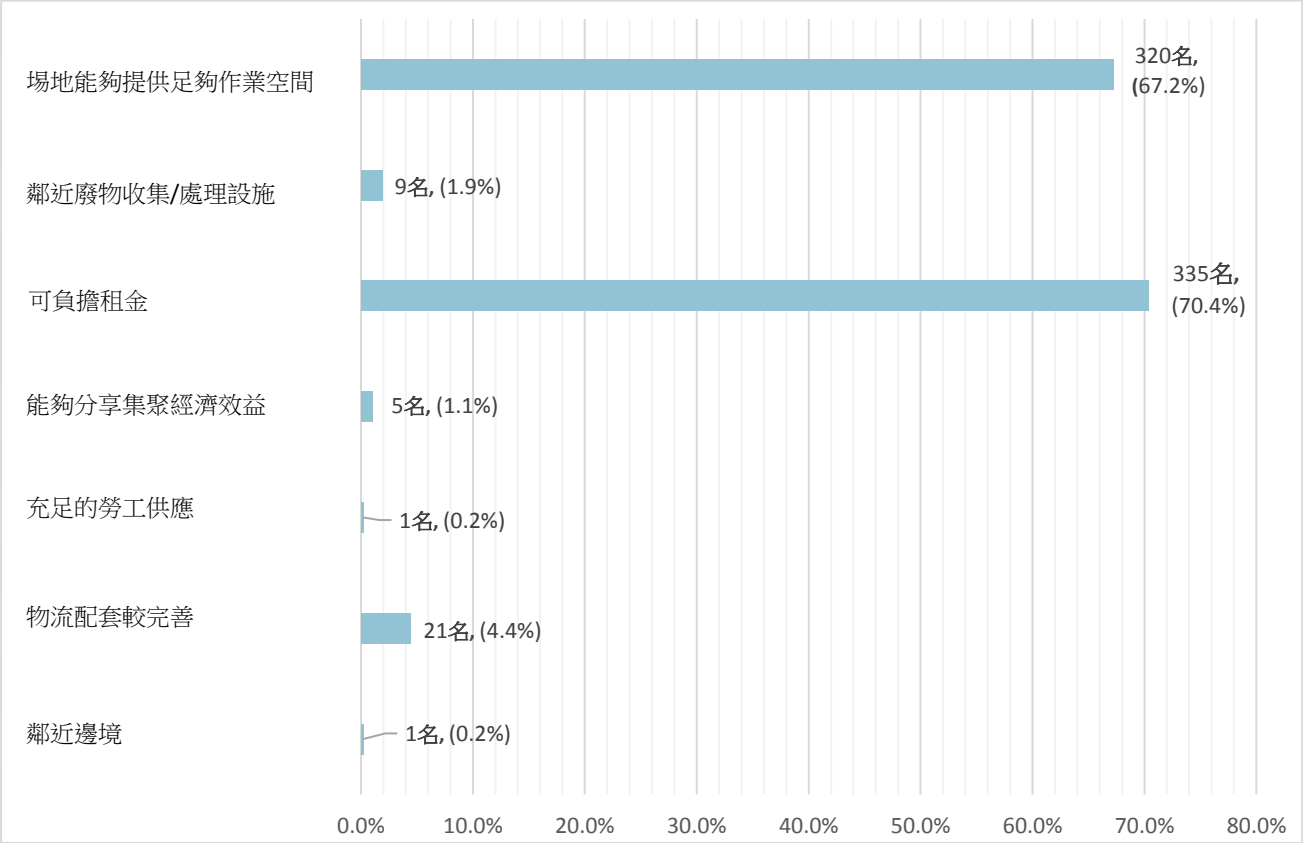
表五：受訪棕地作業場地的員工數目 （按總員工數目降序排列）

主要作業	受訪者回應數目	總員工數目	全職員工數目	兼職員工數目
倉庫	181	1 120	964	156
露天貯物場（不包括貨櫃場）	98	813	774	39
其他工場（不包括車輛維修場及車身製造工場）	36	204	192	12
物流作業	25	199	191	8
車輛維修場	71	188	168	20
其他作業	7	44	44	0
貨櫃場(載貨貨櫃)	2	29	29	0
停車場	1	11	11	0
車身製造工場	3	10	10	0
所有作業	**424**	**2 618**	**2 383**	**235**

選擇在現時場地經營業務的原因

7. 選擇在現時場地經營業務的兩個主要原因，其一是可負擔租金（335 名受訪者，70%）；其二是足夠作業空間（320 名受訪者，67%）。詳情請參照圖五。

圖五：選擇在現時場地經營業務的原因



土木工程拓展署
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