ARUP

S.12A Application for Amendment to the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15, to rezone the Application Site from "Comprehensive Development Area" to "Residential (Group A)" in Lot 2160 RP (Part) in D.D. 106, and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long

Supporting Planning Statement

Issue 3 | October 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

Pursuant to Section 12A (S12A) of the Town Planning Ordinance (Cap. 131), this Planning Application is submitted to the Town Planning Board (TPB) in respect of Lot 2160 RP (Part) in D.D.106 and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, New Territories (the "Application Site" / "Kam Sheung Road (KSR) Site") for the Proposed Amendment to the Approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/15 by rezoning the Application Site from "Comprehensive Development Area" ("CDA") zone to "Residential (Group A)" ("R(A)") zone to facilitate the proposed development for talent accommodation at the Application Site, meeting housing needs of the high-end professionals working in the Northern Metropolis (NM).

The Application Site, with a site area of about 7,166m^2, is located to the northwest of Tung Wui Road. The Application Site is currently serving as a temporary transitional housing development in the vicinity of Kam Sheung Road MTR Station (KSRS). This transitional housing development is intended to operate for not less than five years, following the population intake in February 2024.

As outlined in the 2025 Policy Address, the Government has prioritised enhancing land production and housing delivery through streamlined procedures, interdepartmental collaboration and the provision of spade-ready sites. The 2026 Policy Address further reinforces the strategic role of the NM as a key growth engine for innovation and technology ("I&T"), post-secondary education and talent development, with a focus on fostering the integrated development of education, technology and talent through major initiatives such as the San Tin Technopole, the proposed university towns and supporting transport infrastructure. While the existing transitional housing development aligns with the Government's policy to alleviate the acute housing shortage at that time, the Application Site represents a valuable and readily available land resource with strong potential for long-term residential development, given its strategic location in proximity to KSRS. It holds high potential to complement the key initiatives in the NM, particularly the San Tin Technopole (STT) to the north and Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA to the west, which will serve as an I&T Zone as well as a High-end Professional Services and Logistics Hub respectively. In addition, the planned Northern Link (NOL) and Central Rail Link (CRL), which will connect to KSRS as a key interchange, are expected to further enhance the development potential of the Kam Tin South area. Taken into account the changing planning circumstances, the Applicant has undertaken an initiative to review the development potential of the Application Site by creating a high-quality living environment that attracts talents, while ensuring compatibility with the existing and future developments in the NM.

Taking into account the changing planning circumstances, the Applicant has undertaken a proactive initiative to review the development potential of the Application Site, with a view to pursuing residential development. The proposal aims to unlock the long-term development potential of the Application Site and deliver an improved living environment that would help attract talent and enhance livelihood and well-being, while not compromising compatibility with the existing and planned developments within the NM.

An Indicative Scheme has been prepared to demonstrate the feasibility of the Proposed Amendment. With a maximum domestic PR of 3 and a maximum BH of 69mPD (including roof-top structures), the Indicative Scheme comprises two residential blocks to offer a total of about 416 residential units for home of about 1,207 population upon completion by 2035. Technical assessments have also been conducted to ascertain that the Indicative Scheme will not generate, nor itself be susceptible to, adverse impacts.

Another S12A Planning Application is currently under preparation for proposed talent accommodation with public transport interchange, social welfare facility, shops and services, and utility installation for private projects at Kong Ha Wai (KHW) Site which is located at Kong Ha Wai to the east of Kam Sheung Road, by rezoning the KHW Site from "Residential (Group D)" ("R(D)") and "Agriculture" ("AGR") zones to "R(A)1" zone. In view of their geographical proximity, technical assessments have been conducted with consideration of the cumulative impacts arising from both planning applications at KHW and KSR Sites.

The Proposed Amendment serves as a timely response to the changing planning circumstances of the surrounding area and the NM to unleash the development potential of the Application Site. The Proposed Amendment would achieve the following planning merits:

- responding to policy addresses on supporting the I&T development in NM with readily available land resources;
- responding to policy initiatives on providing quality living environment for talents within NM;
- responding to changing planning circumstances through optimisation of development potential in Kam Tin South;
- conforming to the suggestions arising from the review of sites designated "CDA", and land use review of the Application Site intended for private housing development;
- ensuring compatibility with the surrounding environment;
- complying with Sustainable Building Design Guidelines;
- resulting in no adverse impacts to the surrounding area; and
- setting a desirable precedent.

In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to give its support to this S12A Planning Application.

行政摘要

（內容如有任何差異，應以英文內文為準）

本規劃申請根據《城市規劃條例》（第 131 章）第 12A 條，就位於新界元朗錦田錦上路丈量約份第 106 約地段第 2160 號餘段（部分）及毗連政府土地（「申請地點」/「錦上路發展地盤」），向城市規劃委員會（城規會）提出申請修訂錦田南分區計劃大綱核准圖編號 S/YL-KTS/15，把申請地點由「綜合發展區」地帶改劃為「住宅（甲類）」地帶，以便於申請地點發展人才公寓，以滿足在北部都會區工作的高端專業人士的住屋需求。

申請地點佔地約 7,166 平方米，位於東匯路西北側。現時該地正用作臨時過渡性房屋項目，鄰近錦上路港鐵站。該過渡性房屋於 2024 年 2 月開始入伙，並預計營運不少於五年。

根據《2025 年施政報告》，政府透過簡化行政程序、加強跨部門協作及提供可即時發展的「熟地」，優先提升土地供應及房屋發展效率。《2026 年施政報告》進一步確立北部都會區作為創新科技、專上教育及人才發展的重要增長引擎，並透過新田科技城、擬議大學城及相關交通基建等重點項目，推動教育、科技及人才的融合發展。雖然現時的臨時過渡性房屋用途符合政府增加房屋供應的政策，但考慮到申請地點鄰近錦上路港鐵站的策略性位置，其本身是一項具備長遠住宅發展潛力且可即時運用的土地資源。同時，其可配合北部都會區的重點項目，尤其是北面的新田科技城及西面的洪水橋／厦村新發展區，分別將發展為創新科技地帶及高端專業服務及物流樞紐。此外，規劃中的北環線和中鐵線預計以錦上路站為主要轉車站，進一步提升錦田南的發展潛力。鑑於上述規劃環境的轉變，申請人主動研究申請地點的發展潛力，營造更優質的居住環境以吸引人才，同時確保擬議發展與北部都會區現有及未來的發展相互協調。

為展示擬議修訂的可行性，本規劃申請擬備了一份指示性總綱發展藍圖。指示性方案的最高住用地積比率為 3 倍，建築物高度上限為主水平基準上 69 米（包括天台構築物）。指示性方案設有兩座住宅大樓，共提供約 416 個住宅單位，可容納約 1,207 人口，預計於 2035 年落成。技術評估亦已進行，確認指示性方案不會對周邊環境造成不良影響，亦不會受其影響。

另一份第 12A 條規劃申請現正籌備中，擬就位錦上路以東的江夏圍發展地盤提出改劃申請，將該處由「住宅(丁類)」及「農業」地帶改劃為「住宅（甲類）1」地帶，以提供多種用途，包括人才公寓、公共車輛總站、社會福利設施、商店及服務行業，以及私人發展計劃的公用設施裝置。鑑於江夏圍發展地盤與錦上路發展地盤位置相近，所提交的技術評估已全面考慮兩份規劃申請的累積影響。

擬議修訂回應了周邊地區及北部都會區的最新規劃環境變化，釋放申請地點的發展潛力。擬議修訂可帶來以下規劃增益：

- 回應施政報告中對北部都會區的創新科技發展的支持，善用現成土地資源；
- 配合北部都會區吸引人才的政策，提供優質居住環境；
- 回應錦田南地區規劃情況的轉變，優化土地發展潛力；
- 符合「綜合發展區」地帶檢討以及有關申請地點用作私人住宅發展的土地用途檢討建議；
- 確保與周邊環境相容；
- 符合可持續建築設計指引；
- 技術上可行，並不會對周邊造成不良影響；
- 建立良好的先例。

基於本規劃綱領所闡述的規劃增益和理據，我們誠懇希望城規會支持是次改劃申請。

1 INTRODUCTION

1.1.1 This Supporting Planning Statement is submitted to the Town Planning Board ("TPB") in support of the Planning Application under Section 12A of the Town Planning Ordinance (Cap. 131) to propose amendments to the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 ("the OZP") by rezoning the Application Site from "Comprehensive Development Area" ("CDA") zone to "Residential (Group A)" ("R(A)") zone subject to a maximum domestic plot ratio (PR) of 3, a maximum building height (BH) of 69 metres above principal datum (mPD) (including roof-top structures) due to the Shek Kong Airfield Height Restriction (the Proposed Amendment) to facilitate the proposed residential development at Lot 2160 RP (Part) in D.D.106 and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, New Territories (the "Application Site" / "Kam Sheung Road (KSR) Site").

1.1.2 The Application Site, with an area of about 7,166m^2, is located in the north of Kam Tin South which is in the vicinity of Kam Sheung Road MTR Station (KSRS), highly accessible to the major transport artery connecting different parts of the NM and wider Hong Kong. While the current temporary transitional housing development aligns with the Government's prevailing policy to increase housing supply and relieve the acute housing shortage, the Application Site itself represents a valuable opportunity and offers a quality private residential development for talent accommodation.

1.1.3 The Land Use Review (LUR)[1] for Kam Tin South and Pat Heung, completed in 2014, has identified housing land supply adjacent to KSRS. The LUR proposed a higher PR of 2.1 for the Application Site. Following the proposed amendments to Draft OZPs in 2015 and 2017, the amendments to KSRS, PHMC and public housing sites with higher development intensity of PR 3. Given its strategic location in the vicinity of KSRS and the planned Main Line of the Northern Link (NOL), the Application Site potential that should be fully unlocked to optimise this precious land resources. New development impetus will be introduced to the Application Site for residential development with supporting facilities to complement the key initiatives in the NM, particularly the San Tin Technopole (STT) to the north and Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA to the west which will become I&T Zone and High-end Professional Services and Logistics Hub within the NM respectively.

1.1.4 In view of the above context, the Applicant has proactively undertaken a review of the development potential of the Application Site. Having taken into account the existing and planned developments in the surrounding area[2], an Indicative Scheme incorporating a sensitive test area has been prepared to demonstrate the technical feasibility of the Proposed Amendment, facilitating residential development at Application Site, unleashing its long-term development potential and delivering a better living environment which will help attract talents for improved livelihood and well-being, while at the same time not compromising compatibility with the existing and future developments in the NM.

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[1] Under the recommendations and findings of Land Use Review (LUR) for Kam Tin South and Pat Heung completed in March 2014, the existing/planned developments in the surrounding area include the Kam Tin South West Rail Line (WRL) Kam Sheung Road Station (KSRS) and Pat Heung Maintenance Centre (PHMC) sites, and the Public Housing Sites 1, 4a and 6 at Kam Sheung Road which are under construction.

[2] The existing/planned developments in the surrounding area include the Kam Sheung Road Station (KSRS) and Pat Heung Maintenance Centre (PHMC) sites under the recommendations and findings of Land Use Review (LUR) for Kam Tin South and Pat Heung completed in March 2014, and Public Housing Sites 1, 4a and 6 at Kam Sheung Road which are under construction.

1.1.5 A Master Layout Plan for the Indicative Scheme has been prepared to facilitate a medium-density accommodation, comprising two residential towers of 19 storeys excluding one storey of basement carpark with a BH profile compatible with the neighbourhood. It will contribute about 416 residential units for an anticipated population of about 1,207. Under the Indicative Scheme, a sewage treatment plant (STP) is proposed to cater the sewage demand arising from the proposed development. A S12A Planning Application for a private residential development with social welfare and retail facilities, PTI and STP, located at the east of Kam Sheung Road, namely Kong Ha Wai (KHW) Site is under preparation. In view of their geographical proximity and simultaneous submissions, technical assessments have been conducted with consideration of the cumulative impacts arising from both planning applications at KHW and KSR Sites. These technical assessments also ensure that the Indicative Scheme will not generate, nor itself be susceptible to, any adverse impacts in terms of traffic, noise, air quality, drainage, sewerage, landscape, visual and air ventilation.

1.1.6 Overall speaking, the Indicative Scheme at the Application Site will establish a desirable precedent in optimising development potential of the readily available resources for residential development through proactive response to changing planning circumstances in the NM.

1.1.7 This Supporting Planning Statement is to provide the TPB with the relevant information in considering this S12A Planning Application, and is structured as follows:

- ***Section 2*** describes the context of the Application Site and its surrounding areas;
- ***Section 3*** presents the planning context of the Application Site;
- ***Section 4*** details the Indicative Scheme at the Application Site;
- ***Section 5*** summarises the amendment proposal to be incorporated into the Plan and Notes of the OZP;
- ***Section 6*** highlights the planning justifications and planning merits in support of the Proposed Amendment; and
- ***Section 7*** concludes the highlights and justifications of this Supporting Planning Statement.

1.1.8 We sincerely seek for favourable consideration from the TPB to grant approval to this well-justified S12A Planning Application.

2 SITE CONTEXT

2.1 Site Location

2.1.1 The Application Site, with a site area of about 7,166m^2, situates in the vicinity of the KSRS and is accessible via Tung Wui Road, Kam Po Road and Kam Wui Road. The Application Site is bounded by Kam Tin River to its north, Ho Pui Stream to its south and Tung Wui Road to its east. Please refer to **Figure 2.1** for the location of the Application Site.

2.2 Land Status

2.2.1 The Application Site's area (about 7,166m^2) comprises of about 6,834m^2 (about 95.4% of the Application Site) of private land held under Lot 2160 RP in D.D. 106 and about 332m^2 (about 4.6% of the Application Site) of the adjoining Government Land, which is currently covered by a Short Term Tenancy. Please refer to **Figure 2.2** for the land status of the Application Site.

2.3 Existing Use

2.3.1 The Application Site is currently occupied by the temporary transitional housing development, namely "The NAScenT" of about 16,760m^2 (equivalent to maximum PR of 1.403) with two 4-storey residential blocks and one 2-storey amenity block and one STP, providing 1,028 units and serving a total of approximately 2,270 residents for not less than five years till at least February 2029. The Application Site is subject of a valid planning permission under renewal application No. A/YL-KTS/1012 until 24 September 2027 and would be required for renewal to continue the operation of the transitional housing development[3]. Please refer to **Figure 2.3** for the existing condition of the Application Site.

2.4 Surrounding Land Uses

2.4.1 The Application Site is located in about 250m from the eastern part of the KSRS of Kam Tin area. The surrounding of the Application Site is predominantly characterised by various scale of developments including medium-density residential developments and local villages as well as temporary structures for warehouse, workshop and storage uses as described below.

2.4.2 To the **immediate southeast** of the Application Site across Tung Wui Road is a planned public housing development under Land Use Review (LUR) for Kam Tin South and Pat Heung (i.e. Public Housing Site KSR Site 4a under construction) which falls within "R(A)" zone with maximum PR of 3 and maximum BH restriction of 69mPD. To the **further east** along KSR are mixture of village houses, warehouses and open storage yards which are zoned as "Residential (Group D)" ("R(D)") and "Other Specified Use" annotated "Rural Use" ("OU(Rural Use)") respectively. A 3-storey Kam Sheung Life Lutheran Church and a low-rise residential development, namely ROYAL GEM, can be found within "Government, Institution or Community" ("G/IC") and "OU(Rural Use)" zones respectively along KSR. To the **further east** along Kam Tin Road is the Hong Kong Shek Kong Airport with the Airfield

[3] RNTPC Paper No. A/YL-KTS/1012 For Consideration by RNTPC on 20.0.2024. Source: https://www.tpb.gov.hk/uploads/page/meetings/RNTPC/A_YL-KTS_1012/A_YL-KTS_1012_MainPaper.pdf

Height Restrictions of about 69mPD over the Application Site. Please also refer to **Figure 2.5** for Shek Kong Airfield Height Restrictions.

2.4.3 To the **immediate south** of the Application Site across the intersection of Tung Wui Road and Kam Po Road is a planned public housing development under LUR for Kam Tin South and Pat Heung (northern part of Public Housing Site KSR Site 1 has been released for sale of Home Ownership Scheme Flats 2025 Wui Hei Court[4] while the remaining of KSR Site 1 is under construction) which falls within "R(A)" zone with maximum PR of 3 and maximum BH restriction of 69mPD. To the **further southeast** at KSR is the 4-storey residential blocks of temporary transitional housing development under "R(D)" zone, namely Pok Oi Kong Ha Wai Village with maximum PR of 1.5 and maximum BH of 4 storeys (i.e. the KHW Site under ongoing preparation).

2.4.4 To the **west** and **southwest** of the Application Site across Ho Pui Stream are KSRS of Tuen Ma Line (TML), a former KSRS Public Transport Interchange and a former park-and-ride facility that has ceased operation to facilitate the planned KSRS Phase 2 property development, for which a tender has been awarded and the anticipated completion by 2033[5], together with a medium-density residential development namely Grand Mayfair, which is zoned as "OU" annotated "Railway Station and Public Transport Interchange with Commercial/Residential Development" with maximum domestic GFA of 186,234m^2, a maximum non-domestic GFA of 53,535m^2 (with an equivalent total PR of 2.25) and maximum BH of 69mPD. To the **further southwest** across Kam Ho Road is a planned public housing development under LUR for Kam Tin South and Pat Heung (i.e. Public Housing Site KSR Site 6 under construction) under "R(A)" zone with maximum PR of 3 and maximum BH of 69mPD.

2.4.5 To the **north** across Kam Tin River are predominantly clusters of low-rise 3-storey village houses, such as Hyde Park, which are zoned as "Village Type Development" ("V").

2.4.6 Please refer to **Figure 2.4a-2.4b** for the surrounding context of the Application Site.

2.5 Accessibility

2.5.1 Vehicular and pedestrian access to the Application Site can be made via Kam Wui Road and Tung Wui Road, which connect to Kam Tin Road. Tung Wui Road runs in a general north-south direction, linking up the Application Site to Kam Tin Road and other areas of wider Yuen Long District and New Territories.

2.5.2 The Application Site is conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surrounding with about 70m walking distance to the nearest stops at Tung Wui Road. Regular transport services to/from Sheung Shui, Pat Heung, Kong Ha Wai, Yuen Long and Hong Kong International Airport are available. The new KSRS Public Transport Interchange, which began full operations in June 2026, is located outside Exit D of KSRS, which has terminated the KSRS Temporary Public Transport Interchange. The Application Site is also located in proximity to the KSRS with about 250m walking distance to the closest exit (Exit C).

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[4] Hong Kong Housing Authority, Sales Brochure for Sale of Home Ownership Scheme Flats 2025 – Wui Hei Court.
Source: https://hos.housingauthority.gov.hk/mini-site/hos2025/common/pdf/Sales-Brochure-WuiHei.pdf

[5] MTRC, MTR Properties, KSRS Phase Two Property Development.
Source: https://www.mtr.com.hk/en/corporate/properties/wrl_kamsheungroad.html

3 PLANNING CONTEXT

3.1 Land Use Zoning

3.1.1 The Application Site is currently zoned "CDA" on the Approved Kam Tin South OZP No. S/YL-KTS/15 (**Figure 2.1**) gazetted on 21 December 2018. According to the Notes of the OZP, the "CDA" zone is "*intended primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints*."

3.1.2 Moreover, it is specified in Remark (c) of the Notes of the OZP that "no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum PR of 0.4 and a maximum BH of 3 storeys (9m). No building development is permitted in Area (b) which shall be designated as a landscaped area for public use."

3.1.3 Please refer to **Figures 3.1a-3.1c** and **3.2a-3.2b** for the extracted Notes and Explanatory Statement (ES) of the "CDA" zone on the OZP respectively.

3.2 The Review of "CDA" Zone on the OZP

3.2.1 According to the Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the New Territories for the Years 2023/2025 ("CDA" Review), the subject "CDA" zone on the OZP was agreed to be retained by the Rural and New Town Planning Committee (RNTPC) of the TPB on 23 May 2025. The decision to retain "CDA" zone was to ensure that any future development would be subject to planning application with a Master Layout Plan (MLP) and supporting technical assessments. This basis for such retention was premised on the planning and infrastructural considerations prevailing at that time.

3.2.2 The "CDA" designation was originally retained mainly due to concerns over limited infrastructural capacity, based on studies and planning assumptions prevailing at the time. For example, the Land Use Review for Kam Tin South and Pat Heung (2014) recommended phased development of 14 potential housing sites, including the subject site, in light of infrastructure constraints then identified. While five of the identified sites have already been rezoned and taken forward for development, the remaining nine sites, including the subject "CDA" site, were held back primarily to avoid piecemeal redevelopment and to allow further assessment of cumulative impacts.

3.2.3 In view of the evolving planning circumstances and the recent infrastructure improvements of the wider Kam Tin area, it is considered timely to revisit the zoning and development intensity of the Application Site.

3.3 Planning History of the Application Site

3.3.1 The Application Site was zoned as "Unspecified Use" on the draft Kam Tin South Development Permission Area Plan No. DPA/YL-KTS/1 gazetted in July 1991 and subsequently it was zoned as "Undetermined" ("U") on the draft Kam Tin South OZP No.

S/YL-KTS/1 gazetted on 17 June 1994. Based on the LUR undertaken by Planning Department (PlanD) in 2006, the Application Site was rezoned from "U" to "CDA" with a maximum PR of 0.4 and a maximum BH of 3 storeys (9m) on the draft Kam Tin South OZP No. S/YL-KTS/10 gazetted on 22 September 2006. Since then, the extent of the "CDA" zone has remained unchanged.

3.3.2 It is worth to take note that the subject "CDA" zone on the OZP comprises Areas (a) and (b). While the Application Site falls within the Area (a) (about 1.3 ha) which confines with building development only, the Area (b) within the same "CDA" zone comprises mature vegetation and a meander retained under the drainage project that require preservation, and is designated as landscaped area for public use where no building development was permitted.

3.3.3 Over the years, the Application Site, in part or in whole, is the subject of five previous applications (Nos. A/YL-KTS/590, A/YL-KTS/705, A/YL-KTS/899, A/YL-KTS/1012 and Y/YL-KTS/6). Two S16 Planning Applications (Nos. A/YL-KTS/590 and A/YL-KTS/705) were submitted for houses development by a different applicant in 2013 and 2016 respectively. The former application was rejected by RNTPC in 2015 and subsequently the latter application was approved by RNTPC in 2018. In 2020, a S12A Application (No. Y/YL-KTS/6) submitted for increasing the maximum PR from 0.4 to 5.0 and maximum BH from 3 storeys (9m) to 69mPD to facilitate a private housing development was withdrawn[6]. Currently, the Application Site is covered by a valid renewal application (No. A/YL-KTS/1012) for the temporary transitional housing development approved by RNTPC in 2024 upon its first approved application (No. A/YL-KTS/899) for the same use in 2021.

3.3.4 As the Application Site is a spade-ready land serving as temporary transitional housing supply which aligns with the purpose of providing residential supply to the surrounding and wider context of Kam Tin South area, the Proposed Amendment with suitable zoning would optimise the development potential of the Application Site and expedite the long-term residential development along the NOL in NM for better utilisation of land resources.

3.3.5 Please refer to **Table 3.1** and **Figure 3.3** below for the details of approved planning applications within "CDA" zone of the Application Site.

Table 3.1 List of Approved Applications within Application Site

Application No.	Applied Proposal	Site Area	Key Development Parameters			TPB's Decision
			PR	GFA	BH	
A/YL-KTS/705	Proposed House Development in "CDA" zone	25,110m^2	About 0.4	10,044m^2	2-3 storeys	Approved with condition(s) on 20.04.2018
A/YL-KTS/899	Proposed Temporary Transitional	16,631m^2	Domestic: about 1.44	Domestic: 23,912m^2	3-4 storeys	Approved with condition(s) on 24.09.2021

[6] Source: Appendix Ia of RNTPC Paper No. 3/25 *'Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the New Territories for the Year 2023/2025'*, 23 May 2025.

Application No.	Applied Proposal	Site Area	Key Development Parameters			TPB's Decision
			PR	GFA	BH	
	Housing Development for a Period of 3 Years in "CDA" zone		Non-Domestic: About 0.09	Non-Domestic: 1,500m^2		
A/YL-KTS/1012	Renewal of Planning Approval for Temporary Transitional Housing Development for a Period of 3 Years in "CDA" zone	16,760m^2	Domestic: about 1.353 Non-Domestic: About 0.05	Domestic: 22,672m^2 Non-Domestic: 842m^2	2-4 storeys	Approved with condition(s) on 20.09.2024

3.4 Changing Planning Circumstances in the Surroundings

3.4.1 Located in close proximity to Yuen Long New Town and benefitting from strategic rail and road connections to urban areas, Kam Tin South and Pat Heung, which is predominantly rural in character, possess the capacity to accommodate housing development of higher development intensities. To put forward railway property development, the Government announced in the 2013 Policy Address its commitment to "step up efforts to put into full play the integrated development of mass transportation and residential property, and take forward the planning for residential development at Kam Tin South West Rail KSRS and PHMC, with land of about 33ha in total estimated to provide about 8,700 flats"[7]. The 2014 Policy Address further confirmed that "planning studies have been conducted for the residential development above KSRS and PHMC"[8]. A comprehensive Land Use Review (LUR) for Kam Tin South and Pat Heung was then conducted in 2014 to identify suitable sites within the area for public and private housing developments and supporting G/IC facilities[9] (**Figure 3.4** refers).

3.4.2 The LUR recommends potential locations for private housing developments at Site 7, which is zoned "R(D)" with PR of 1.5, as well as Sites 8 and 9, which are zoned "AGR" with PR of 1.5 and 0.8 respectively. The KHW Site is situated within these recommended areas. Additionally, the KSRS and PHMC sites in close proximity of Kong Ha Wai are identified suitable for rail-based development with residential, commercial and GIC uses under LUR. The rezoning of these two sites was put forward under the *Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/11*. As such, the KSRS site (i.e. Item A1) was rezoned from "Railway" and "AGR" to "OU" annotated "Railway Station and Public Transport Interchange with Commercial/Residential Development", with the maximum domestic GFA of 186,234m^2, a maximum non-domestic GFA of 53,535m^2 and maximum BH

[7] Paragraph 73(iii) of the 2013 Policy Address. Source: https://www.policyaddress.gov.hk/2013/eng/pdf/PA2013.pdf

[8] Paragraph 145 of the 2014 Policy Address. Source: https://www.policyaddress.gov.hk/2014/eng/pdf/PA2014.pdf

[9] Land Use Review of Kam Tin South and Pat Heung. TPB Paper No.9590 For Consideration by the Town Planning Board on 11.4.2014.

of 69mPD. The PHMC site (i.e. Item A2) is rezoned from as "Railway" and "AGR" to "OU" annotated "Railway Depot with Commercial/Residential Development", with the maximum domestic GFA of 422,340m^2, a maximum non-domestic GFA of 3,000m^2 and maximum BH of 109mPD. Accordingly, the strategic positioning of the Application Site alongside the KSRS and PHMC sites, both planned for rail-based developments with residential and commercial uses. These rail-led comprehensive developments, which introduce higher densities, enable transit-oriented development (TOD)[10] near KSRS. This approach also supports the LUR's recommendation to uplift development intensity of the wider area of the Kam Tin South, so as to better unlock its potential for residential growth.

3.4.3 To take forward the TOD with residential and commercial uses in KSRS, which is zoned "OU" annotated "Railway Station and Public Transport Interchange with Commercial/Residential Development", the Phase 1 of the private medium-rise residential development, Grand Mayfair, has been completed above KSRS. The Phase 2 development is currently in progress. Within this same "OU" zone, the adjacent KSRS Public Transport Interchange and a former park-and-ride facility which has ceased operation to accommodate the planned KSRS Phase 2 property development. An EOI has been invited for a composite development with a maximum residential GFA of 71,338m^2 and a maximum commercial GFA of 40,750m^2. Please refer to **Table 3.2** and **Figure 3.5** for the list of planned public housing sites and existing/planned private housing sites in the vicinity of the Application Site.

3.4.4 In addition, the recommendations under LUR for the proposed public housing sites (Sites 1, 4a and 6) in the vicinity of KSRS and PHMC sites were also incorporated in the *Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/13*. The rezoning of the Sites 1 and 6 from "AGR" to "R(A)" and Site 4a from "OU(Rural Use)" to "R(A)" with maximum PR of 3 and maximum BH of 69mPD is reflected in the current OZP. According to the Planning Briefs for KSR Sites 1, 4a and 6 released by Hong Kong Housing Authority (HKHA) in 2022 [11], these public housing developments are planned to provide a total of about 9,060 housing units for about 28,016 population.

Table 3.2 Existing and Planned Housing Sites in the Vicinity of the Application Site

Major Development Parameters	KSR Site 1 [1]	KSR Site 4A [1]	KSR Site 6 [1]	Grand Mayfair (within the "KSRS Site" as identified in LUR)	KSRS Phase Two Property Development (within the "KSRS Site" as identified in LUR)
Site Location	To the southeast of KSRS	To the south of Tung Wui Road	To the east of Tsing Long Highway	To the east of Kam Ho Road	To the north of Tung Wui Road
Site Area	About 5.8ha	About 5.8ha	About 2.6ha	About 41,687m^2 [2]	About 49,778m^2 [4]

[10] Planning and Urban Design for a Liveable High-Density City by Planning Department in October 2016. Source: https://www.pland.gov.hk/file/planning_studies/comp_s/hk2030plus/document/Planning%20and%20Urban%20Design%20for%20a%20Liveable%20High-Density%20City_Eng.pdf

[11] Planning Briefs for Public Housing Sites 1, 4a and 6 by Hong Kong Housing Authority (HKHA) in 2022.
Site 1: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_1.pdf
Site 4a: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_4A.pdf
Site 6: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Kam_Sheung_Road_Site_6.pdf

Major Development Parameters	KSR Site 1 [1]	KSR Site 4A [1]	KSR Site 6 [1]	Grand Mayfair (within the "KSRS Site" as identified in LUR)	KSRS Phase Two Property Development (within the "KSRS Site" as identified in LUR)
Land Use Zoning	"R(A)"	"R(A)"	"R(A)"	"OU (Railway Station & PTI with C/R Development)"	
Maximum Plot Ratio	3	3	3	Domestic GFA of 186,234m^2 & Non-domestic GFA of 53,535m^2 for "OU" zone (with an equivalent total PR of about 2.25)	
Building Height Restriction	69mPD	69mPD	69mPD	69mPD	
Recent Review on Optimising Development Potential	Proposed Amendment to OZP No. S/YL-KTS/13 from "AGR" to "R(A)" on 7 Feb 2017	Proposed Amendment to OZP No. S/YL-KTS/13 from "OU (Rural Use)" to "R(A)" on 7 Feb 2017	Proposed Amendment to OZP No. S/YL-KTS/13 from "AGR" to "R(A)" on 7 Feb 2017	Proposed Amendment to OZP No. S/YL-KTS/11 from "Railway" & "AGR" to "OU (Railway Station & PTI with C/R Development" on 29 May 2015	
No. of Flats	About 3,750	About 3,750	About 1,560	About 2,200	About 1,290
Population	About 11,830	About 11,100	About 5,086	N.A.	N.A.
Facilities	Kindergarten, Day Care Centre for the Elderly, District Elderly Community Centre, Child Care Centre, Care and Attention Home for Severely Disabled Persons, Home Care Services for Frail Elderly Persons, Day Activity Centre, Hostel for Severely Mentally Handicapped Persons, Retail Facilities, Carpark, etc.	Kindergarten, Long Stay Care Home, Supported Hostel for Mentally Handicapped Persons, Community Rehabilitation Day Centre, Retail Facilities, Carpark, etc.	Kindergarten, Child Care Centre, Integrated Family Service Centre, Integrated Children and Youth Services Centre, Outreaching Team for Ethnic Minorities Retail Facilities, Carpark, etc.	Clubhouse, Carpark, Swimming Pool, etc.	N.A.
Anticipated Completion Year	2027/2028	2030/2031	2027/2028	Phase 1A & 1B: 2024/2025 (Completed)	2033

Major Development Parameters	KSR Site 1 [1]	KSR Site 4A [1]	KSR Site 6 [1]	Grand Mayfair (within the "KSRS Site" as identified in LUR)	KSRS Phase Two Property Development (within the "KSRS Site" as identified in LUR)
				Phase 2: 2027 [3]	

Remarks:

[1] Planning Briefs for Public Housing Sites 1, 4a and 6 by Hong Kong Housing Authority (HKHA) in 2022.
[2] With reference to the Boundary of the Development in Lot No. 1040 in D.D.103 as stated in the Sales Brochure of Grand Mayfair. Available at: https://www.grandmayfair.hk/en/gm3/
[3] With reference to the Sales Brochure of Grand Mayfair. Available at: https://www.grandmayfair.hk/en/gm3/
[4] The total GFA of about 112,000m^2 is with reference to KSR Station Phase 2 Property Development as stated in the MTR Properties. Available at: https://www.mtr.com.hk/en/corporate/properties/wrl_kamsheungroad.html

3.4.5 As the transportation backbone of the Northern Metropolis, the NOL was introduced in the Government's Railway Development Strategy 2014[12], which recommended a strategic railway connection between the two terminal stations (i.e. KSRS and Kwu Tung Station) to improve the east-west connectivity in the northern New Territories. Furthermore, the Strategic Studies on Railways and Major Roads beyond 2030 (the Strategic Study) conducted in 2022, recommended the implementation of the CRL[13]. The proposal includes to add intermediate stations at Northeast Tsuen Wan, Northeast Kwai Chung and Tsuen King Circuit to cater for the transport demand of local residents and future housing developments[14]. The Government further promulgated the "Hong Kong Major Transport Infrastructure Development Blueprint" in December 2023 that the proposed CRL, connecting the existing and proposed railway lines including the NOL, would link up Kam Tin in Yuen Long with Kowloon Tong via Kwai Chung and provide citizens with more direct and faster routes for travelling between the Northern Metropolis and different districts of Hong Kong Island and Kowloon (**Figure 3.6** refers).

3.4.6 Considering the strategic location in proximity to the KSRS which serves as an interchange between the TML and the future NOL, the Application Site is anticipated to benefit significantly from upcoming railway enhancements. While the proposed quality residential development at the Application Site is anticipated to be completed in 2035, the proposed NOL Main Line together with its Spur Line, targeted for simultaneous commissioning no later than 2034, will directly connect KSRS to Kwu Tung Station, as well as intermediate stations at STT, Ngau Tam Mei (NTM) and Au Tau. The NOL Spur Line will further provide a direct rail connection to the Lok Ma Chau Loop and Huanggang Port, facilitating convenient cross-boundary movements and strengthening integration with the Hong Kong–Shenzhen Innovation and Technology Zone. Collectively, these connections will substantially enhance both regional and cross-boundary connectivity. To further capitalise on the development potential brought by the NOL, the Policy Address 2025 stated that the Government will *"commence a land use review for Au Tau … [and] consider a larger proportion of private*

[12] Railway Development Strategy 2014. Source: https://www.tlb.gov.hk/eng/publications/transport/studies/rds2014.pdf

[13] Strategic Studies on Railways and Major Roads beyond 2030 – Public Consultation. Source: https://www.gov.hk/en/residents/government/publication/consultation/docs/2023/Railways-and-Major-Roads-beyond-2030.pdf

[14] Hong Kong Major Transport Infrastructure Development Blueprint (15 December 2023). Source: https://www.legco.gov.hk/yr2023/english/panels/tp/papers/tp20231215cb4-1067-1-e.pdf

housing in the area around Sha Po at Au Tau Station for development into an NDA", with the results of the review to be announced in 2026[15].

3.4.7 These all demonstrate the changing planning circumstances of rail-based developments in the areas around KSRS and Au Tau Station in the context of the NM development. As such, a review of the development potential with an appropriate scale should be made for better utilisation of land resources, particularly in the Application Site which is located in close proximity to the KSRS and will benefit from the improved connectivity brought by the planned railways.

3.5 Government's Initiatives to Provide Steady Housing Supply

3.5.1 In recent years, the Government has adopted a multi-pronged approach in creating land supply for both public and private housing to meet the keen demands for residential development in Hong Kong. In the 2025 Policy Address, the Government has set a target of 126,000 private housing units to be delivered through land sales, railway developments, projects undertaken by the Urban Renewal Authority and other private development projects under the Long-Term Housing Strategy (from 2025-26 to 2034-35)[16]. In light of this, the Government reaffirmed its commitment to enhancing land production efficiency and reducing construction costs. This will be achieved through streamlined approval processes, optimised administrative procedures, interdepartmental collaboration, and the adoption of innovative technologies. Furthermore, the 2025 Policy Address further emphasises the importance of maintaining a stable pipeline of spade-ready sites for private housing[17]. As such, these reforms are designed to ensure a steady and responsive land supply that meets both the long-term economic development goals and the housing needs of the community.

3.5.2 In line with the latest policy direction, the development of the Northern Metropolis is progressing, with around 120 ha of spade-ready land produced by 2025-26 and over 200 ha planned annually in 2026-27 and 2027-28. Construction has commenced across four NDAs, involving about 800 ha of land, while NTM is expected to provide spade-ready sites from late 2028[18].

3.5.3 Against this policy context, the Application Site represents a readily available and developable land resource close to KSRS. Its optimisation for long-term residential development would complement the Government-led land production programme and contribute about 416 private residential units by 2035, thereby supporting a steady and responsive housing supply within the NM.

3.6 Government's Initiatives to Support Talent-Driven Housing Demand in Northern Metropolis

3.6.1 Since the formulation of the Northern Metropolis Development Strategy in 2021, NM has been positioned the NM has been positioned as a key growth engine for innovation and technology ("I&T"), post-secondary education and talent development. The Chief Executive's

[15] Point vii of para 46, Policy Address 2025. Source: https://www.policyaddress.gov.hk/2025/en/p46a.html

[16] Paragraph 214 of the Policy Address 2025. Source: https://www.policyaddress.gov.hk/2025/public/pdf/policy/policy-full_en.pdf

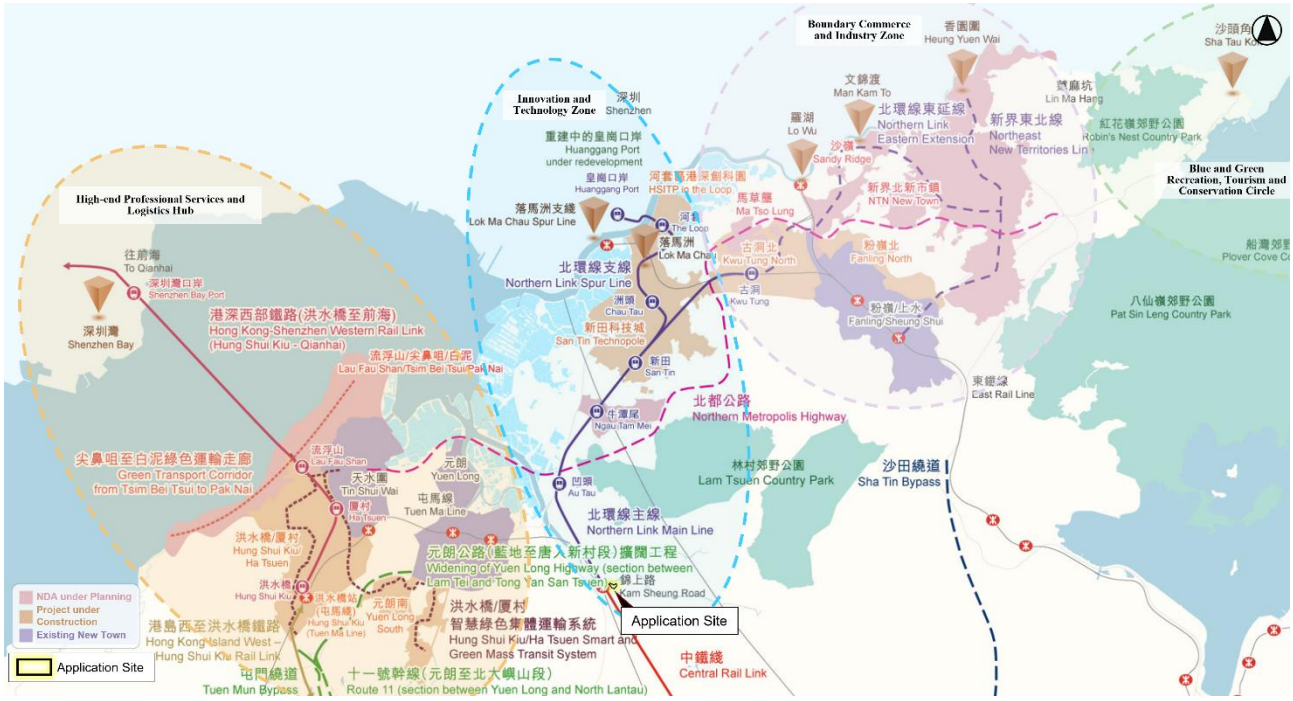
[17] Paragraph 216 of the Policy Address 2025. Source: https://www.policyaddress.gov.hk/2025/public/pdf/policy/policy-full_en.pdf

[18] Para 203 and 204, Policy Address 2026. Source: https://www.policyaddress.gov.hk/2026/public/pdf/policy/policy-full_en.pdf

2026 Policy Address further advances the integrated development of education, technology and talent through the proposed university towns in San Tin, Hung Shui Kiu and Ta Kwu Ling. Together with the First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026-2030), these initiatives reinforce the NM as a strategic hub for education, research and I&T[19]. As these emerging clusters continue to grow, the provision of quality housing will be essential to support talent attraction and retention and meet the increasing accommodation demand within the NM.

3.6.2 The Application Site is strategically located within the emerging innovation, education and professional services corridor of the NM, benefiting from its proximity to KSRS, the STT, the future NTM NDA and the Hung Shui Kiu/Ha Tsuen High-end Professional Services and Logistics Hub (**Diagram 3.1** refers). The planned NOL will further enhance connectivity between the Application Site and major education, research and innovation nodes within the NM, these connections position the Application Site to support talent development and start-up incubation, with the future NOL Main Line providing a short travel time of within about 12 minutes to NTM station and around 7 minutes to Yuen Long station via existing Tuen Ma Line. Together with the future NOL Spur Line connecting STT, the Hong Kong-Shenzhen Innovation and Technology Park and the new Huanggang Port, as well as the proposed Hong Kong-Shenzhen Western Rail Link (HSWRL), the Application Site will be well-positioned to benefit from the growing integration of education, research, industry and cross-boundary innovation activities within the Greater Bay Area. The Proposed Amendment would provide a quality living environment for professionals, academics, researchers and young talents, supporting the formation of an integrated live-work-learn community and reinforcing the NM's role as a hub for innovation, talent development and economic growth.

Diagram 3.1 Strategic Location of the Application Site within Northern Metropolis

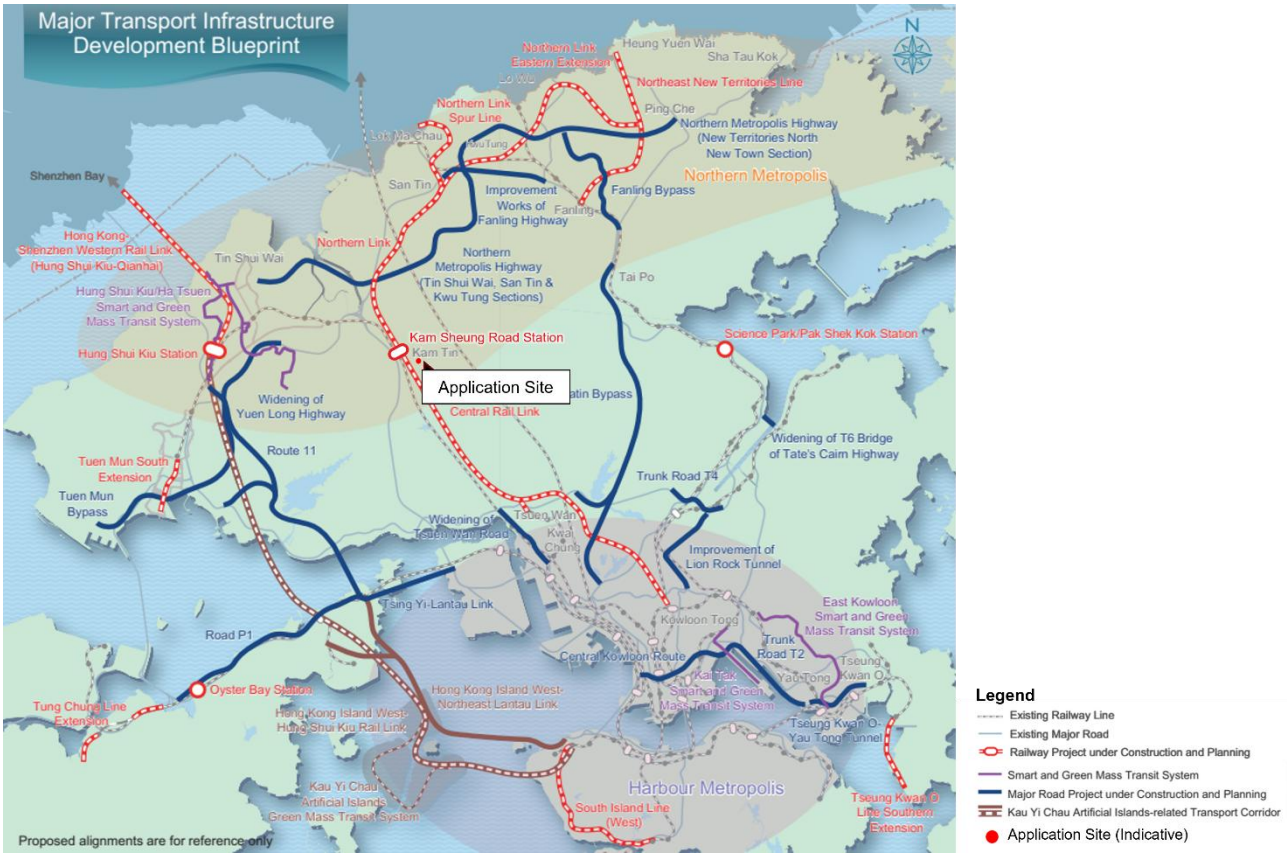


(Source: Edited based on Website of Northern Metropolis, Development Bureau)

[19] The First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026-2030) (September 2026). Source: https://www.hk5yplan.gov.hk/2026-2030/public/pdf/plan/FullText_en.pdf

3.6.3 The accessibility of the Application Site will be significantly improved by major transport infrastructure projects, including the Main Line and Spur Line of the NOL (scheduled for completion in 2034)[20] and the San Tin Section of the NM Highway (expected to commission by 2034)[21]. KSRS will become a key interchange connecting the TML, NOL, and CRL, offering seamless mobility across NM and the urban areas in Hong Kong (**Diagram 3.2** refers). These upgrades will support economic growth and daily commuting convenience. With improved transport accessibility, the Proposed Amendment will be well-positioned to deliver a high-quality living environment tailored to the needs of professionals and young talents.

Diagram 3.2 Major Transport Infrastructure Development



(Source: "Hong Kong Major Transport Infrastructure Development Blueprint", Legislative Council Paper on 15 December 2023)

[20] MTR Seals Northern Link (Part 1) Project Agreement with the Government Phased Implementation of the Combined Main Line and Spur Line Projects to Strive for Simultaneous Opening No Later than. Source: https://www.mtr.com.hk/archive/corporate/en/press_release/PR-25-047-E.pdf

[21] Para 220, Policy Address 2026. Source: https://www.policyaddress.gov.hk/2026/public/pdf/policy/policy-full_en.pdf

4 THE INDICATIVE SCHEME

4.1 General Planning and Design Principles

4.1.1 **Unleashing Development Potential through Transit-Oriented Development Catchment and Appropriate Development Intensity** – The intention to develop the Application Site for residential use has always been a core direction of the Applicant in pursuing development of the Application Site. As discussed in **Section 3.4** for the changing planning circumstances with transport infrastructure (KSRS) and NM initiatives (I&T Zone), the Application is strategically positioned to benefit fully from the walkable catchment of KSRS within 5-minute walking distance. It is considered that the proposed domestic PR of 3 can unleash the development potential under a comprehensive TOD approach by providing more residential flats in a compatible manner while not jeopardising the infrastructural capacity of the surrounding area. The Indicative Scheme will deliver about 416 residential units by 2035. The Proposed Amendment fully echoes with the Government's continuous effort to increase housing supply through utilising the readily available land to expedite the private residential development.

4.1.2 **Adopting Context-Sensitive Design in Response to the Site Context** – Given the small size and irregular shape of the Application Site, the Indicative Scheme has been carefully designed with thorough consideration of both the Application Site's constraints and its surrounding context. Despite its limited area, a stepped BH profile has been adopted in the Indicative Scheme with an anticipated rationalised boundary for the rezoning area (for sensitivity test area purpose only) to ensure compatibility with the surrounding context, maintaining the gradation of height profile with descending BH from Kam Po Road to Kam Tin River. To optimise site utilisation within the Application Site, the building layout has been maximised while incorporating emergency vehicular access to facilitate airpath and ventilation. Furthermore, the proposed maximum BH restriction of 69mPD (including roof-top structures) demonstrates due respect to the Shek Kong Airfield Height Restriction, ensuring compliance with aviation safety requirements.

4.1.3 **Creating a Liveable Neighbourhood with Sustainable Building Design** – To ensure a quality living environment for future residents, the Indicative Scheme has been carefully designed. For instance, the introduction of voluntary buffer from Tung Wui Road and provision of airpath at Kam Wui Road would enable better air flow and reduce road traffic noise impacts to future residents. With environmentally sensitive design such as careful building disposition and layout design as well as acoustic measures such as architectural fin and acoustic window (baffle type), noise impact to residents has been minimised.

4.1.4 **Interim Sewage Treatment Plant (STP)** – Currently, there is no planned sewerage infrastructure for the Application Site, and the existing sewage treatment works in Yuen Long and San Wai have not planned for reserve capacity to support the proposed development. As an interim arrangement, an interim on-site STP is proposed to meet the sewage treatment needs of the Application Site. The interim STP will be decommissioned and future connection to the public sewer should be made when the public sewer system from the Government becomes available.

4.2 Key Development Parameters of the Indicative Scheme

4.2.1 The key development parameters of the Indicative Scheme are summarised in **Table 4.1** below.

Table 4.1 Key Development Parameters of the Indicative Scheme

Development Parameters			**Indicative Scheme**
Application Site (About)(m^2)			7,166
Plot Ratio (PR) (Not more than)	Total		3
	Domestic PR		3
Gross Floor Area (GFA) (About)(m^2)	Total		21,498
	Domestic GFA		21,498
	Non-Domestic GFA • Sewage Treatment Plant (STP) [1] • Clubhouse [2]		 400 750
Building Height (BH) Restriction (Not more than)			69mPD (including roof-top structures)
Site Coverage (Not more than)			33.3%
No. of Residential Blocks			2
No. of Storeys			17 storeys excluding 1 storey of basement carpark
No. of Units (About)			416
Average Flat Size (Not more than)(m^2)			52
Design Population (About) [3]			1,207
Local Open Space			Not less than 1m^2 per resident
Site Coverage of Greenery (Not less than)			20%
Parking Provision			
Parking Spaces	Private Car Parking Spaces	Total	104 (incl. 2 nos. accessible car parking spaces)
		Residential	94
		Visitor (residential parking spaces)	10
	Motorcycle Parking Spaces	Residential	5
	Bicycle Parking Spaces		56
Loading/ Unloading (L/UL) Bays	Heavy Goods Vehicles (HGV)	Residential	2
Tentative Completion Year			2035

Remarks:

(1) The GFA for proposed STP is exempted from GFA calculation.
(2) Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.
(3) A person per flat (PPF) ratio of 2.9 is adopted with reference to the average domestic household size of the Tertiary Planning Unit 531 as reported in the 2021 Population Census published by the Census and Statistics Department. Source: https://www.censtatd.gov.hk/en/web_table.html?id=150-12001

4.3 Building Design of the Indicative Scheme

4.3.1 The building design of the Indicative Scheme has adhered to the general planning and design principles as set out in **Section 4.1**. Specifically, due efforts have been made to optimise building disposition and massing, adopt context-sensitive building design, and comply with relevant SBDG requirements to assure a quality and liveable neighbourhood (**Annex A** refers).

Building Layout of the Indicative Scheme

4.3.2 There would be a total of two residential blocks with a BHR of not more than 69mPD facing towards Kam Tin River. An emergency vehicular access road system is located in front of the residential blocks. Car parking spaces are confined to basement level to maximise the ground floor area for quality landscaping, improved pedestrian environment and open space for enjoyment. The residential flats above are segregated from the clubhouse to minimise nuisance and give privacy to future residents.

4.3.3 To harmonise the building design with the surrounding environment, the residential blocks are designed with a swimming pool and a landscaped deck providing residents with opportunities for leisure and relaxation, while a children's play area offering safe, engaging spaces for families. Planting is arranged to soften hardscape edges, enhance residents' privacy, creating a lush green backdrop for the enjoyment of the users.

Context-Sensitive Building Design and Disposition

4.3.4 To respect with the BH profile in the Kam Tin South area, the Indicative Scheme with a BHR of not more than 69mPD (including roof-top structures) is proposed within the Application Site. In the current architectural design, the Indicative Scheme complies with the BH restriction of 69mPD under Airfield Height Restrictions and is considered compatible with the planned and existing developments in the surroundings.

Location of the Sewage Treatment Plant

4.3.5 For the interim arrangement of the proposed STP as outlined in **Section 4.1.4**, the building disposition and layout have been carefully considered for locating the proposed STP to the northwest of the Application Site to minimise the potential impacts on air quality and odour. In addition, mitigation measures including the installation of activated carbon filter at the exhaust and an odour removal system will be implemented.

Compliance with Provisions of Sustainable Building Design Guidelines

4.3.6 The Indicative Scheme has been carefully designed in full compliance with the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

4.3.7 The Application Site is less than 20,000m^2 in area with continuous projected façade greater than 60m, therefore it will adopt building separating distance and permeability as described under Section 4 and Appendix B of PNAP-APP 152.

Building Setback

4.3.8 Since Tung Wui Road is wider than 15m, no further setback from the street is required under the SBDG requirement.

Site Coverage of Greenery

4.3.9 Since the area of the Application Site is more than 1,000m^2 and less than 20,000m^2, the minimum site coverage of greenery of 20% of the site area with not less than 10% within 15m of the ground level (Primary Zone), i.e. not less than 1,434m^2 to be provided in accordance to PNAP APP-152.

4.3.10 Please refer to **Annex A** for the architectural drawings for the Indicative Scheme.

4.4 Landscape Design Framework

4.4.1 The primary objectives for the landscape design of the Indicative Scheme are:

- Provide a quality and sustainable environment with adequate landscape area for the enjoyment of the residents of the proposed development;
- Provide sufficient landscape treatment along the boundary to minimise the potential visual impact of the built form;
- Incorporate new trees and shrubs to enhance the greenery; and
- Fully integrate the landscape with the architecture where each exterior component draws upon the merits of the corresponding interior/ building component.

4.4.2 With the above objectives and the aim to provide quality residential development, a Landscape Master Plan and Tree Preservation Proposal **(Annex B)** have been prepared for the Indicative Scheme with key features highlighted as below.

Landscape Design Concepts

4.4.3 The landscape design aims to create an attractive and functional residential environment through a network of interconnected communal open spaces. At the entrance, a signature water feature serves as the primary focal point, offering an inviting sense of arrival for residents and visitors. The leisure garden incorporates seating and shade elements to encourage social interaction. Active recreation is thoughtfully integrated to maximize usability. A swimming pool with a sunbathing deck provides residents with opportunities for leisure and relaxation, while a kid's play area offers safe, engaging spaces for families. Planting is strategically arranged to soften hardscape edges, enhance privacy, and create a lush green backdrop for these amenities.

4.4.4 The podium landscape is centered on a multi-functional lawn that acts as the key communal space for residents. Supporting facilities, including a kid's play area, fitness area and F&B deck, are integrated throughout the space to enhance user comfort, encourage community interaction and establish a vibrant and cohesive landscape setting.

Local Open Space

4.4.5 Following the requirement under the HKPSG, the Indicative Scheme would provide not less than 1,207m^2 private open space for the enjoyment of the future residents, i.e. not less than 1m^2 per resident. Local open space provision will be self-contained as shown in **Table 4.1**.

Greenery Provision

4.4.6 The overall greenery coverage in terms of total planting areas of the Application Site would be not less than 20%, which fully complies with the relevant PNAP APP-152 requirement for a site of more than 1,000m^2 and less than 20,000m^2.

Tree Preservation and Removal Consideration

4.4.7 A total of 15 nos. of individually surveyed trees are recorded within the Application Site, none of which is Registered Old and Valuable Tree or stonewall tree. According to the Indicative Scheme, all existing trees would be in direct conflict with the development layout, and they are recommended to be felled with compensation due to their poor health condition and low survival rate after transplanting. All the 15 nos. of the existing trees would be compensated within the Application Site exceeding the required 1:1 ratio upon completion of the Indicative Scheme.

4.5 Traffic and Transport Arrangement

Vehicular and Pedestrian Access

4.5.1 Both vehicular and pedestrian access will be provided via Kam Wui Road, located on the eastern part of the Application Site. This access point aligns with the ingress/egress location of the existing transitional housing development, "The NAScenT", thereby maintaining the connection between Kam Wui Road and Tung Wui Road.

4.5.2 For vehicular access, a standard 7.3m-wide run-in/out is proposed at the eastern boundary of the Application Site, directly connecting to Kam Wui Road. Pedestrian access will also be accommodated at this location, ensuring convenient and integrated movement for both vehicles and pedestrians.

Internal Transport Facilities

4.5.3 Internal transport facilities for the Indicative Scheme will be provided in accordance with the high-end requirements of the HKPSG. All parking spaces, including private car and motorcycle, will be provided in the basement level of the residential development to minimise building bulk. Table 4.2 below summarises the internal transport facilities provision for the Application Site under the Indicative Scheme.

Table 4.2 Proposed Internal Transport Facilities

Facilities	Proposed Provision	
Private Car Parking Spaces	• Residential	94
	• Visitor	10

Facilities	Proposed Provision	
Motorcycle Parking Spaces	• Residential	5
Bicycle Parking Spaces	• Residential	56
Loading/Unloading Bays	• Heavy Goods Vehicle	2

4.5.4 Please refer to the Traffic Impact Assessment in **Annex C** for details.

4.6 Summary of Technical Assessments

4.6.1 As outlined in **Section 1**, it is noted that another ongoing S12A Planning Application for Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/15 is under preparation at the KHW Site.

4.6.2 Given the close proximity of both Application Sites, the same set of technical assessments has been formulated to evaluate the cumulative impacts arising from both applications. Various technical assessments, including Traffic Impact Assessment (TIA), Air Ventilation Assessment – Initial Study (AVA-IS), Sewerage Impact Assessment (SIA) and Drainage Impact Assessment (DIA), have been prepared to demonstrate no adverse impacts are anticipated with recommended mitigation measures. Considering the irregular configuration of the application site boundaries, it is proposed to rationalise the boundaries of the rezoning areas for the purpose of conducting sensitivity tests. This approach aims to assess the cumulative technical impacts associated with the potential rezoning areas, while ensuring design and development flexibility for future considerations. The sensitivity test areas of KHW and KSR Sites are shown in **Figure 4.1**.

4.7 Proposed Development Programme

4.7.1 The current Transitional Housing Project at "The NAScenT" with population intake year in February 2024 is planned to be operated for a minimum of five years. Upon the completion of the project operation, the operating organisation will assist the tenants to relocate to other transitional housing projects, or search for appropriate accommodation in the private market as far as practicable. Additionally, the organisation will offer referral services and support tailored to the specific needs of individual tenant.

4.7.2 With consideration to the time required for amendment of plan, land exchange / lease modification, site formation and construction of the proposed access road and residential development, it is anticipated that the development would be completed by year 2035.

5 AMENDMENT PROPOSAL

5.1 Considerations for a "R(A)" Zoning

5.1.1 In light of the changing planning circumstances in Kam Tin South in the vicinity of KSRS, as well as for synergising with railway property development along the existing and planned railways in the wider context including the planned NOL and the NM Development Strategy, "R(A)" zoning and its development control is considered appropriate for the Application Site to put forward the Indicative Scheme. The key factors contributing to an appropriate zoning are listed below.

5.2 Clear Planning Intention for Medium Density in Vicinity of KSRS

5.2.1 The proposed re-zoning has a clear planning intention and development direction for the type of uses and development intensity on the Application Site. In the case of the Application Site, the "R(A)" zoning provides the Application Site with an optimised development potential for medium-density residential developments as portrayed in the Indicative Scheme whilst rezoning the Application Site to a residential zoning allows expediting the residential development to facilitate the timely delivery of medium-term housing supply.

5.3 Appropriate "R(A)" Zoning for Proposed Amendment

5.3.1 The "R(A)" zone has appropriate Column 1 and Column 2 uses specified by designating restrictions on maximum PR of 3 and maximum BH of 69mPD (including roof-top structures) to guide the direction of the development towards the intended planning intention and to achieve optimisation of the development potential of the Application Site. Appropriate "R(A)" zoning control would also ensure that the Indicative Scheme will be compatible with the surrounding changing planning circumstances in the context of the surroundings and wider Kam Tin South area, and incorporate various planning and design merits as illustrated in the Indicative Scheme for the benefit of the public.

5.4 Appropriate Zoning Flexibility

5.4.1 Some kind of flexibility has to be allowed in the zoning so as to allow opportunity for creative and innovative design and proposals, which can tie in more closely to the social and community aspirations, and market demands at the Kam Tin South area into a vibrant and liveable community complementary to other key developments in the NM.

5.5 The Proposed Amendment

5.5.1 In light of the discussions in the earlier sections, this S12A Planning Application proposes amendments to the Plan of the Approved Kam Tin South OZP No. S/YL-KTS/15 by rezoning the Application Site from "CDA" zone to "R(A)" zone to cope with the changing planning circumstances, to optimise development potential of the scarce land resources, to make efficient use of readily available and developable land, and to facilitate realisation of the proposed residential development for quality living environment while maintaining effective planning control to ensure the future sufficient provision of infrastructural capacity in the area with the incorporation of the Indicative Scheme.

5.5.2 As illustrated in the Indicative Scheme, the Applicant is intended to adopt the existing "R(A)" zone and the development parameters and requirements as stipulated in its existing Notes and ES on the Application Site. By rezoning the Application Site to the same "R(A)" zone with a maximum domestic PR of 3 and a maximum BH of 69mPD (including roof-top structures), it could facilitate to expedite the residential development while at the same time not compromising compatibility with planned and existing developments in the surrounding area.

5.5.3 The Proposed Amendment on the Plan is shown in **Figure 5.1**, while the Notes and ES of the OZP for the "R(A)" zone are provided in **Figures 5.2a-5.2b** and **5.3a-5.3b** respectively.

6 PLANNING JUSTIFICATIONS

6.1 Responding to Policy Addresses on Supporting the I&T development in the Northern Metropolis with Readily Available Land Resources

6.1.1 In response to the Government's strategic direction outlined in the 2025 and 2026 Policy Addresses to advance I&T growth in NM, the Proposed Amendment presents a timely opportunity to contribute to the delivery of private housing units in support of talents' needs, accelerating the development of the NM through the progressive delivery of spade-ready sites and strategic infrastructure. The Indicative Scheme demonstrates the Application Site's suitability and long-term development for TOD. Its strategic location of within a 5-minute walking distance to KSRS and proximity to existing and planned residential clusters reinforce its potential to support the Government's vision for the NM. In view of the emerging I&T growth in NM, the Application Site is well-positioned to accommodate talent and professionals seeking convenient access to transport and future employment nodes.

6.1.2 The Indicative Scheme proposes to rezone from the current "CDA" zone to "R(A)" zone with a maximum PR of 3 and a maximum BH of 69mPD (including roof-top structures) for better land utilisation. The Application Site, being readily available and situated within a well-connected TOD catchment, will about 416 residential units by 2035 after the operation of the existing transitional housing ceases, to meet medium-term housing demand. Its development potential can be swiftly realised without extensive public sector intervention, thereby supporting the Government's commitment to stabilise the supply of spade-ready sites for private housing and to meet the medium-term housing demand in NM.

6.2 Quality Living Environment Supporting Talent Accommodation in Northern Metropolis

6.2.1 As outlined in **Section 3.6**, the NM is being developed as an integrated hub for I&T, education and talent development. The planned university towns, research institutions, industrial parks and strategic employment nodes will generate increasing demand for quality accommodation from professionals, academics, researchers and young talents seeking convenient access to these emerging opportunities. The Proposed Amendment therefore provides a timely opportunity to support the housing needs of professionals, academics, researchers and young talents within the NM.

6.2.2 The Application Site is strategically located within the KSRS catchment and will benefit from enhanced connectivity brought by the future Northern Link and other planned transport infrastructure. The proposed talent accommodation at the Application Site, providing private housing units with an average flat size of not more than 52m^2, is anticipated to be completed in or before 2035. Furthermore, the implementation of the Main Line of the NOL and the San Tin Section of the NM Highway, scheduled for completion in 2034 respectively, will further improve the accessibility within NM. This will facilitate seamless mobility across NM and the wider urban areas of Hong Kong.

6.2.3 In addition to the daily commuting convenience benefitted from its proximity to transport infrastructure, the Indicative Scheme with sustainable design will create an inclusive residential neighbourhood as well as to meet the lifestyle expectations of the professionals and their families. This will help contribute to create a live-work-play environment that enhances the overall attractiveness of the NM as talent-friendly areas. Therefore, the Proposed

Amendment would complement the NM's vision of attracting and retaining professionals and young talents in innovation, technology and professional services, fostering a sense of community and belonging among residents engaged in the I&T sector.

6.3 Responding to Changing Planning Circumstances Through Optimisation in Kam Tin South

6.3.1 As recommended under the LUR for Kam Tin South and Pat Heung in 2014, the KSRS and PHMC for rail-based development with residential, commercial and GIC uses as well as adjacent public housing sites are rezoned with higher development intensities, according to the *Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/11* and *Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/13*. In particular, the Grand Mayfair and Phase Two Property Development within the KSRS are rezoned from "Railway" and "AGR" to "OU(Railway Station & PTI with C/R Development)", subject to a domestic GFA of 186,234m^2 (with an equivalent total PR of about 2.25) and maximum BH of 69mPD. Additionally, the nearby planned Public Housing Sites 1 and 6 are rezoned from "AGR" to "R(A)" and Site 4a is rezoned from "OU(Rural Use)" to "R(A)", with the maximum PR of 3 and maximum BH of 69mPD.

6.3.2 Apart from the changes in the surroundings of the existing KSRS, the Proposed Amendment at the Application Site will also respond to the changing planning circumstances in the NM areas due to the enhanced connectivity brought by the future NOL and CRL. The planned NOL to be completed in 2034 will connect the KSRS to the planned Kwu Tung Station, with intermediate stations such as Au Tau. The Government will also consider a larger proportion of private housing in the area around Au Tau Station for development into an NDA with land use review, as announced in 2025 Policy Address. As such, the development potential of the areas around KSRS and areas along NOL could be further unleashed.

6.3.3 As part of the TOD catchment in the wider area of Kam Tin South, including the planned NOL and CRL, the rezoning of the Application Site (domestic PR of 3) could optimise scarce land resources by providing a total of about 416 residential units for talent accommodation. Its proximity to KSRS, a convenient public transport hub, and the emerging development potential around the planned Au Tau Station under the NM vision, reinforces the need to review and advance its development potential. The Proposed Amendment not only conforms to the original rationale of the LUR but also illustrate the Applicant's determination to expedite implementation through a technically substantiated and policy-aligned proposal, supporting the broader objectives of sustainable urban growth and talent accommodation in NM.

6.4 Timely Review of "CDA" Zoning in Response to Updated Planning and Infrastructure Context

6.4.1 As discussed in **Section 3.2**, the retention of the "CDA" zoning for the Application Site upholds the planning intention of the "CDA" zone, allowing for due consideration of technical feasibility and infrastructural capacity through the planning application process. While the surrounding Kam Tin area has been evolving with the planned public housing sites (Sites 1, 4A and 6), the planned new KSRS Public Transport Interchange in KSRS Phase 2 property development, and Area (b) to the immediate north of the Application Site remains designated as a landscaped area for public use as specified in the ES of the OZP, the original planning intent of the "CDA" zone has not been compromised. Instead, the Indicative Scheme represents an enhanced development proposal that responds appropriately to updated planning

circumstances. In this light, a review of the most appropriate zoning for the Application Site is considered timely and consistent with ongoing planning refinements in the district.

6.4.2 By optimising the use of scarce land resources, the Indicative Scheme aims to deliver about 416 quality residential units, contributing to Hong Kong's housing supply targets. The proposed 7.3-metre-wide run-in/out at the eastern boundary, with direct access to Kam Wui Road, further demonstrates infrastructure readiness and supports efficient site integration. Overall, the Proposed Amendment reflects a proactive and sustainable development approach that aligns with the long-term planning vision for the area.

6.4.3 In view of the above, it is considered appropriate to propose rezoning the Application Site from "CDA" zone to "R(A)" zone. The Proposed Amendment will continue to uphold the underlying intention of achieving orderly, well-planned development, while better matches the present infrastructural conditions and planning direction. The Proposed Amendment also reflects the Applicant's determination to expedite the implementation of the Indicative Scheme.

6.5 Ensuring Compatibility of Medium-Density Development with the Surrounding Environment

6.5.1 The Proposed Amendment has paid full attention to achieve compatibility with the existing and future developments in the wider area of Kam Tin South. Despite the Indicative Scheme has a higher development intensity and BH as compared to the existing rural low-rise developments in the vicinity, it is considered appropriate when comparing to the planned public residential developments (i.e. Sites 1, 4a and 6 under construction) with the maximum PR of 3, the existing private residential developments at KSRS (i.e. Grand Mayfair) and the KSRS Phase 2 Property Development to be completed by 2033 with the maximum PR of 3. In this regard, the Indicative Scheme is fully compatible with the future developments in the NM which are anticipated to be of similar development intensities.

6.5.2 From visual point of view, while the Indicative Scheme will become a new visual element in the area, the incorporation of design features such as the context-responsive building design and one visual corridor cum air path of 15m in width between two residential blocks, subject to later detailed design stage, will ensure a balanced and harmonious visual relationship among the Indicative Scheme and the existing and future development contexts. The proposed maximum BH of 69mPD (including roof-top structures) in the Indicative Scheme demonstrates due respect to the Shek Kong Airfield Height Restrictions, ensuring full compliance with relevant height requirements. As demonstrated in the Visual Impact Assessment (**Annex F**), the Indicative Scheme exhibits overall negligible visual impact when compared to the Baseline Scheme, and such impact will be fully acceptable after the implementation of mitigation measures which will elevate the visual compatibility with the surrounding built environment, building form, scale and masses, with the Kam Tin South context and the wider natural environment.

6.5.3 In summary, as demonstrated by the Indicative Scheme, the Proposed Amendment is fully responsive to the Application Site and surrounding contexts without compromising compatibility with the existing and future developments in the NM, thereby contributing to a quality living environment in the wider area of Kam Tin South.

6.6 Complying with Sustainable Building Design Guideline

6.6.1 To achieve a quality and sustainable built environment, due considerations have been made to the relevant provisions of PNAP APP-152 SBDG in formulating the Indicative Scheme. The considerations of the three key building design elements of building separation, building setback and site coverage of greenery under the SBDG are summarised as follows:

6.6.2 Building Separation

6.6.3 To improve air ventilation, enhance the environmental quality at pedestrian level and mitigate the potential heat island effects, sufficient building separation is proposed between two residential towers. The continuous projected façade of each of the two residential towers is more than 60m, which has fulfilled the building separation requirement to provide reasonable wind availability to the surrounding buildings.

Building Setback

6.6.4 To improve air ventilation and mitigate the street canyon street effect, the Indicative Scheme will achieve sufficient setback from the road kerb of Tung Wui Road. The requirement for building setback from the centre line of the street will also be fulfilled.

Site Coverage of Greenery

6.6.5 According to the SBDG, the Application Site, with a site area of about 7,166m^2, is required to reach minimum site coverage of greenery of 20% in overall development. Such requirement on site coverage of greenery is fully complied with under the Indicative Scheme, with not less than 20% (i.e. not less than 1,434m^2) overall coverage of greenery via landscape design. To encourage energy conservation and ensure harmony with the surrounding environment, the Indicative Scheme incorporates various forms of green building design features such as green roofs, green walls and vertical greenings.

6.7 Confirming the Proposed Amendment is Technically Feasible and Results in No Adverse Impacts to the Surrounding Area

6.7.1 Various technical assessments on different aspects, including traffic, environmental, visual, air ventilation, landscape and tree preservation, drainage and sewerage, have been conducted and included in **Annexes B to H** of this Supporting Planning Statement. Findings of the technical assessments confirmed that the Proposed Amendment is technically feasible and will not generate, nor be suspectable of generating, adverse impacts to the future users at the Application Site and the surrounding environment with appropriate mitigation measures and improvement works.

6.8 Will Set a Desirable Precedent

6.8.1 As demonstrated in the Indicative Scheme, the Proposed Amendment is a fundamental step to achieve the various planning merits, including the optimisation of the TOD, the increase of quality housing supply in a compatible manner for future development in the NM, conformed to the suggestions of the "CDA" Review with due considerations of infrastructural capacity in the area while not jeopardising the planning intention of the "CDA" zone, conformed to the suggestions of the LUR of the Application Site for private housing development, incorporated

context-sensitive building design with timely response to the changing planning circumstances. Various technical assessments, including the sensitive test area taken into account, have been carried out to ensure the feasibility of the Proposed Amendment. Most importantly, the Indicative Scheme could act as a catalyst to synergise planned residential developments and accelerate transformation of Kam Tin South and Pat Heung area to a high-quality residential area. With such specific considerations inherent to the Application Site, it can be concluded that the Proposed Amendment will constitute a desirable precedent.

7 CONCLUSION

7.1.1 This Supporting Planning Statement is submitted under Section 12A of the TPO to seek approval for the Proposed Amendment to the Approved Kam Tin South OZP No. S/YL-KTS/15 by rezoning the Application Site from "CDA" zone to "R(A)" zone to facilitate the realisation of the full development potential with a maximum PR of 3 and a maximum BH of 69mPD (including roof-top structures) at the Application Site.

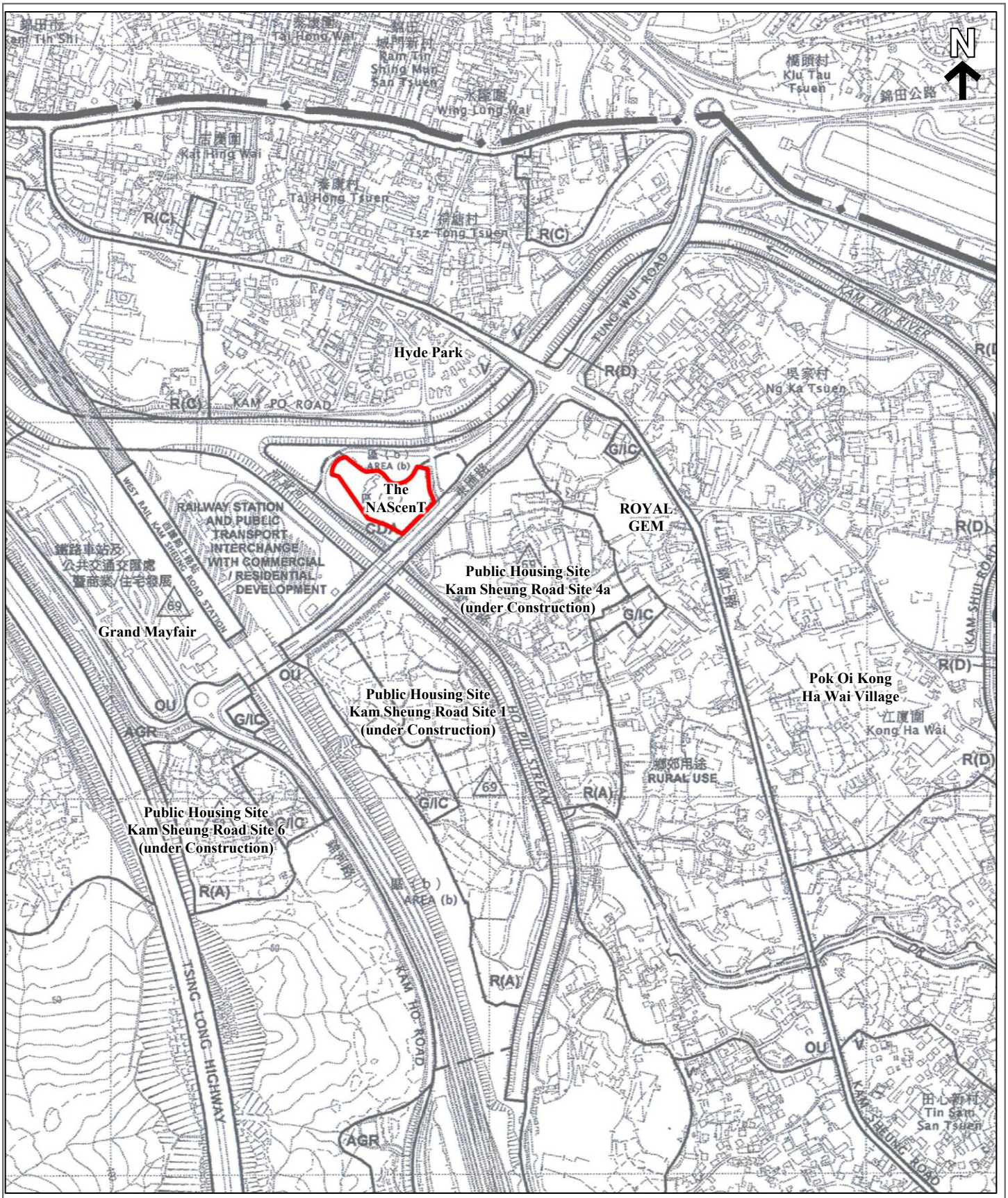
7.1.2 While the Application Site is currently serving as a temporary transitional housing development, its development potential has been long underestimated due to its strategic location in close proximity to KSRS as well as the extant "CDA" zoning for low-density developments. The Proposed Amendment serves as a proactive and timely response to the changing planning circumstances in the surrounding context, including the NOL and CRL, and the formation of the promising NM, by unleashing the TOD potential of the Application Site primely located in the vicinity of the KSRS without compromising compatibility with the existing and future development contexts in the vicinity.

7.1.3 In light of the changing planning circumstances, including the aforementioned "CDA" Review and LUR for Kam Tin South and Pat Heung, as well as infrastructure upgrades such as the planned NOL and CRL, the Application Site, being a readily available and developable land, presents a timely opportunity to optimise scarce land resources. The Proposed Amendment demonstrates the Applicant's determination to expedite the implementation through a technically substantiated and policy-aligned proposal, with the aim of supporting the growth of the area and wider context in the NM.

7.1.4 The Indicative Scheme will contribute about 416 residential units to address the imminent territorial housing shortage, while the Proposed Amendment is fully responsive to the Application Site and surrounding contexts without compromising compatibility with the existing and future developments in the NM, thereby contributing to a quality living environment in the Kam Tin area, as well as an unique landscape emphasising a gateway location connecting to the NM. Furthermore, it has been demonstrated in the technical assessments that the Proposed Amendment at the Application Site will not be generating adverse impact to the surroundings in terms of traffic, environmental, visual, air ventilation, landscape and tree preservation, drainage and sewerage perspectives.

7.1.5 In view of the justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to support this S12A Planning Application.

Figures



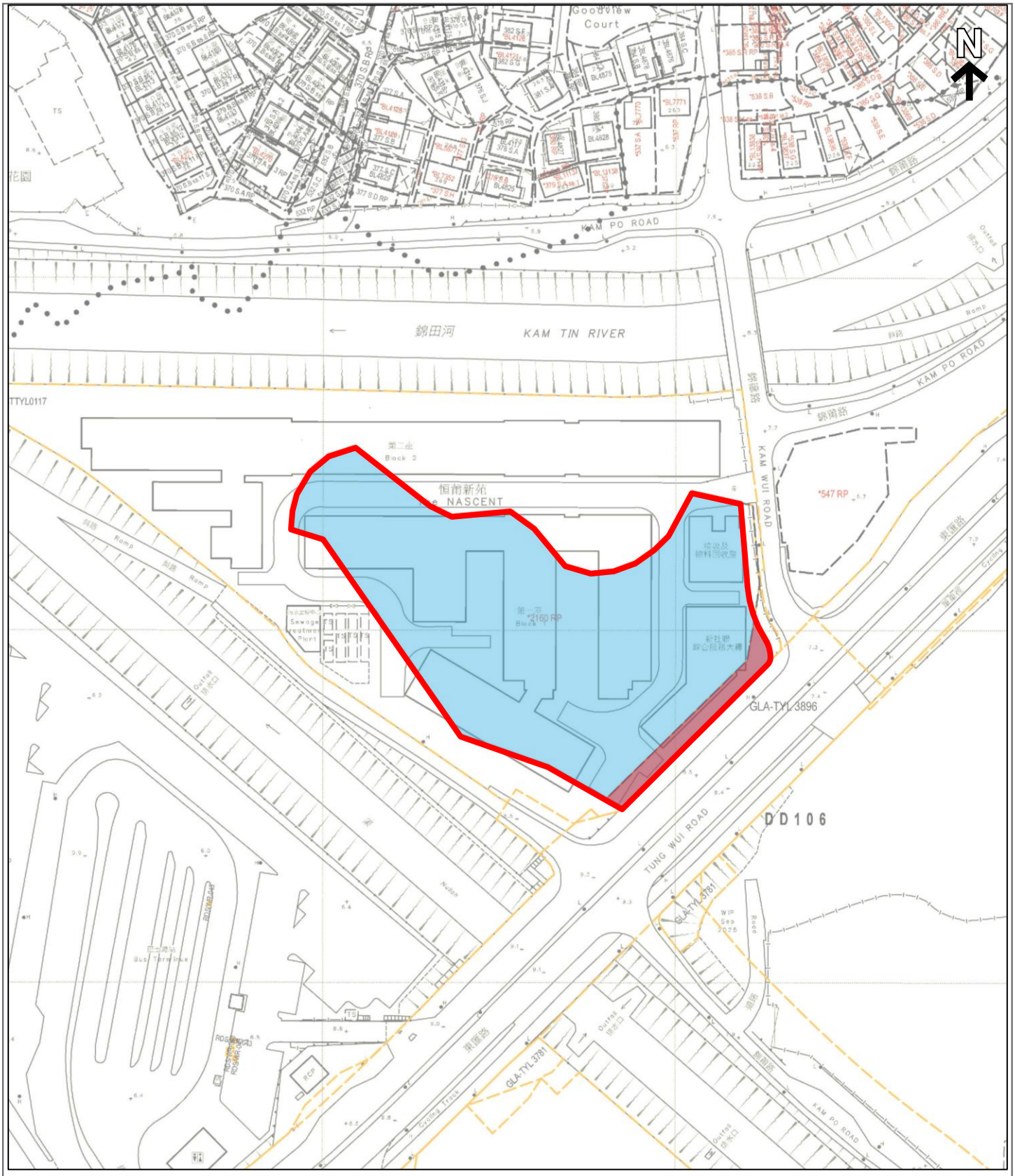
LEGEND

- Application Site
- 69 — Maximum Building Height Restriction (in terms of mPD)
- ★ — Maximum Building Height Restriction Stipulated on the Notes

ZONING

R(A)	"Residential (Group A)"
R(C)	"Residential (Group C)"
R(D)	"Residential (Group D)"
CDA	"Comprehensive Development Area"
G/IC	"Government, Institution or Community"
V	"Village Type Development"
AGR	"Agriculture"
OU	"Other Specified Uses"

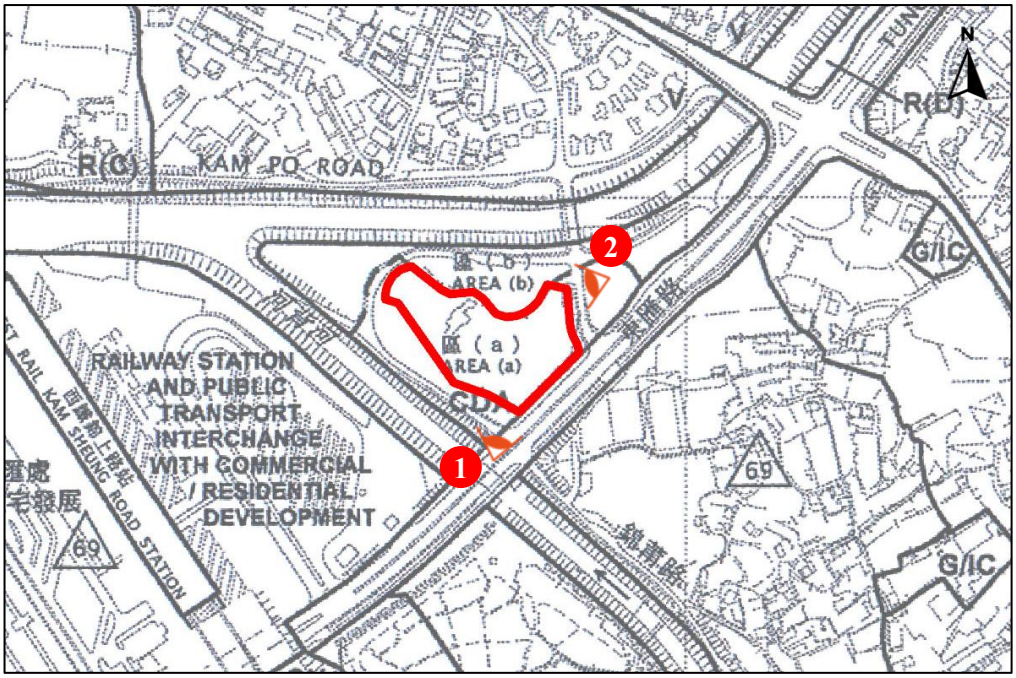
Figure No.	*Scale*	*Figure Title*	
2.1	1:7,000		**Location Plan of the Kam Sheung Road Site**
ARUP	*Date* August 2026	*Source*	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15



LEGEND

- Application Site
- Private Lot
- Government Land
- Short Term Tenancy/Government Land Licence / Temporary Government Land Allocation

Figure No.	Scale	Figure Title
2.2	1:1,500	**Lot Index Plan**
ARUP	Date: August 2026	Source: Adapted from Lot Index Plan No. ags_S00000148858_0001



Key Plan

LEGEND

Application Site

1 Viewing Points



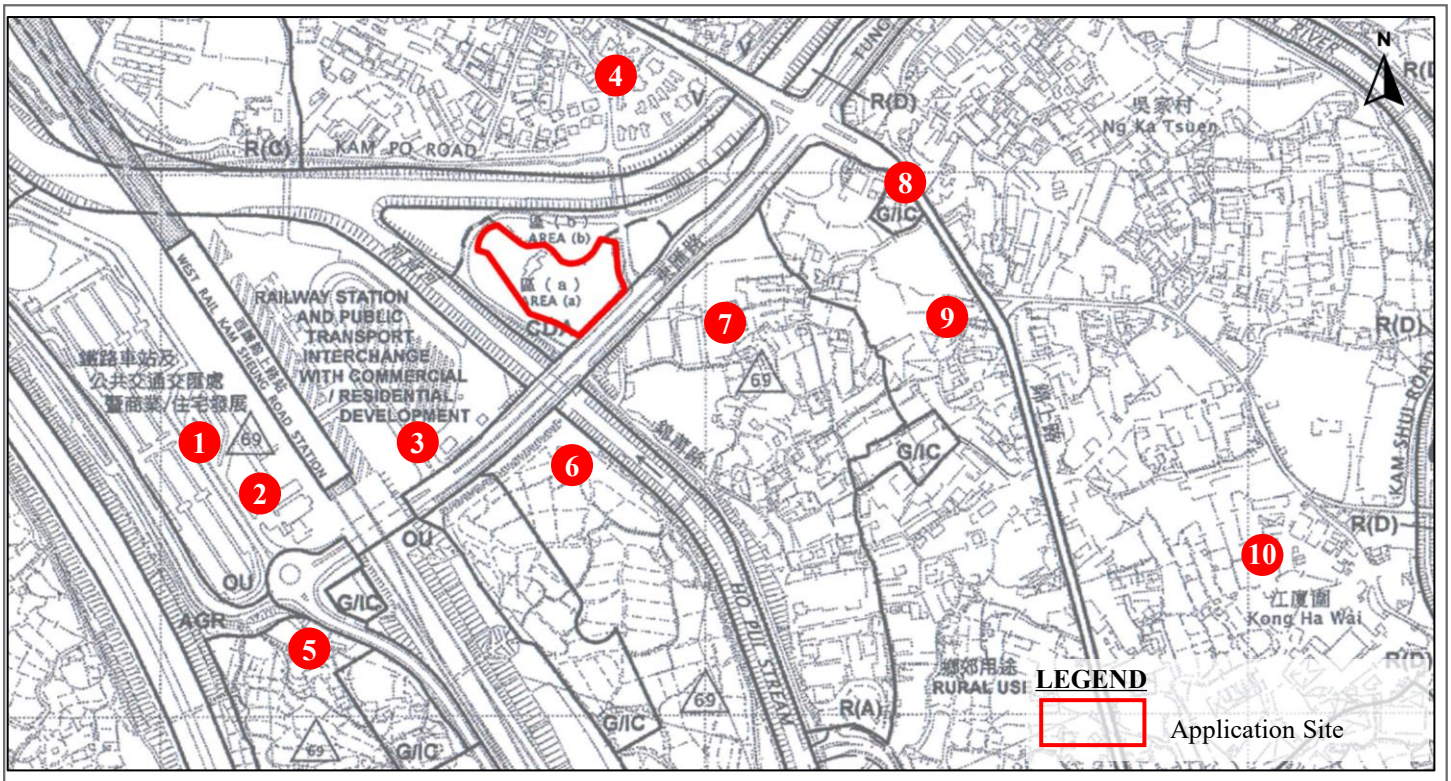
LEGEND

Application Site





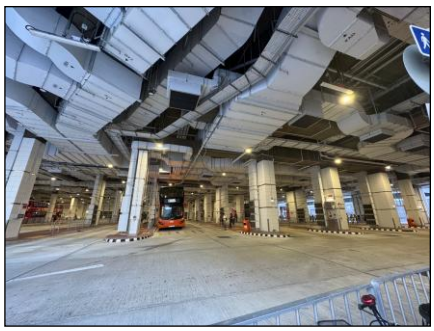
Figure No.	Scale	Figure Title	
2.3	-		**Existing Condition of the Kam Sheung Road Site**
ARUP	Date: August 2026	Source:	GeoInfo Map and Site Photos taken on 10 Oct 2025



1 **Grand Mayfair**



2 **Kam Sheung Road (KSR) Public Transport Interchange (PTI)**



3 **Former KSR PTI for KSR Station Phase 2 Development**



4 **Hyde Park**



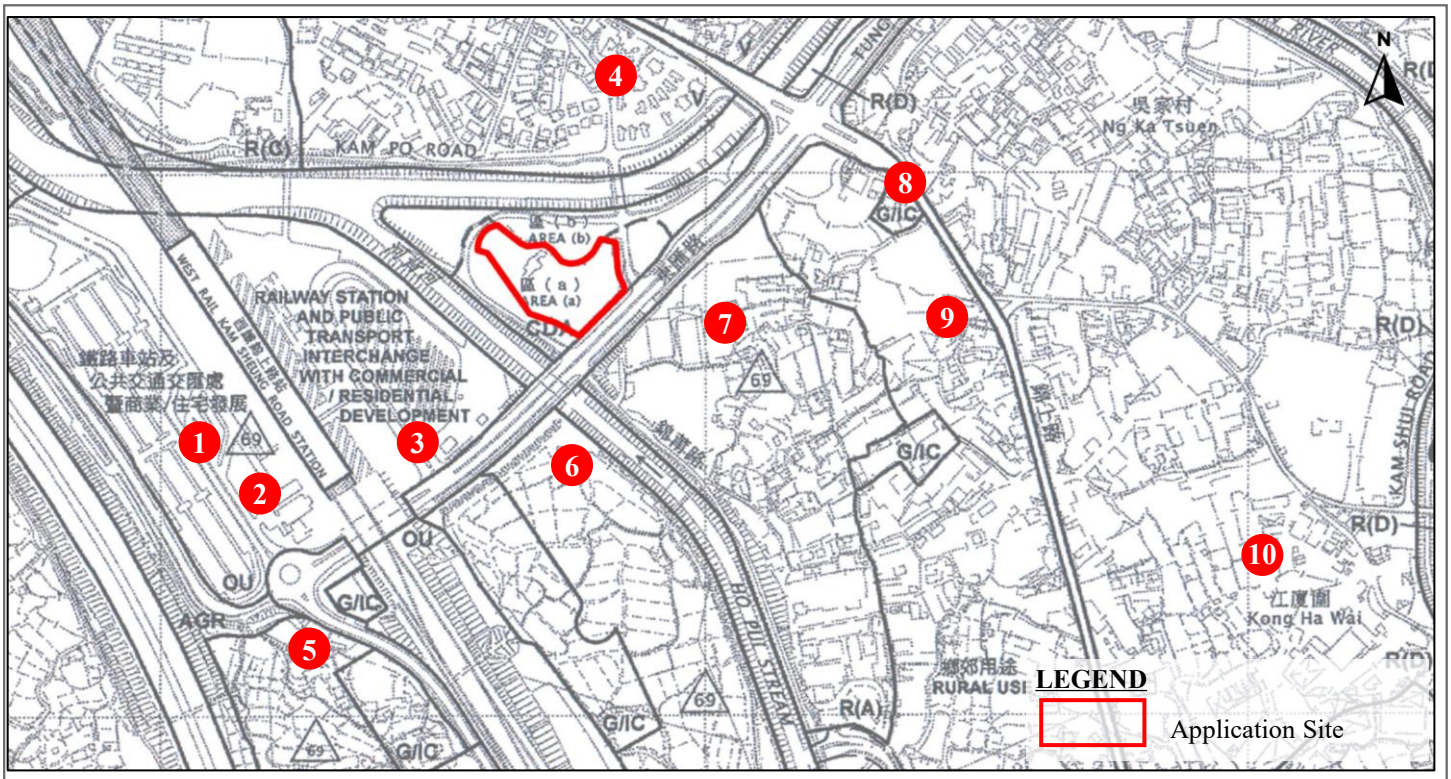
5 **Public Housing Site KSR Site 6 (under Construction)**



6 **Public Housing Site KSR Site 1 (under Construction)**



Figure No.	*Scale*	*Figure Title*	**Surrounding Context of the Kam Sheung Road Site (Sheet 1 of 2)**
2.4a			
ARUP	*Date* August 2026	*Source*	Site Photos taken on 24 Aug 2026



7 **Public Housing Site KSR Site 4a (under Construction)**



8 **Kam Sheung Life Lutheran Church**



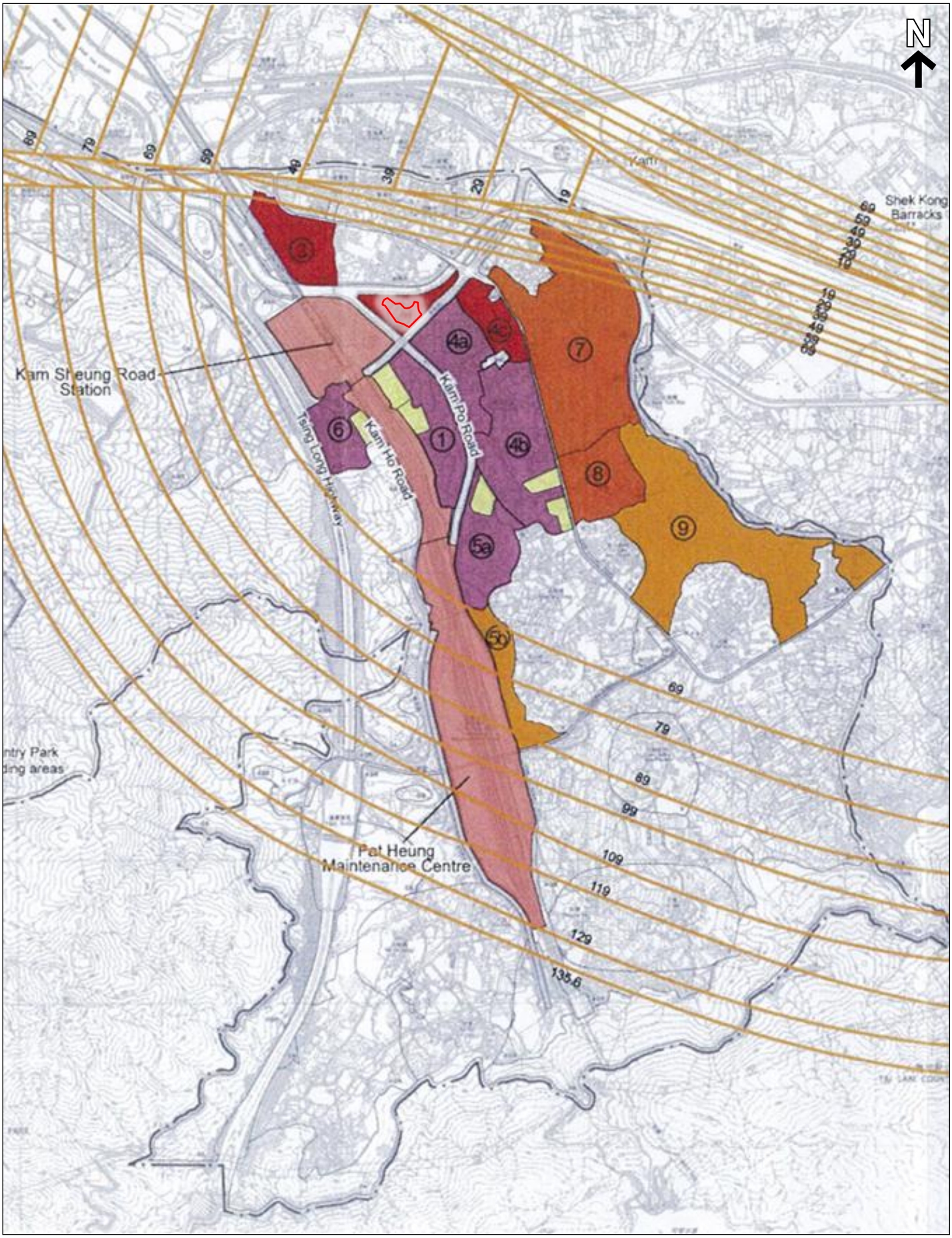
9 **ROYAL GEM**



10 **Pok Oi Kong Ha Wai Village**



Figure No.	*Scale*	*Figure Title*	**Surrounding Context of the Kam Sheung Road Site (Sheet 2 of 2)**
2.4b	-		
ARUP	*Date* August 2026	*Source*	Site Photos taken on 24 Aug 2026



LEGEND

Application Site

Figure No.	Scale	Figure Title	
2.5	-		**Shek Kong Airfield Height Restrictions**
ARUP	Date: August 2026	Source	Extracted from Land Use Review for Kam Tin South and Pat Heung completed in 2014

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Market Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (Sheet 1 of 3)**
3.1a	-		
ARUP	*Date* August 2026	*Source*	Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Planning Intention

This zone is intended primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :

(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor area for various uses, total number of flats and flat sizes, where applicable;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscape and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) a visual impact assessment report (including photomontages) to examine any possible visual impact that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;

(viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(Please see next page)

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (Sheet 2 of 3)**
3.1b	-		
ARUP	*Date* August 2026	*Source*	Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

(ix) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(x) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(xi) such other information as may be required by the Town Planning Board.

(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m). No building development is permitted in Area (b) which shall be designated as a landscaped area for public use.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(e) In determining the maximum plot ratio for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (Sheet 3 of 3)**
3.1c	-		
ARUP	*Date* August 2026	*Source*	Extracted Schedule of Uses of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the neighbourhood. Development in this zone is restricted to a maximum non-domestic gross floor area (GFA) of 1,280 m^2, a maximum site coverage of 40% and a maximum building height of 2 storeys (including basement). To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA, site coverage and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.1.2 The site, which is adjacent to a petrol filling station with liquefied petroleum gas (LPG) facilities, would be subject to risk constraints. The respective developer(s) should conduct a quantitative risk assessment to ascertain that the risk levels posed by the LPG facilities to the surrounding, taking into account the final design and layout of the proposed development at the site, are still in compliance with the government risk guidelines stated in the Hong Kong Planning Standards and Guidelines.

9.2 Comprehensive Development Area ("CDA") : Total Area: 2.51 ha

9.2.1 This zone is intended primarily for comprehensive development/ redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Any development/redevelopment proposal on site under this zoning should be submitted in the form of a Master Layout Plan (MLP) to the Board for consideration. When approved by the Board, a copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

9.2.2 With regard to the need of preserving the natural landscape and private development right, a triangular site bounded by Kam Tin River to the north, Tung Wui Road to the south-east and Kam Po Road to the south-west is zoned "CDA" with a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m). Area (b) at the northern part of the site shall be designated as a landscaped area for public use and no building development is permitted. Existing trees and abandoned meander retained under the drainage project within the zone

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (Sheet 1 of 2)**
3.2a	-		
ARUP	*Date* August 2026	*Source*	Extracted Explanatory Statement of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

should be preserved as far as practicable. Minor boundary adjustment of Areas (a) and (b) may be permitted at the MLP submission stage.

9.2.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.3 Residential (Group A) ("R(A)") : Total Area : 16.03 ha

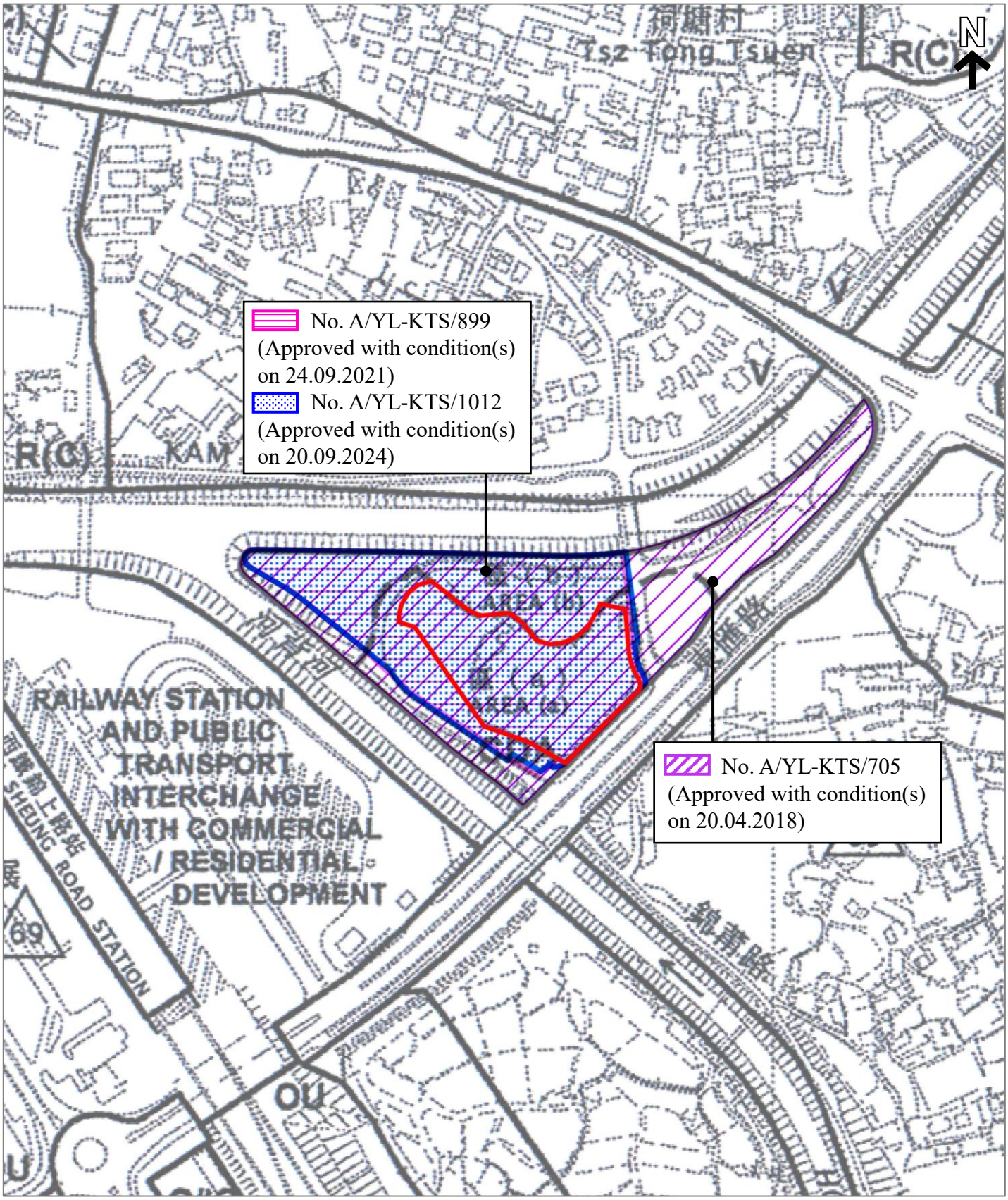
9.3.1 This zone is intended for medium-density public housing developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

9.3.2 Developments and/or redevelopments in areas zoned "R(A)" are subject to a maximum plot ratio of 3 and a maximum building height of 69 metres above Principal Datum (mPD) (including roof-top structures).

9.3.3 There is a demand for public vehicle parks, GIC or social welfare facilities to serve the local needs. In order to facilitate provision of public vehicle park, GIC or social welfare facilities while not affecting the provision of public housing flats, in determining the maximum plot ratio of the developments and/or redevelopments, any floor space that is constructed or intended for use solely as public vehicle park, or GIC or social welfare facilities, as required by the Government, may be disregarded in the calculation of plot ratio.

9.3.4 An expert evaluation on air ventilation assessment (AVA(EE)) has been conducted in support of the public housing developments. Considering the site constraints as well as other design considerations, various design measures including non-building areas (NBAs), building separations, setbacks, minimization of podium coverage and open void at ground level have been proposed to promote air movement. As recommended in the AVA(EE), quantitative air ventilation studies are required for individual development for scheme optimization at detailed design stage. The requirement of quantitative AVA studies and design measures for individual public housing site(s) will be incorporated in the respective planning brief(s) for implementation as appropriate.

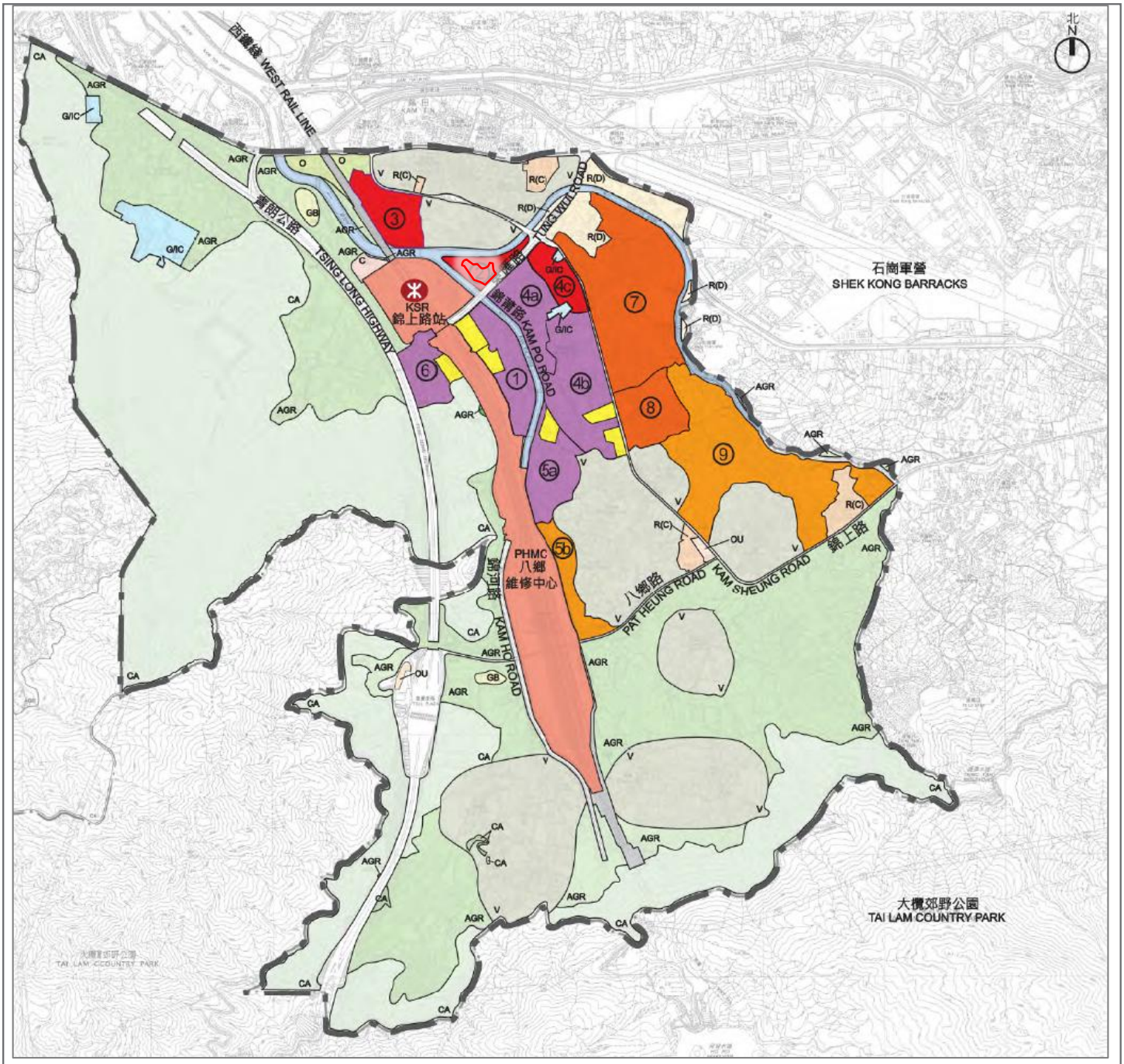
Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 (Sheet 2 of 2)**
3.2b	-		
ARUP	*Date* August 2026	*Source*	Extracted Explanatory Statement of "CDA" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15



LEGEND

Application Site

Figure No.	*Scale*	*Figure Title*	**Previously Approved Applications within the Kam Sheung Road Site**
3.3	1:3,000		
ARUP	*Date* August 2026	*Source*	Information Extracted from Town Planning Board's Website



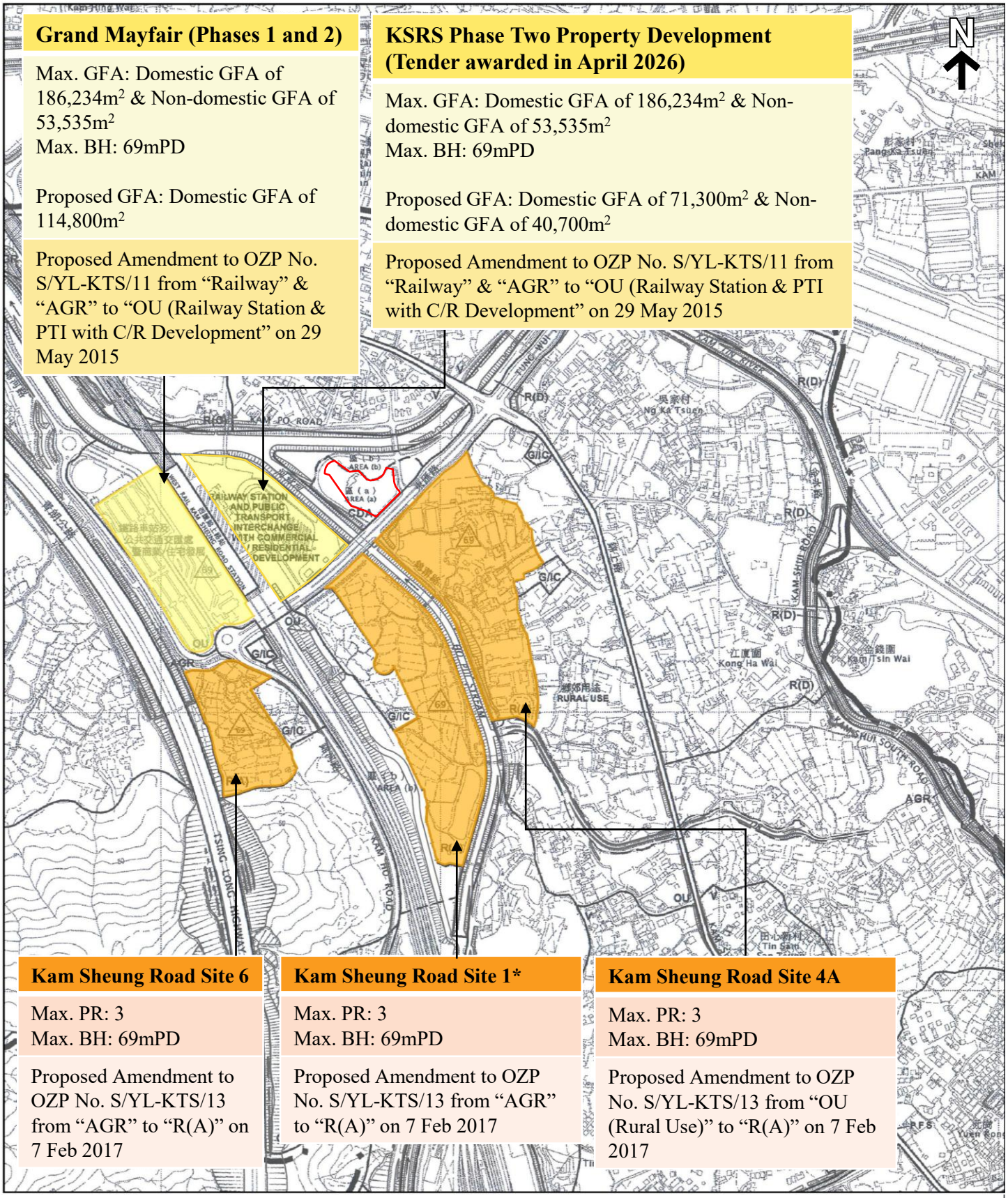
	具發展潛力用地 Potential Development Sites	建議總地積比率(大約) Proposed Total Plot Ratio (approx.)
	錦上路站 KSR	3.0
	八鄉維修中心 PHMC	3.0
	公營房屋 用地1、4a、4b、5a 及 6 Public Housing Site 1, 4a, 4b, 5a and 6	3.0
	用地2、3、4c Site 2,3,4c	2.1
	用地7、8 Site 7, 8	1.5
	用地5b、9 Site 5b, 9	0.8

R(C)	住宅(丙類) Residential (Group C)
R(D)	住宅(丁類) Residential (Group D)
V	鄉村式發展 Village Development Area
C	商業 Commercial
G/IC	政府、機構或社區 Government, Institution or Community
O	休憩用地 Open Space
AGR	農業 Agriculture
GB	綠化地帶 Green Belt
CA	自然保育區 Conservation Area
OU	其他指定用途(加油站) Other Specified Uses (Petrol Filling Station)
	土地建議作政府、機構及社區設施用途 Sites Proposed for G/IC facilities
	西鐵綫 West Rail Line
	排水道/河流 Drainage / River

LEGEND

Application Site

Figure No.	Scale	Figure Title
3.4	-	**Land Use Planning Framework under Land Use Review for Kam Tin South and Pat Heung (2014)**
ARUP	Date: August 2026	Source: Extracted from Land Use Review for Kam Tin South and Pat Heung completed in 2014



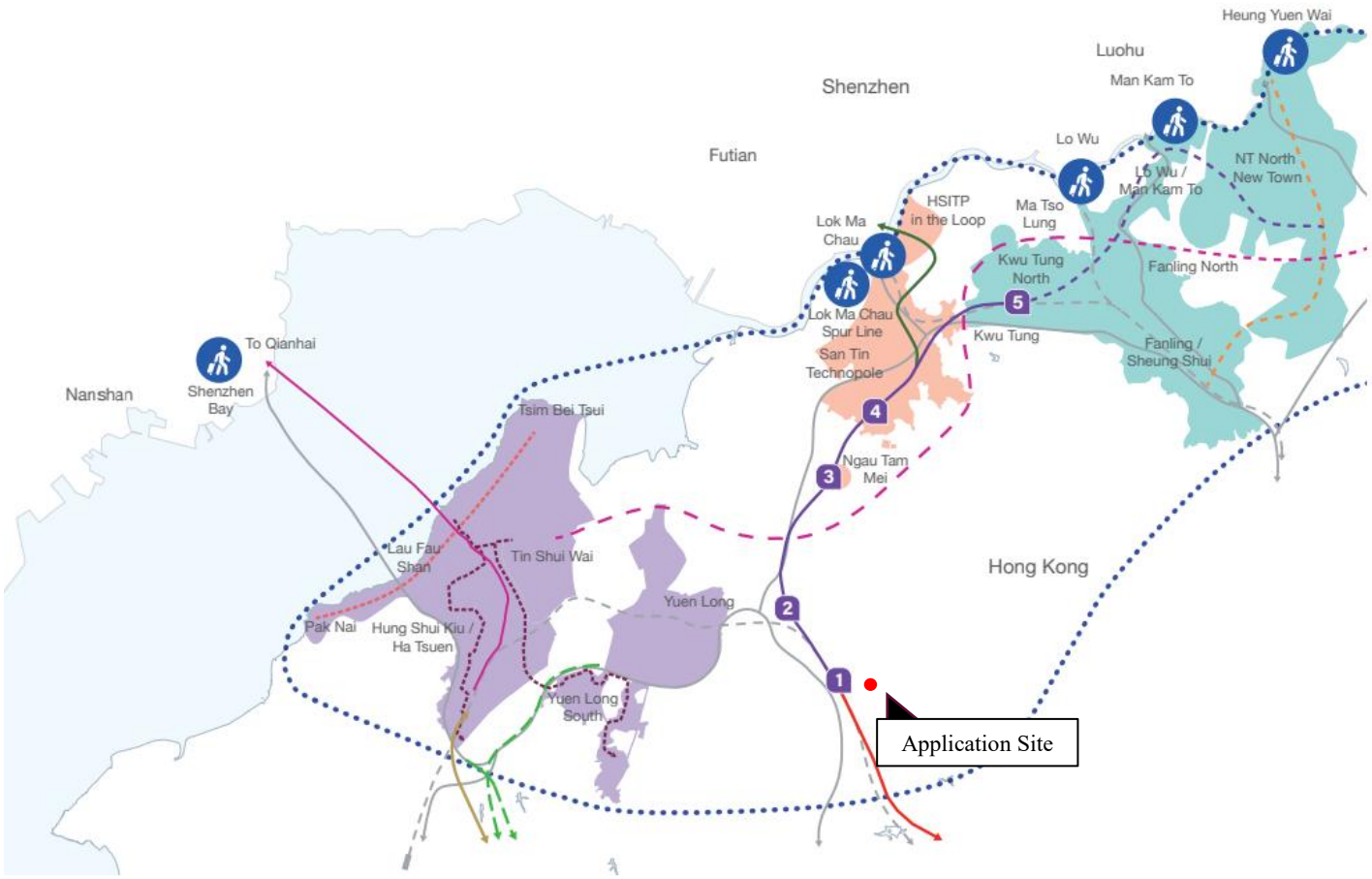
LEGEND

- Application Site
- Planned Public Housing Sites
- Completed and Planned Private Housing Sites

Note:

** The Kam Sheung Road Site 1 includes Wui Hei Court as part of the Sale of Home Ownership Scheme Flats 2025.*

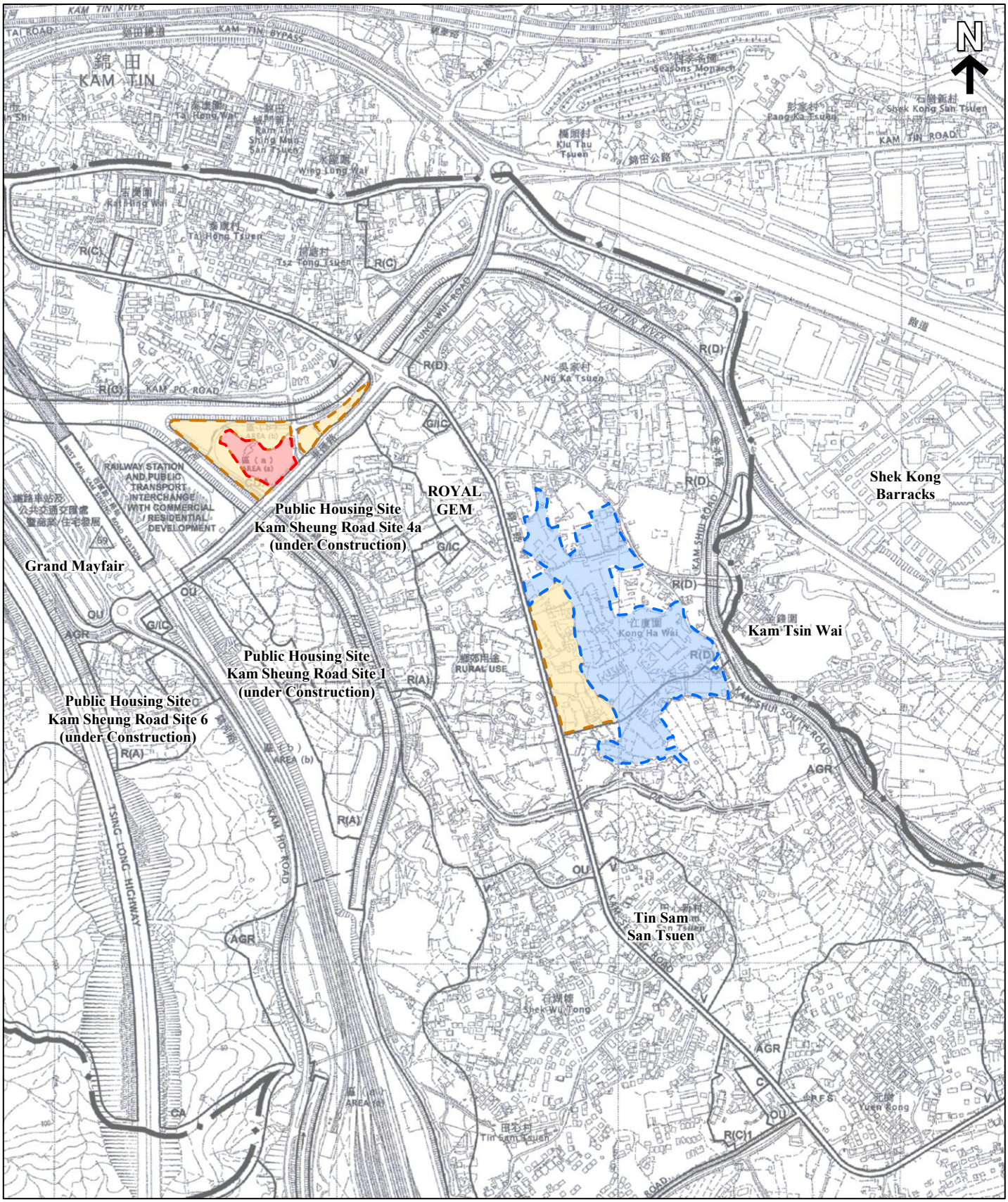
Figure No.	*Scale*	*Figure Title*
3.5	1:9,500	**Existing and Planned Housing Sites in the Vicinity of the Kam Sheung Road Site**
ARUP	*Date* August 2026	*Source* Extracted Information from Land Use Review for Kam Tin South and Pat Heung completed in 2014, Sales Brochure of Grand Mayfair and EOI Invitation for KSRS Phase Two Property Development



- Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)
- Green Transit System from Tsim Bei Tsui to Pak Nai
- Green Transit System in Hung Shui Kiu / Ha Tsuen and Yuen Long South
- Hong Kong Island West – Hung Shui Kiu Rail Link
- Route 11 (section between Yuen Long and North Lantau), Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) and Tuen Mun Bypass
- Northern Metropolis Highway
- Northern Metropolis Highway (New Territories North New Town Section)
- Northern Link
  - 1 Kam Sheung Road
  - 2 Au Tau
  - 3 Ngau Tam Mei
  - 4 San Tin
  - 5 Kwu Tung
- Northern Link Spur Line
- Central Rail Link
- Northern Link Eastern Extension
- Northeast New Territories Line
- Control Points
- Northern Metropolis Conceptual Boundary
- Existing Railway
- Existing Road

LEGEND ● Application Site (Indicative)

Figure No.	*Scale*	*Figure Title*	**Transport Infrastructure of the Northern Metropolis**
3.6	-		
ARUP	*Date* August 2026	*Source*	Extracted from Northern Metropolis Action Agenda 2023



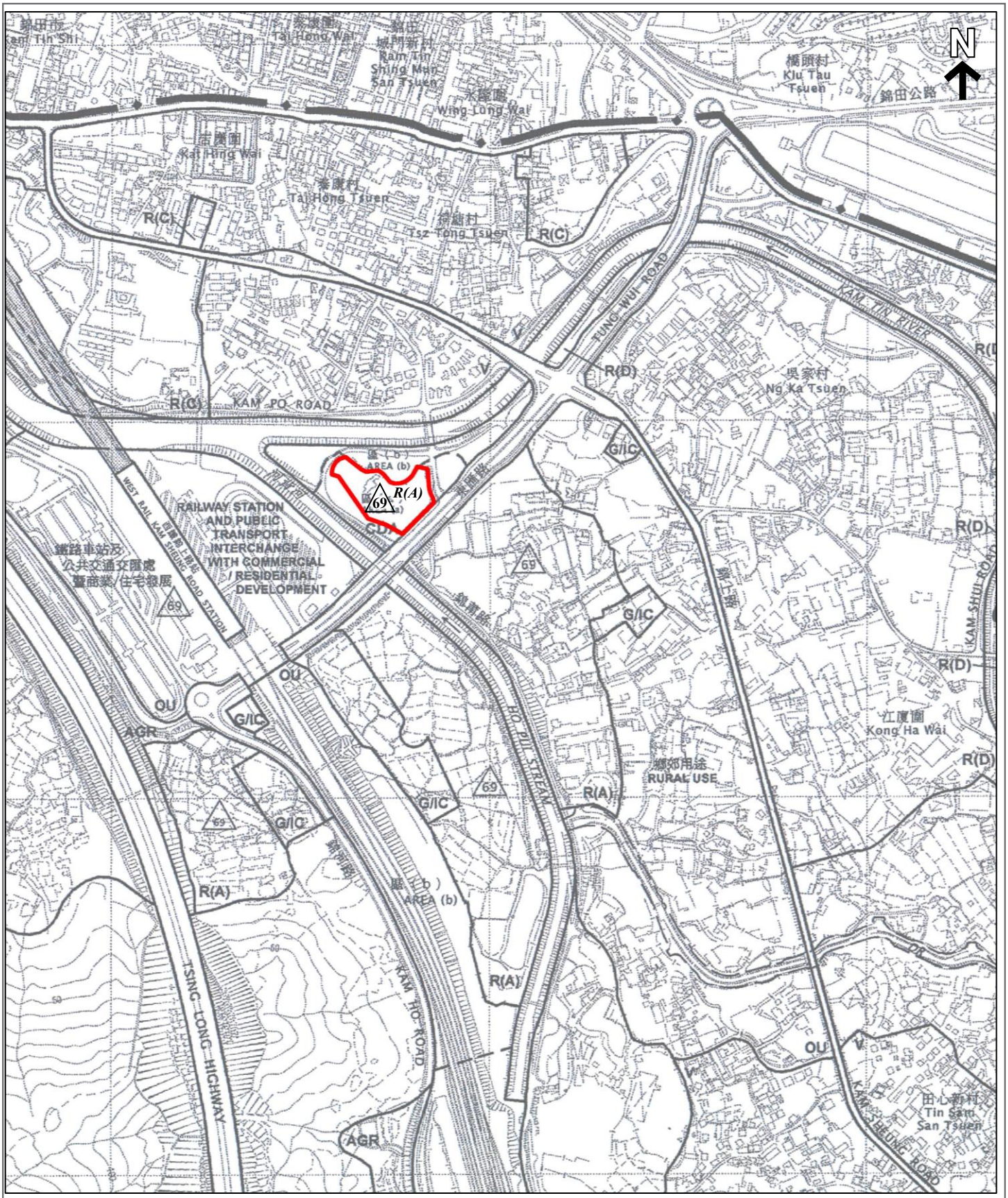
LEGEND

- Kam Sheung Road Site / Application Site
- Kong Ha Wai Site (under preparation)
- Sensitivity Test Areas for Technical Assessments (Based on Rationalised Boundaries for Potential Rezoning)
- Maximum Building Height Restriction Stipulated on the Notes

ZONING

R(A)	"Residential (Group A)"
R(C)	"Residential (Group C)"
R(D)	"Residential (Group D)"
CA	"Conservation Area"
CDA	"Comprehensive Development Area"
G/IC	"Government, Institution or Community"
V	"Village Type Development"
AGR	"Agriculture"
OU	"Other Specified Uses"

Figure No.	*Scale*	*Figure Title*	**Location Plan of the Kong Ha Wai and Kam Sheung Road Sites with Sensitivity Test Areas**
4.1	1:9,500		
ARUP	*Date* August 2026	*Source*	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15



LEGEND

Application Site

69 Maximum Building Height Restriction (in terms of mPD)

Figure No.	Scale	Figure Title	**Proposed Amendment to the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15**
5.1	1:7,000		
ARUP	Date: August 2026	Source:	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) Religious Institution (Ancestral Hall only) Residential Institution Rural Committee/Village Office School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Religious Institution (not elsewhere specified) School (not elsewhere specified) Shop and Services Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room: Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

Figure No.	Scale	Figure Title	**Extracted Schedule of Uses of "R(A)" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15**
5.2a	-		
ARUP	Date August 2026	Source	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for medium-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public vehicle park, or GIC or social welfare facilities, as required by the Government, may also be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure No.	*Scale*	*Figure Title*	**Extracted Schedule of Uses of "R(A)" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15**
5.2b	-		
ARUP	*Date* August 2026	*Source*	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

should be preserved as far as practicable. Minor boundary adjustment of Areas (a) and (b) may be permitted at the MLP submission stage.

9.2.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.3 Residential (Group A) ("R(A)") : Total Area : ***16.75*** ha

9.3.1 ***This zone is intended for medium-density housing developments.*** Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

9.3.2 Developments and/or redevelopments in areas zoned "R(A)" are subject to a maximum plot ratio of 3 and a maximum building height of 69 metres above Principal Datum (mPD) (including roof-top structures).

9.3.3 There is a demand for public vehicle parks, GIC or social welfare facilities to serve the local needs. In order to facilitate provision of public vehicle park, GIC or social welfare facilities while not affecting the provision of public housing flats, in determining the maximum plot ratio of the developments and/or redevelopments, any floor space that is constructed or intended for use solely as public vehicle park, or GIC or social welfare facilities, as required by the Government, may be disregarded in the calculation of plot ratio.

9.3.4 An expert evaluation on air ventilation assessment (AVA(EE)) has been conducted in support of the public housing developments. Considering the site constraints as well as other design considerations, various design measures including non-building areas (NBAs), building separations, setbacks, minimization of podium coverage and open void at ground level have been proposed to promote air movement. As recommended in the AVA(EE), quantitative air ventilation studies are required for individual development for scheme optimization at detailed design stage. The requirement of quantitative AVA studies and design measures for individual public housing site(s) will be incorporated in the respective planning brief(s) for implementation as appropriate.

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of "R(A)" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15**
5.3a	-		
ARUP	*Date* August 2026	*Source*	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

9.3.5 To take forward the proposed public housing developments, planning brief(s) will be prepared to set out the planning parameters and the design requirements of individual sites as well as the detailed technical studies to be undertaken by the Housing Department at the detailed design stage.

9.3.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.4 Residential (Group C) ("R(C)") : Total Area : 11.74 ha

9.4.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. It is also the intention to recognize the committed private residential developments and to reflect the "Residential (Zone 3)" ("R3") zoning on the adopted Kam Tin Layout Plan.

9.4.2 On land zoned "R(C)", residential developments are restricted to a maximum plot ratio of 0.8, a maximum site coverage of 40% and a maximum building height of 4 storeys (12m). Reference should be made to the adopted Kam Tin Layout Plan when detailed planning proceeds.

9.4.3 There are three sites designated as "R(C)". The areas to south of Kat Hing Wai abutting Kam Sheung Road, and to the east of Chi Tong Tsuen are zoned "R(C)" in conforming with the adopted Kam Tin Layout Plan, whereas the small site to the immediate south of Kat Hing Wai is an existing residential development.

9.4.4 For area designated as "R(C)1", residential developments are restricted to a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m) including car park. The areas within this zone are located to the east of Tin Sam abutting Pat Heung Road and to the north-east of Yuen Kong abutting Kam Sheung Road.

9.4.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the restrictions

Figure No.	*Scale*	*Figure Title*	**Extracted Explanatory Statement of "R(A)" Zone of Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15**
5.3b	-		
ARUP	*Date* August 2026	*Source*	Extracted from Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15