

# **RURAL AND NEW TOWN PLANNING COMMITTEE OF THE TOWN PLANNING BOARD**

**RNTPC Paper No. 6/15  
For Consideration by  
the Rural and New Town Planning Committee on 8.5.2015**

**PROPOSED AMENDMENTS TO  
THE APPROVED KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/11**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/11 as shown on the draft OZP No. S/YL-KTS/11A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) should be adopted as an expression of the Town Planning Board (the Board)'s planning intentions and objectives for various land use zonings of the OZP and is suitable for exhibition together with the draft OZP.

**2. Status of the Current OZP**

- 2.1 On 26.6.2007, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kam Tin South OZP, which was subsequently renumbered as S/YL-KTS/11 (**Attachment I**). On 6.7.2007, the approved OZP No. S/YL-KTS/11 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 3.5.2011, the CE in C referred the approved Kam Tin South OZP No. S/YL-KTS/11 (the OZP) to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 20.5.2011, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

- 3.1 The Chief Executive announced in his 2013 Policy Address that the Government would increase the supply of housing land in short to medium term and to take forward the planning for residential development at two West Rail sites, the Kam Sheung Road Station (KSRS) and Pat Heung Maintenance Centre (PHMC) sites, which are expected to provide about 8,750 flats. In addition, engineering studies would be conducted for the adjoining areas (totally about 110 ha) to identify land for public and private housing development. Based on the



findings of a land use review for Kam Tin South and Pat Heung (the LUR) completed in March 2014, rezoning proposal for the two West Rail sites (**Items A1 to A6 on Plans 2a and 2b**) is recommended to take forward the proposed housing development.

- 3.2 On 16.1.2015, the Rural and New Town Planning Committee (the Committee) of the Board agreed a section 12A planning application (No. Y/YL-KTS/1) to rezone a site abutting Kam Sheung Road next to an existing petrol filling station from “Other Specified Uses” (“OU”) annotated “Petrol Filling Station” and “Residential (Group C)1” (“R(C)1”) to “Commercial” (“C”) to facilitate the development of a local shopping centre (**Items C1 and C2 on Plans 2a and 2b**). To take forward the decision of the Committee, rezoning of the concerned site is required.
- 3.3 Opportunity is also taken to rezone an existing electricity sub-station (ESS) site (**Item B on Plans 2a and 2b**) to the south of the KSRS to reflect its as-built development.

#### **4. Proposed Rezoning of the West Rail Sites from Area Shown as “Railway” to “OU” Zonings (Amendment Items A1 and A2)**

##### Land Use Review for Kam Tin South and Pat Heung

- 4.1 In March 2014, the Planning Department (PlanD) assisted by the Mass Transit Railway Corporation Limited (MTRCL), has completed the LUR covering the planning scheme area of the Kam Tin South OZP. A total of 14 potential housing sites have been identified for public and private housing developments under the LUR (**Plan 1**). Broad technical assessments have also been undertaken confirming that there should be no insurmountable problem for the development proposals of the 14 potential housing sites subject to the provision of adequate infrastructure.
- 4.2 On 11.4.2014, the findings and recommendations of the LUR were reported to the Board. At the meeting, Members of the Board mainly raised issues on the need for integration between the new high-density developments and the cultural heritage of existing rural villages, supporting facilities for cross-boundary visitors, employment opportunities, promotion of agricultural activities and layout/design of the KSRS and PHMC sites. These issues have been responded and examined under the LUR and will be further reviewed under detailed planning and implementation stage and the study to be conducted at a later stage.
- 4.3 Since then, extensive public consultations including briefings for Kam Tin and Pat Heung Rural Committees (RCs), Yuen Long District Council (YLDC), local farmers, villagers, green groups and concerned groups were conducted between April to December 2014. The major public comments received and key issues identified during the public consultation as well as the planning assessments and responses to them are summarized at **Attachment V**. In general, the public/local has no particular comment on the development parameters (such as plot ratio (PR), gross floor area (GFA) and building height (BH), etc.) and the

proposed development schemes of individual potential housing sites. Nevertheless, there are public requests for widening/upgrading Kam Sheung Road and Kam Tin Road, public concerns on issues related to compensation, rehousing and agricultural rehabilitation, and public views that there should have scope to further assess other suitable land uses in a wider context to enhance the area with provision of more employment opportunities and Government, institution or community (GIC) facilities, etc.

- 4.4 In view of the infrastructure constraints, particularly the capacity of the sewage treatment facilities, and the comments received during the public consultation, the 14 potential housing sites identified under the LUR would be implemented by phases. To meet the pressing demand for housing supply, the two West Rail sites are proposed for rezoning first as the proposed developments on the sites are technically viable, no major infrastructure improvement works would be required for the proposed development and no land resumption/clearance of private land would be involved. Detailed assessments for proposed public housing sites near the KSRS are being carried out. The remaining potential housing sites under the LUR would be subject to further study for provision of supporting infrastructures.

#### The West Rail sites and their surroundings (Plans 2a and 2b)

- 4.5 The current proposed amendments to the Kam Tin South OZP are mainly related to the two West Rail sites, including the KSRS and PHMC sites, which are currently shown as “Railway” on the Kam Tin South OZP (**Attachment I**). The railway scheme boundary of the West Rail covering the KSRS and PHMC sites has been shown on the draft Kam Tin South OZP No. S/YL-KTS/2 since 1999 to reflect the West Rail development. Based on the LUR, these sites are identified suitable for housing development with provision of various GIC facilities.
- 4.6 Considering that rail-based development is the Government policy to facilitate fast and mass movement of people in an environmentally friendly mode of transport, the KSRS would be the focal point of development in the area. The key development parameters of the two West Rail sites and the proposed GIC facilities as recommended under the LUR are summarized in **Attachment VI**.

#### The rezoning proposals for the KSRS site

- 4.7 **Item A1** – KSRS site (Site area: about 10.56 ha) (**Plans 2a, 2b, 3a-1 to 3a-3 and 9**)
- 4.7.1 The KSRS site, with a total site area of about 105,629 m<sup>2</sup>, is currently occupied by the KSRS with a public transport interchange (PTI), bicycle parking and a park-and-ride facility, the existing MTR Kam Tin Building and adjoining areas (**Item A1** on **Plans 3a-1 to 3a-4**). The site, which is currently shown as “Railway” on the Kam Tin South OZP, is bounded by Tsing Long Highway/Kam Ho Road to the west, Kam Tin River to the north and east and Tung Wui Road to the south. To its north across Kam Tin River are low-rise and low-density residential developments or

village houses and a large piece of land zoned “Residential (Group C)” (“R(C)”) with maximum PR restriction of 0.8. Railway track, agricultural land, rural industrial-related uses and a piece of land zoned “Comprehensive Development Area” (“CDA”) with maximum PR restriction of 0.4 are found to the east and south of the site. Extensive area zoned “Agriculture” (“AGR”) and “Conservation Area” (“CA”) are located to the west of the site across Tsing Long Highway.

- 4.7.2 According to the LUR, a maximum PR of 3 with a total GFA of 273,964 m<sup>2</sup> (including 186,234 m<sup>2</sup> for domestic use and 40,000m<sup>2</sup> for commercial/retail use) and a maximum BH of 69 mPD<sup>1</sup> are proposed for residential and commercial uses with supporting facilities (including PTI) at the KSRS site. A layout showing the proposed development at the KSRS site is at **Plan 9**.
- 4.7.3 In determining an appropriate land use zoning for the KSRS site, it is considered that rezoning the site to “OU” with the proposed residential, commercial and GIC uses always permitted could achieve the desired planning objectives with streamlined planning procedures based on the following considerations:
- (a) The proposed development scheme of the subject site under the LUR has already indicated a proposed comprehensive development of the whole site with provision of supporting GIC facilities. Besides, various technical assessments on air ventilation, environmental, ecological, traffic, landscape, visual and engineering aspects have confirmed the technical feasibility of the proposed development scheme and no insurmountable problem is envisaged (please refer to paragraph 6 below for details). To ensure appropriate planning control on the uses / scale of the proposed development and the provision of supporting GIC facilities, the development parameters and requirements recommended in the LUR could be specified in the Notes / ES for the proposed “OU” zone of the OZP.
  - (b) Detailed design and necessary technical requirements for the development at the site could be controlled through lease (with specific provisions contained in lease conditions, such as Master Layout Plan (MLP) clause, requirements for submission of detailed technical assessments and building set back, etc.) and the Buildings Ordinance via building plan submission. Departments concerned have no adverse comment on the proposed Column 1 uses and control mechanism for technical requirements.
  - (c) In fact, the proposed “OU” zoning arrangement is similar to

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<sup>1</sup> Based on the proposed development scheme of the KSRS site under the LUR (**Plan 9**), the proposed development has adopted a stepped BH profile with a maximum BH of 69 mPD at the south-western portion and stepped down towards the north-eastern portion with a lowest BH of 60.7 mPD without contravening the Shek Kong Airfield Height Restriction.

other development sites above railway facilities, such as the East Rail Ho Tung Lau Maintenance Centre and Tai Wai Maintenance Centre in Sha Tin, Wu Kai Sha Station development in Ma On Shan, and the various commercial/residential developments along the MTR Tseung Kwan O Extension Line (including the Tiu Keng Leng Station, Hang Hau Station and Po Lam Station).

- (d) The subject site requires no private land resumption for development and no major infrastructure improvement works are required. The “OU” designation would facilitate the proposed housing development on the sites which could help meet the pressing need for housing land supply.

4.7.4 In view of the above, it is proposed to rezone the site currently shown as “Railway” to “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” (**Item A1 on Plans 3a-1 to 3a-4**) to reflect the specific development intended for this zone. The proposed development with residential, commercial and GIC uses recommended under the LUR will be always permitted under this “OU” zone. The existing PTI, public bicycle parking and park-and-ride facilities shall be re-provided upon development. Besides, pick-up and drop-off facilities to serve grave sweepers of the proposed columbarium site(s) in Yuen Long / Sandy Ridge Cemetery as required by the Food and Environmental Hygiene Department<sup>2</sup> shall be provided upon development. Also, one kindergarten and a district shopping centre would be provided in this “OU” site.

4.8 A narrow strip of land to the north of the KSRS site sandwiched between Kam Ho Road and the bank of Kam Tin River, with a site area of about 0.07 ha, is currently zoned “AGR” on the Kam Tin South OZP. It is proposed to include this strip of land in the “OU” zone for the KSRS site to achieve a more cohesive zoning boundary layout (**Item A6 on Plans 2a and 2b**). Details of this amendment item are stated in paragraph 5.2 below.

4.9 In general, GFA / PR restrictions could be incorporated in statutory plans to control the development intensity of sites. For the KSRS site, as its development intensity is based on the proposed development scheme under the LUR (**Plan 9**), it is considered appropriate to specify the recommended maximum GFA in the Notes for the subject proposed “OU” zone to reflect the development parameters of the concerned development. The proposed “OU” zoning and development restrictions are as follows:

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<sup>2</sup> The Civil Engineering and Development Department (CEDD) has commissioned a consultancy study on “Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction” for development of columbarium, crematorium and related facilities in Sandy Ridge and completed an engineering feasibility study for columbarium development in Yuen Long. The existing PTI at the KSRS is identified as the suitable site for pick-up and drop-off point for grave sweepers of the concerned columbarium and crematorium.

Zoning area (about)	10.64 ha
Proposed zoning	“OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development”
Maximum GFA restrictions	Maximum domestic GFA of 186,234 m <sup>2</sup> and maximum non-domestic GFA of 53,535 m <sup>2</sup>
Maximum BH restriction	69 mPD (including any roof-top structures)

Note (1): The maximum domestic and non-domestic GFA of 186,234 m<sup>2</sup> and 53,535 m<sup>2</sup> respectively are based on the proposed development scheme of the proposed housing development at the KSRS site (**Plan 9**) under the LUR. The latter includes a non-domestic GFA of 40,750 m<sup>2</sup> for commercial facilities and kindergarten and the GFA of the existing MTR Kam Tin Building (with a non-domestic GFA of about 12,785 m<sup>2</sup> approved by the Building Authority on 26.10.2006 under the latest building plan submission).

Note (2): In determining the maximum GFA of the development or redevelopment in this “OU” site, the GFA of public transport facilities (including PTI, public bicycle parking, park-and-ride and pick-up and drop-off facilities), railway station and associated facilities, as required by the Government, or covered walkway may be exempted from GFA calculation.

Note (3): The maximum BH restriction of 69 mPD (including roof-top structures) reflects the maximum BH under the proposed development scheme of the proposed housing development at the KSRS site (**Plan 9**). The existing BH of the MTR Kam Tin Building is 59 mPD (including rooftop structures).

#### The rezoning proposals for the PHMC site

#### 4.10 **Item A2** - PHMC site (Site area: about 29.98 ha) (**Plans 2a, 2b, 3b-1 to 3b-3 and 10**)

4.10.1 The PHMC site is currently occupied by the PHMC and railway tracks (**Item A2** on **Plans 3b-1 to 3b-3**). The existing PHMC with live railway tracks running through the central portion provides maintenance services and stabling facilities for the West Rail. The site is located to the immediate south of the KSRS, and to the east of Tsing Long Highway and its toll plaza. To its east and south are mainly a number of village clusters such as Shek Wu Tong, Tin Sam Tsuen, Cheung Po, Tai Wo and Ma On Kong and agricultural land. Extensive area zoned “AGR” and “CA” are also located to the west of the site.

4.10.2 According to the LUR, a maximum PR of 3 with a total GFA of 716,114 m<sup>2</sup> (including 422,340 m<sup>2</sup> for domestic use and 3,000 m<sup>2</sup> for commercial/retail use) and a maximum BH of about 108.5 mPD<sup>3</sup> are

<sup>3</sup> Based on the proposed development scheme of the PHMC site under the LUR (**Plan 10**), the proposed development has adopted a stepped BH profile with a maximum BH of 108.5 mPD at the southern portion and stepped down towards the northern portion with the lowest BH of 69.5 mPD without contravening the Shek Kong Airfield Height Restriction.

proposed for residential and commercial uses with supporting facilities (including a primary school and a secondary school) at the PHMC site. A layout showing the proposed development at the PHMC site is at **Plan 10**.

- 4.10.3 Similar to the KSRS site, it is considered that rezoning the site to “OU” with the proposed uses always permitted could achieve the desired planning objectives with streamlined planning procedures based on the same considerations as stated in paragraph 4.7.3 above.
- 4.10.4 In view of this, it is proposed to rezone the site currently shown as “Railway” to “OU” annotated “Railway Depot with Commercial/Residential Development” (**Item A2 on Plans 3b-1 to 3b-3**) to reflect the specific development intended for this zone. The proposed development with residential, commercial and GIC uses recommended under the LUR will be always permitted under this “OU” zone. Based on the proposed development scheme under the LUR (**Plan 10**), the proposed development confines within the southern portion of the PHMC due to site constraints while a landscaped pedestrian linkage connecting the proposed developments at the KSRS and PHMC has been proposed in the northern portion of the PHMC site. In this regard, the “OU” site is designated with Area (a) and Area (b) in its southern and northern portions respectively. The requirement for provision of a landscaped pedestrian linkage in Area (b) is also stipulated in the Remarks of the Notes for this “OU” zone. No building development is permitted in Area (b), except for ancillary structures. Besides, one primary school and one secondary school, as required by the Government, and commercial facilities would be provided in this “OU” site.
- 4.11 Three pieces of land at the periphery of the PHMC site, with a total site area of about 2.2 ha, are currently zoned “AGR” on the Kam Tin South OZP. Since these three pieces of land fall within the existing lot boundary of the PHMC, it is proposed to include them in the “OU” zone for the PHMC site (**Items A3 to A5 on Plans 2a and 2b**). Details of these amendment items are stated in paragraph 5.1 below.
- 4.12 Similar to the KSRS site, as the development intensity of the PHMC site is based on the proposed development scheme under the LUR (**Plan 10**), it is considered appropriate to specify the recommended maximum GFA in the Notes for the subject proposed “OU” zone to reflect the development parameters of the concerned development. The proposed “OU” zoning and development restrictions are as follows:

Zoning area (about)	32.18 ha
Proposed zoning	“OU” annotated “Railway Depot with Commercial/Residential Development”

Maximum GFA restrictions	Maximum domestic GFA of 422,340 m <sup>2</sup> and maximum non-domestic GFA of 3,000 m <sup>2</sup>
Maximum BH restriction	109 mPD (including any roof-top structures) for Area (a)

Note (1): The maximum GFA restrictions are based on the proposed development scheme of the PHMC site (**Plan 10**) under the LUR, which includes a domestic GFA of 422,340 m<sup>2</sup> and a non-domestic GFA of 3,000 m<sup>2</sup> (comprising the GFA of commercial facilities).

Note (2): In determining the maximum GFA of the development or redevelopment in this “OU” site, the GFA of railway depot and associated facilities, primary school, secondary school, as required by the Government, or covered walkway, may be exempted from GFA calculation.

Note (3): The maximum BH restriction of 109 mPD (including roof-top structures) for Area (a) reflects the maximum BH under the proposed development scheme of the PHMC site (**Plan 10**).

## 5. **Related Rezoning Proposals (Amendment Items A3 to A6)**

5.1 **Items A3 to A5** - Three pieces of land at the periphery of the PHMC site (Total site area: about 2.2 ha) (**Plans 2a, 2b, 3c-1 to 3c-3, 3d-1 to 3d-3, and 3e-1 to 3e-3**)

5.1.1 The subject three pieces of land, with a total site area of about 2.2 ha, are located at the periphery of the PHMC site and all fall within the lot boundary of the PHMC (Lot 1653 in D.D. 113). However, they are currently zoned “AGR” on the OZP. To tally with the lot boundary of the PHMC, it is proposed to rezone these three pieces of land (**Items A3, A4 and A5** with an area of about 0.07 ha, 1.58 ha and 0.55 ha respectively) from “AGR” to “OU” annotated “Railway Depot with Commercial/Residential Development”.

5.1.2 As noted by the Director of Agriculture, Fisheries and Conservation (DAFC), the sites under amendment **Items A3 to A5** have been converted to other uses and structures have been erected on the sites rendering them very difficult if not impossible to be used for agriculture. In that circumstances, DAFC has no strong view against these proposed rezoning as long as the agricultural activities in the area and in the vicinity are not affected adversely.

5.2 **Item A6** - A narrow strip of land to the north of KSRS site sandwiched between Kam Ho Road and the bank of Kam Tin River (Site area: about 0.07 ha) (**Plans 2a, 2b, and 3f-1 to 3f-3**)

5.2.1 The subject site, with an area of about 0.07 ha, is a piece of vacant Government land. The site is a narrow strip of land located to the north of the KSRS site sandwiched between Kam Ho Road and the bank of Kam Tin River. Major portion of the site has been paved forming

part of the existing pavement leading to the KSRS and minor portion of it is covered with grasses / shrubs.

- 5.2.2 Having considered that the existing / planned surrounding developments are mainly commercial / residential in nature, the proposed rezoning of the site from “AGR” to “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” (i.e. the KSRS site) is considered more compatible from the land use planning point of view. As the concerned narrow strip of land is relatively small and located next to Kam Ho Road connecting to the KSRS site, the inclusion of such area in the KSRS site would result in a more cohesive zoning boundary layout.
- 5.2.3 As noted by DAFC, the small site under amendment **Item A6** is hard paved. In that circumstance, DAFC has no strong view against the proposed rezoning as long as the agricultural activities in the area and in the vicinity are not affected adversely.
- 5.2.4 Other concerned departments, including the Drainage Services Department (DSD), Highways Department (HyD) and Environmental Protection Department (EPD) have no comment on the proposed amendment **Item A6**.

## 6. **Technical Considerations**

- 6.1 The KSRS and PHMC sites (**Items A1 and A2**) have been identified for housing development which would provide about 8,750 flats with an estimated population of about 21,400 persons (subject to detailed design). Technical assessments have been conducted under the LUR to confirm the feasibility of the proposed developments at the KSRS and PHMC sites from visual and air ventilation considerations, and traffic, environmental and infrastructure aspects with due consideration on the provision of open space and GIC facilities in the area. The technical assessments are summarized at **Attachment VII**.

### *Visual Appraisal*

- 6.2 The maximum BHs for the proposed “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” and “OU” annotated “Railway Depot with Commercial/Residential Development” zones range from 69 mPD to 109 mPD (or about 17 to 26 storeys). Based on the proposed development schemes for the proposed “OU” sites (**Plans 9 and 10**), a visual appraisal with photomontages (**Appendix B in Attachment VII**) has been prepared to illustrate the possible visual impact of the potential developments in the zones. In sum, the proposed developments at KSRS and PHMC sites, together with developments at the neighbouring potential development sites, would, by virtue of their scale and height, alter the character of the area from rural to suburban and block views to the hilly backdrop when viewing from the east and north. The resultant overall impact would be moderately adverse. Notwithstanding, developments in the area are subject to



the airport height restrictions of the Shek Kong Airfield. The BH for the PHMC site is capped at 109 mPD whereas the proposed developments at KSRS and neighbouring potential housing sites are subject to lower BHs, providing a transition in height for better integration with the existing low-rise village developments in the periphery. Moreover, visual corridors (**Plan 7**) and building gaps would be provided to improve the visual permeability. The future suburban township would phase out the existing incompatible land uses, such as open storage, and enhance the townscape with hard and soft landscaping, including a landscaped deck over the existing railway facilities. It would in general contribute to enhancing the visual and environmental quality of the area. The Chief Town Planner/Urban Design and Landscape of PlanD (CTP/UD&L, PlanD) has no comment on the proposed zoning amendment items from the visual point of view.

#### *Air Ventilation Assessment (AVA)*

- 6.3 An AVA Expert Evaluation was conducted under the LUR, supplemented by a preliminary assessment using Computational Fluid Dynamics model for the proposed developments at the KSRS and PHMC sites. Based on the site wind information available and simulated data, annual prevailing winds of the study area under the LUR are mainly from NE, ENE and E directions; while the summer prevailing winds are mainly from E, SE and S directions. The KSRS and PHMC sites are generally situated at the downwind side of the existing building clusters under the prevailing wind conditions. Breezeways and air paths have been proposed in the proposed development schemes of the KSRS and PHMC sites (**Plan 1** in **Attachment VII**) to optimize air permeability and enhance wind performance. District-wide wind enhancement features such as wind corridors and open space/low-rise developments at strategic locations have been proposed (**Plan 7**) to enhance wind performance. It was concluded that the proposed medium-density developments would have minimal impact to the local wind environ with implementation of appropriate wind enhancement measures. CTP/UD&L, PlanD has advised that as recommended in the AVA carried out under the LUR, quantitative AVA to identify better design scenario(s) and suitable wind enhancement measures should be undertaken for individual sites. To address CTP/UD&L's concern, the requirement for submission of a quantitative AVA to support the future developments is proposed to be stated in the ES for the concerned "OU" zones.

#### *Traffic Impact Assessment (TIA)*

- 6.4 A TIA has been conducted to study the performance of the local road network with implementation of the proposed developments. Road widening and junction improvement works have been proposed to cater for the additional population of the KSRS and PHMC sites (paragraph 3.12 of **Attachment VII**). The existing PTI, park-and-ride and public bicycle parking facilities at the KSRS would be reprovisioned upon development. Enhancement of local cycle track network by extension to the eastern boundary of the KSRS site has been recommended. A 10 m-wide pedestrian walkway connecting Kam Po Road is also proposed along the eastern edge of the PHMC podium to facilitate local pedestrian movement (paragraph 3.13 of **Attachment VII**). The TIA

concluded that all major road links and junctions will operate within capacity with the implementation of the proposed improvement works. No insurmountable traffic impact is envisaged and the Commissioner for Transport (C for T) has no comment on the proposed amendment items.

### *Environment*

- 6.5 In addition to the preliminary environmental review to assess major environmental considerations in the area under the LUR (**Plan 6**), an Environmental Assessment Study with quantitative assessments on cumulative impacts was conducted to confirm environmental feasibility of the proposed developments at the KSRS and PHMC sites. Practicable noise mitigation measures including self-protecting building design have been proposed in the KSRS and PHMC development schemes to achieve compliance of relevant standards. Building separations from main roads have also been incorporated in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to allow effective air dispersion. The results of the air quality modeling have confirmed compliance of the Hong Kong Air Quality Objectives for the proposed development at the two sites. As the northwestern corner of the KSRS site falls within the 1 km Consultation Zone of the Au Tau Water Treatment Works, a Quantitative Risk Assessment has been conducted and confirmed that both the individual and societal risks are within acceptable levels. No insurmountable environmental impact is envisaged with implementation of appropriate mitigation measures (paragraphs 3.6 to 3.11 of **Attachment VII**).
- 6.6 To address the concerns of EPD regarding traffic and railway noise impacts, the requirement for submission of noise impact assessment by the respective developer(s) to support the future developments is proposed to be stated in the ES for the concerned “OU” zones. Also, having considered EPD’s advice for developing each “OU” site as a whole instead of in small parcels with a view to having a better opportunity of meeting the HKPSG’s standards through proper building design and provision of necessary mitigation measures, it is also proposed to stipulate in the ES of the concerned “OU” zones that the layout of the development shall be comprehensively planned and design, and the respective developer(s) shall submit a MLP to ensure an integrated and compatible layout before development proceeds, and the respective developer(s) would be required to ascertain the impacts on various technical aspects induced by the proposed development at the site and other nearby developments with implementation of appropriate mitigation measures.

### *Ecology*

- 6.7 Ecology field surveys had been undertaken to cover both the dry and wet seasons, as well as the breeding season of ardeid and other birds. Day-time and night-time surveys had also been conducted which covered habitat mapping, vegetation, avifauna, egrettries, herpetofauna, mammals, dragonflies, butterflies and aquatic fauna to establish the general ecology profile. Supplementary surveys had been conducted to update the habitat and site conditions. The West Rail sites have not encroached onto any site of conservation importance/ecological interest (**Plan 8**). While Kam Tin Valley is not a major

flight path for ardeids (herons and egrets) with low frequency, eco-corridors with landscape treatment have been proposed as a precautionary measure. No insurmountable ecological impact is envisaged with implementation of appropriate mitigation measures. DAFC has no objection to the proposed amendments from the nature conservation point of view provided that the mitigation measures recommended in the Preliminary Ecological Impact Assessment Report of the LUR could be controlled through lease and/or Buildings Ordinance.

- 6.8 With regard to DAFC's concern, as explained in paragraph 4.7.3(b) above, detailed design and necessary technical requirements for the development at the site could be controlled through lease (with specific provisions contained in lease conditions, such as MLP clause, requirements for submission of detailed technical assessments and building set back, etc.) and the Buildings Ordinance via building plan submission. It is also suggested to stipulate in the ES of the concerned "OU" zones that the respective developer(s) would be required to ascertain the impacts on various technical aspects induced by the proposed development at the site and other nearby developments with implementation of appropriate mitigation measures.

#### *Drainage and Sewerage Aspects*

- 6.9 The two West Rail sites are already formed with drainage system available to support the proposed developments. No insurmountable drainage impact is envisaged and no drainage improvement works or mitigation measure is required. Besides, DSD and EPD have confirmed that sufficient capacities have been reserved at the Yuen Long Sewage Treatment Works and the associated pumping stations for treatment of sewage generated from the two West Rail sites. DSD has no comment on the proposed amendment items.

### **7. Proposed Rezoning of the Existing ESS Site to the South of the KSRS from "AGR" to "Government, Institution or Community" ("G/IC") (Amendment Item B)**

- 7.1 The existing ESS site (Lot 2289 in D.D. 106) to the south of the KSRS, namely Kam Tin Substation, was granted to the CLP Power Co. Ltd. through private treaty grant in 1999 for provision of electricity to serve West Rail and the local community. The lease of Lot 2289 in D.D. 106 stipulates that the lot shall not be developed or redeveloped except in accordance with a specific set of building plans approved by the Buildings Authority on 4.6.1999. According to the concerned set of approved buildings, the BH of the subject ESS is three storeys.
- 7.2 To reflect the as-built development, it is proposed to rezone the subject ESS site from "AGR" to "G/IC" (**Plans 2a, 2b, and 4-1 to 4-3**):

Zoning area (about)	0.15 ha
Proposed zoning	"G/IC"

- 7.3 The Director of Electrical and Mechanical Services (DEMS) has no comment on

the proposed rezoning from their regulatory services perspective.

**8. Proposed Rezoning of a Site Abutting Kam Sheung Road Next to an Existing Petrol Filling Station from “OU” annotated “Petrol Filling Station” and “R(C)1” to “C”(Amendment Items C1 and C2)**

8.1 The subject site, with a total area of about 0.17 ha, is located next to an existing petrol filling station at Kam Sheung Road. On 16.1.2015, the Committee agreed to a section 12A planning application (No. Y/YL-KTS/1) submitted by the owner of the site to rezone it from “OU” annotated “Petrol Filling Station” (about 89%) and “R(C)1” (about 11%) to “C” for development of a local shopping centre. The subject site is currently used for parking of vehicles. According to the approved rezoning request proposal, a local shopping centre with shops, supermarket and restaurant are planned to be developed at the site to serve the daily needs of the local residents. A layout showing the proposed commercial development and the photomontages of the proposed local shopping centre are at **Plans 12** and **13** respectively.

8.2 To take forward the Committee’s decision, the subject site is proposed to be rezoned from “OU” annotated “Petrol Filling Station” (about 0.15 ha) (**Item C2**) and “R(C)1” (about 0.02 ha) (**Item C1**) to “C” subject to the following development restrictions which are based on the proposed development scheme of the approved section 12A planning application (No. Y/YL-KTS/1) (**Plans 2a, 2b, 5a-1 to 5a-3, 5b-1 to 5b-3, and 12**):

Zoning area (about)	0.17 ha
Proposed zoning	“C”
Maximum GFA restriction	Non-domestic GFA of 1,280 m <sup>2</sup>
Maximum site coverage restriction	40%
Maximum BH restriction	2 storeys (including basement)

**9. Provision of Open Space and GIC Facilities (Attachment VIII)**

9.1 Regarding the provision of open space in Kam Tin South, there will be a deficit of about 0.55 ha of district open space (DOS) and a surplus of about 1.62 ha of local open space (LOS) in the area. Although there is a shortfall of DOS in Kam Tin South area, the proposed amendments to the OZP (including **Items A1 to A8, B and C1 to C2**) would not result in loss of open space provision in the area. To cater for the need of the future increased population, the LUR has recommended the provision of a district open space of about 7 ha (Riverine Park) at the north-eastern fringe of Site 7 which would be subject to detailed design / further review (**Plan 1**). In view of this, without commitment to the future development, management and maintenance of the Riverine Park, the Director of Leisure and Cultural Services (DLCS) has no in-principle objection to the subject rezoning proposals.

- 9.2 As for the GIC facilities provision, there will be deficit of about 29 classrooms for primary school (or about one primary school) and 15 classrooms (or a half secondary school) for secondary school. However, under the LUR, two additional primary schools are planned to be provided near the KSRS site which would help alleviating the primary school deficit problem. Besides, additional primary school site(s) would be examined in the further study covering the remaining potential housing sites under the LUR and the shortfall of secondary school can be further addressed by schools available in Yuen Long District. The Secretary for Education (SED) has no objection to the proposed zoning amendments. PlanD will also explore with SED if the shortfall of school facilities could be addressed by provision in the adjoining area in the long term.
- 9.3 Besides, there are deficits of 4 kindergartens/nurseries and about 207 hospital beds. The provision of such facilities would need to be carefully planned by the concerned bureaux/departments taking into account the development programme of the proposed developments. The premises-based GIC facilities such as kindergarten/nursery could be incorporated in future development/redevelopment as appropriate. The relevant authorities/bureaux would review the provision of hospital facilities to meet the deficit at regional level.
- 9.4 With regard to the request of the Director of Social Welfare (DSW) for provision of more welfare facilities in the area, the LUR has recommended the provision of a GIC complex at Site 1 (**Plan 1**) to accommodate a clinic and other community facilities (including welfare facilities) apart from incorporating appropriate welfare facilities in the public housing sites. In this regard, the welfare facilities to be incorporated in the proposed GIC complex and the relevant public housing development in the area will be subject to further assessment / liaison with the concerned departments at the detailed design stage.

## **10. Proposed Amendments to the Approved Kam Tin South OZP**

The proposed amendments to the approved OZP are shown on the draft Kam Tin South OZP No. S/YL-KTS/11A at **Attachment II**. Details of the amendment items are as follows:

### **Item A1 (about 10.56 ha) (Plans 2a, 2b, and 3a-1 to -3a-4)**

- 10.1 Rezoning of the KSRS site from area shown as “Railway” to “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” with stipulation of BH restriction in accordance with paragraph 4.9 above.

### **Item A2 (about 29.98 ha) (Plans 2a, 2b, and 3b-1 to 3b-3)**

- 10.2 Rezoning of the PHMC site from area shown as “Railway” to “OU” annotated “Railway Depot with Commercial/Residential Development” with stipulation of BH restriction for Area (a) in accordance with paragraph 4.12 above.

Items A3 to A5 (total about 2.2 ha) (**Plans 2a, 2b, 3c-1 to 3c-3, 3d-1 to 3d-3, and 3e-1 to 3e-3**)

- 10.3 Rezoning of three pieces of land at the periphery of the PHMC site (**Items A3, A4 and A5** with an area of about 0.07 ha, 1.58 ha and 0.55 ha respectively) from “AGR” to “OU” annotated “Railway Depot with Commercial/Residential Development” in accordance with paragraph 5.1 above.

Item A6 (about 0.07 ha) (**Plans 2a, 2b, and 3f-1 to 3f-3**)

- 10.4 Rezoning of a narrow strip of land to the north of the KSRS site sandwiched between Kam Ho Road and the bank of Kam Tin River from “AGR” to “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” in accordance with paragraph 5.2 above.

Item B (about 0.15 ha) (**Plans 2a, 2b, and 4-1 to 4-3**)

- 10.5 Rezoning of the existing ESS site to the south of the KSRS from “AGR” to “G/IC” in accordance with paragraph 7.2 above.

Items C1 and C2 (total about 0.17 ha) (**Plans 2a, 2b, 5a-1 to 5a-3, and 5b-1 to 5b-3**)

- 10.6 Rezoning of the site at Kam Sheung Road adjoining an existing PFS from “OU” annotated “Petrol Filling Station” (**Item C2** with an area of about 0.15 ha) and “R(C)1” (**Item C1** with an area of about 0.02 ha) to “C” in accordance with paragraph 8.2 above.

Minor Boundary Adjustments

- 10.7 Opportunity has been taken to rectify minor discrepancies by slightly adjust the zoning boundaries to reflect the existing developments / to follow the existing lot boundaries and these adjustments would not have any material implications on the land use zonings.

**11. Proposed Amendments to the Notes of the OZP (Attachment III)**

The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarized as follows:

**11.1 “C” zone**

- (a) Incorporation of a new set of Notes for the “C” zone with stipulation of GFA, site coverage and BH restrictions with minor relaxation clause in accordance with paragraph 8.2 above.
- (b) The draft Notes for the proposed “C” zone is based on a set of Notes attached to the approved section 12A application No. Y/YL-KTS/1 which has made reference to the Notes for the “C” zone under the approved

Kam Tin North OZP No. S/YL-KTN/9.

11.2 “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” zone

- (c) Incorporation of a new set of Notes for the “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” zone with stipulation of GFA and BH restrictions with minor relaxation clause in accordance with paragraph 4.9 above.

11.3 “OU” annotated “Railway Depot with Commercial/Residential Development” zone

- (d) Incorporation of a new set of Notes for the “OU” annotated “Railway Depot with Commercial/Residential Development” zone with stipulation of GFA and BH restrictions with minor relaxation clause and the requirement for provision of a landscaped pedestrian linkage in Area (b) in accordance with paragraph 4.12 above.

**12. Revision to the ES of the OZP (Attachment IV)**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

**13. Plan Number**

Upon gazetting, the Kam Tin South OZP will be renumbered as S/YL-KTS/12.

**14. Consultation**

Consultation with the Rural Committees and District Council

14.1 The Kam Tin and Pat Heung RCs and the YLDC were consulted on 13.4.2015, 15.4.2015 and 21.4.2015 respectively regarding the proposed amendments to the Kam Tin South OZP. Their major comments are summarized as follows:

- (a) The two RCs and YLDC expressed in-principle support for the proposed housing developments.
- (b) However, they have grave concerns on the capacity of local roads to accommodate the proposed housing developments. Hence, they strongly requested for a definite implementation programme for the widening/upgrading of the whole stretch of Kam Sheung Road and Kam

Tin Road before implementation of the housing developments.

- (c) They also requested the provision of adequate supporting infrastructure, recreation and GIC facilities, job opportunities and green spaces to support the additional population and to revitalize the existing villages.

#### Departmental Consultation

14.2 The proposed amendments have been circulated to the following Government bureaux / departments and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate:

- (a) Secretary for Education;
- (b) Secretary for Security;
- (c) Secretary for Food and Health;
- (d) Chief Architect/Central Management Division 2, Architectural Services Department;
- (e) Chief Building Surveyor/New Territories West, BD;
- (f) Chief Engineer/Development(2), WSD;
- (g) Chief Engineer/Mainland North, DSD;
- (h) Chief Engineer/Sewerage Projects, DSD;
- (i) Chief Estate Surveyor/Railway Development, Lands Department (LandsD);
- (j) Chief Engineer/Railway Development 2-2, Railway Development Office, HyD;
- (k) Chief Highway Engineer/NTW, HyD;
- (l) CTP/UD&L, PlanD;
- (m) C for T;
- (n) Commissioner of Police;
- (o) DAFC;
- (p) DEMS;
- (q) Director of Environmental Protection;
- (r) Director General of Civil Aviation;
- (s) Director of Fire Services;
- (t) Director of Health;
- (u) DSW;
- (v) DLCS;
- (w) Antiquities and Monuments Office, Leisure and Cultural Services Department;
- (x) District Lands Officer/Yuen Long, LandsD;
- (y) District Officer (Yuen Long), Home Affairs Department (HAD);
- (z) Senior Executive Officer, Division II, Headquarters, HAD;
- (aa) Project Manager (New Territories West), CEDD;
- (bb) Director of Housing;
- (cc) Postmaster General; and
- (dd) Director of Food and Environmental Hygiene.

#### Public Consultation

14.3 If the proposed amendments were agreed by the Committee, the draft OZP (to be



re-numbered as S/YL-KTS/12 upon exhibition) and its Notes will be suitable for exhibition under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The YLDC and Kam Tin and Pat Heung RCs will be further consulted during the concerned OZP exhibition period.

## 15. **Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Kam Tin South OZP No. S/YL-KTS/11 and that the draft Kam Tin South OZP No. S/YL-KTS/11A (to be renumbered as S/YL-KTS/12) at **Attachment II** and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Kam Tin South OZP No. S/YL-KTS/11A (to be renumbered as S/YL-KTS/12) as an expression of the planning intention and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the draft OZP.

## 16. **Attachments**

<b>Attachment I</b>	Approved Kam Tin South OZP No. S/YL-KTS/11 (reduced to A3 size)
<b>Attachment II</b>	Draft Kam Tin South OZP No. S/YL-KTS/11A
<b>Attachment III</b>	Notes of the draft Kam Tin South OZP No. S/YL-KTS/11A
<b>Attachment IV</b>	ES of the draft Kam Tin South OZP No. S/YL-KTS/11A
<b>Attachment V</b>	Public consultation on the LUR – major key issues and assessments
<b>Attachment VI</b>	Key development parameters of the two West Rail sites and the proposed GIC facilities
<b>Attachment VII</b>	Summary of technical assessments for the proposed developments at the KSRS and PHMC sites
<b>Attachment VIII</b>	Provision of major GIC facilities and open space in Kam Tin South
<b>Plan 1</b>	14 potential housing sites under the LUR
<b>Plan 2a</b>	Location plan of amendment items

<b>Plan 2b</b>	Aerial photo of amendment items
<b>Plans 3a-1 to 3a-4</b>	Site plan, aerial photo and site photos of amendment Item A1
<b>Plans 3b-1 to 3b-3</b>	Site plan, aerial photo and site photos of amendment Item A2
<b>Plans 3c-1 to 3c-3</b>	Site plan, aerial photo and site photo of amendment Item A3
<b>Plans 3d-1 to 3d-3</b>	Site plan, aerial photo and site photo of amendment Item A4
<b>Plans 3e-1 to 3e-3</b>	Site plan, aerial photo and site photo of amendment Item A5
<b>Plans 3f-1 to 3f-3</b>	Site plan, aerial photo and site photo of amendment Item A6
<b>Plans 4-1 to 4-3</b>	Site plan, aerial photo and site photo of amendment Item B
<b>Plans 5a-1 to 5a-3</b>	Site plan, aerial photo and site photo of amendment Item C1
<b>Plans 5b-1 to 5b-3</b>	Site plan, aerial photo and site photo of amendment Item C2
<b>Plan 6</b>	Major environmental considerations under the LUR
<b>Plan 7</b>	Proposed wind / ecological / view corridors
<b>Plan 8</b>	Sites of conservation importance / ecological interest
<b>Plan 9</b>	Proposed development scheme at the KSRS site
<b>Plan 10</b>	Proposed development scheme at the PHMC site
<b>Plans 11a to 11f</b>	Photomontages for the proposed developments at the KSRS and PHMC sites
<b>Plan 12</b>	Proposed commercial development scheme at Kam Sheung Road
<b>Plan 13</b>	Photomontages for the proposed commercial development at Kam Sheung Road

圖例  
NOTATION

ZONES		地帶
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP C)	R(C)	住宅 (丙類)
RESIDENTIAL (GROUP D)	R(D)	住宅 (丁類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
AGRICULTURE	AGR	農業
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	自然保育區
COMMUNICATIONS		交通
WEST RAIL AND STATION		西鐵及車站
WEST RAIL AND STATION (UNDERGROUND)		西鐵及車站 (地下)
WEST RAIL AND STATION (ELEVATED)		西鐵及車站 (高架)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
DRAINAGE RESERVE		排水專用範圍
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMPREHENSIVE DEVELOPMENT AREA	2.51	0.32	綜合發展區
RESIDENTIAL (GROUP C)	11.78	1.50	住宅 (丙類)
RESIDENTIAL (GROUP D)	31.95	4.07	住宅 (丁類)
VILLAGE TYPE DEVELOPMENT	119.05	15.17	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	6.19	0.79	政府、機構或社區
OPEN SPACE	3.20	0.41	休憩用地
OTHER SPECIFIED USES	24.33	3.10	其他指定用途
AGRICULTURE	230.09	30.08	農業
GREEN BELT	1.67	0.21	綠化地帶
CONSERVATION AREA	258.87	32.55	自然保育區
DRAINAGE CHANNEL	15.19	1.94	排水渠
RAILWAY	42.78	5.45	鐵路
MAJOR ROAD ETC.	31.50	4.00	主要道路等
TOTAL PLANNING SCHEME AREA	784.90	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2007年6月26日 根據城市  
規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
28 JUNE 2007

LAM Chik-ting, Tony 林植廷  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

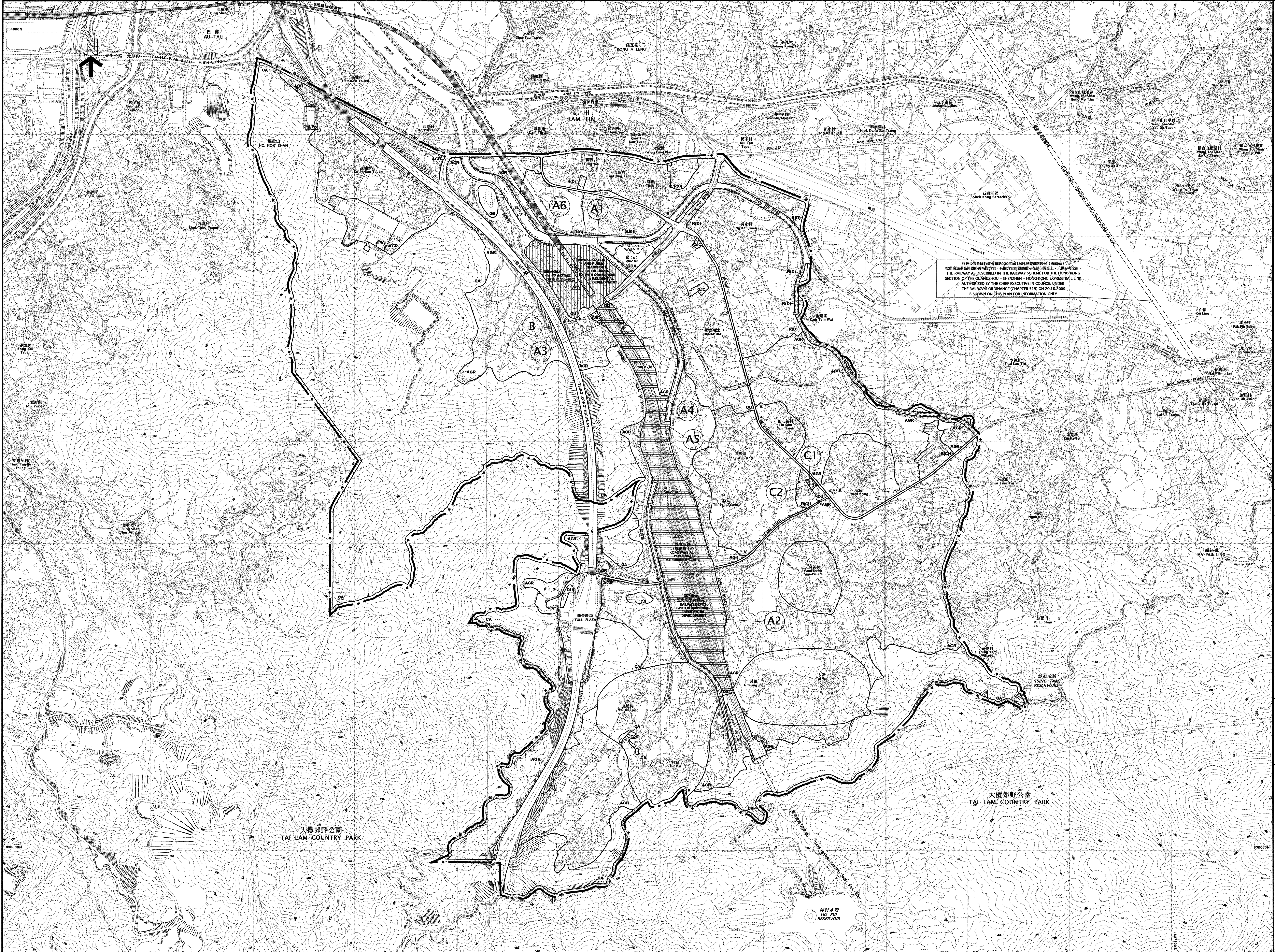
香港城市規劃委員會依據城市規劃條例擬備的錦田南分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KAM TIN SOUTH - OUTLINE ZONING PLAN

SCALE 1:7,500 比例尺  
METRES 200 0 200 400 600 800 1,000 METRES 米

規劃署遵開城市規劃委員會指示製圖  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 S/YL-KTS/11  
PLAN No.





圖例  
NOTATION

ZONES

COMMERCIAL  
COMPREHENSIVE DEVELOPMENT AREA  
RESIDENTIAL (GROUP C)  
RESIDENTIAL (GROUP D)  
VILLAGE TYPE DEVELOPMENT  
GOVERNMENT, INSTITUTION OR COMMUNITY  
OPEN SPACE  
OTHER SPECIFIED USES  
AGRICULTURE  
GREEN BELT  
CONSERVATION AREA

C  
CDA  
R(C)  
R(D)  
V  
GRC  
O  
OU  
AGR  
GB  
CA

地帶

商業  
綜合發展區  
住宅（丙類）  
住宅（丁類）  
鄉村式發展  
政府、機構或社區  
休憩用地  
其他指定用途  
農業  
綠化地帶  
自然保育區

COMMUNICATIONS

RAILWAY AND STATION  
RAILWAY AND STATION (UNDERGROUND)  
RAILWAY AND STATION (ELEVATED)  
MAJOR ROAD AND JUNCTION  
ELEVATED ROAD

RAILWAY AND STATION  
RAILWAY AND STATION (UNDERGROUND)  
RAILWAY AND STATION (ELEVATED)  
MAJOR ROAD AND JUNCTION  
ELEVATED ROAD

交通

鐵路及車站  
鐵路及車站（地下）  
鐵路及車站（高架）  
主要道路及路口  
高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME  
DRAINAGE RESERVE  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)  
PETROL FILLING STATION

BOUNDARY OF PLANNING SCHEME  
DRAINAGE RESERVE  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)  
PETROL FILLING STATION

其他

規劃範圍界線  
排水專用範圍  
最高建築物高度  
（在主水平基準上若干米）  
加油站

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 公頃 HECTARES	百分比 %	用途
COMMERCIAL	0.17	0.02	商業
COMPREHENSIVE DEVELOPMENT AREA	2.51	0.32	綜合發展區
RESIDENTIAL (GROUP C)	11.74	1.50	住宅（丙類）
RESIDENTIAL (GROUP D)	31.96	4.07	住宅（丁類）
VILLAGE TYPE DEVELOPMENT	119.14	15.18	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	6.34	0.81	政府、機構或社區
OPEN SPACE	3.20	0.41	休憩用地
OTHER SPECIFIED USES	66.99	8.53	其他指定用途
AGRICULTURE	234.08	29.82	農業
GREEN BELT	1.67	0.21	綠化地帶
CONSERVATION AREA	258.80	32.97	自然保育區
DRAINAGE CHANNEL	15.04	1.92	排水道
RAILWAY	1.76	0.22	鐵路
MAJOR ROAD ETC.	31.50	4.02	主要道路等
TOTAL PLANNING SCHEME AREA	784.90	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第5條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/YL-KTS/11 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/YL-KTS/11

AMENDMENTS EXHIBITED UNDER SECTION 5  
OF THE TOWN PLANNING ORDINANCE

按圖城市規劃條例第5條  
展示的修訂

AMENDMENT ITEM A1  
AMENDMENT ITEMS A2, A3, A4, A5  
AMENDMENT ITEM A6  
AMENDMENT ITEM B  
AMENDMENT ITEM C1  
AMENDMENT ITEM C2

AMENDMENT ITEM A1  
AMENDMENT ITEMS A2, A3, A4, A5  
AMENDMENT ITEM A6  
AMENDMENT ITEM B  
AMENDMENT ITEM C1  
AMENDMENT ITEM C2

修訂項目 A 1 項  
修訂項目 A 2, A 3, A 4, A 5 項  
修訂項目 A 6 項  
修訂項目 B 項  
修訂項目 C 1 項  
修訂項目 C 2 項

（參看附表）  
（SEE ATTACHED SCHEDULE）

香港城市規劃委員會依據城市規劃條例擬備的錦田南分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KAM TIN SOUTH - OUTLINE ZONING PLAN

SCALE 1:7500 比例尺  
米 METRES 200 0 200 400 600 800 1000 METRES 米

規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/YL-KTS/11A

Date: 21.4.2015



**APPROVED ~~DRAFT~~ KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/11A**

(Being an ~~Approved~~**Draft** Plan for the Purposes of the Town Planning Ordinance)

**NOTES**

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) No action is required to make the use of any land or building which was in existence immediately before the first publication in the Gazette of the notice of the interim development permission area plan conform to this Plan, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (4) A use or development of any land or building permitted under an earlier draft or approved plan including interim development permission area plan for the area and effected or undertaken during the effective period of that plan is always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board.
- (5) Except to the extent that paragraph (3) or (4) applies, any use or development falling within the boundaries of the Plan and also within the boundaries of the interim development permission area plan, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without permission from the Town Planning Board.
- (6) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

- (7) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (8) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (9) in relation to areas zoned “Conservation Area”:
  - (a) maintenance, repair or demolition of a building;
  - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus stop or lay-by, cycle track, taxi rank, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
  - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer and drain;
  - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
  - (e) rebuilding of New Territories Exempted House;
  - (f) replacement of an existing domestic building, i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, by a New Territories Exempted House; and
  - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.
- (9) In areas zoned “Conservation Area”,
  - (a) the following uses or developments are always permitted:
    - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave;
    - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
    - (iii) provision of amenity planting by Government; and
  - (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting (other than by Government), sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (10) In any area shown as 'Road', all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) above and those specified below require permission from the Town Planning Board:

road, toll plaza, on-street vehicle park, railway station and railway track.

- (11) (a) Except in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- (b) Except as otherwise provided in paragraph (11)(a), and subject to temporary uses for open storage and port back-up purposes which are prohibited in areas zoned "Conservation Area", temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (12) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (13) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

~~APPROVED~~ **DRAFT** KAM TIN SOUTH  
OUTLINE ZONING PLAN NO. S/YL-KTS/11A

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**COMMERCIAL**

<i>Column 1</i> <i>Uses always permitted</i>	<i>Column 2</i> <i>Uses that may be permitted with or without conditions on application to the Town Planning Board</i>
<i>Ambulance Depot</i>	<i>Broadcasting, Television and/or Film Studio</i>
<i>Commercial Bathhouse/Massage Establishment</i>	<i>Government Refuse Collection Point</i>
<i>Eating Place</i>	<i>Hospital</i>
<i>Education Institution</i>	<i>Office</i>
<i>Exhibition or Convention Hall</i>	<i>Petrol Filling Station</i>
<i>Government Use (not elsewhere specified)</i>	
<i>Information Technology and Telecommunications Industries</i>	
<i>Institutional Use (not elsewhere specified)</i>	
<i>Library</i>	
<i>Off-course Betting Centre</i>	
<i>Place of Entertainment</i>	
<i>Place of Recreation, Sports or Culture</i>	
<i>Private Club</i>	
<i>Public Clinic</i>	
<i>Public Convenience</i>	
<i>Public Transport Terminus or Station</i>	
<i>Public Utility Installation</i>	
<i>Public Vehicle Park (excluding container vehicle)</i>	
<i>Recyclable Collection Centre</i>	
<i>Religious Institution</i>	
<i>School</i>	
<i>Shop and Services</i>	
<i>Social Welfare Facility</i>	
<i>Training Centre</i>	
<i>Utility Installation for Private Project</i>	

**Planning Intention**

*This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the neighbourhood.*

*(Please see next page)*

**COMMERCIAL** (cont'd)

**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 non-domestic gross floor area (GFA) of 1,280 m<sup>2</sup>, a maximum site coverage of 40% and a maximum building height of 2 storeys (including basement), or the GFA, site coverage and height of the existing building, whichever is the greater.*
- (b) *In determining the maximum GFA and site coverage 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, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*
- (c) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA, site coverage 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.*

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
	<p>Eating Place</p> <p>Educational Institution</p> <p>Flat</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>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)</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Market</p> <p>Office</p> <p>Petrol Filling Station</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>Residential Institution</p> <p>Rural Committee/Village Office</p> <p>School</p> <p>Shop and Services</p> <p>Social Welfare Facility</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>

(Please see next page)

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)

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, caretaker's office and caretaker's quarters, or 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.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Utility Installation for Private Project	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Institutional Use (not elsewhere specified)
	Library
	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

Planning Intention

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 Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (cont'd)

Remarks

- (a) On land designated “Residential (Group 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 0.8, a maximum site coverage of 40% and a maximum building height of 4 storeys (12m), or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) On land designated “Residential (Group C)1”, 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) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) In determining the maximum plot ratio for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker’s office and caretaker’s quarters, or 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.
- (e) In determining the maximum site coverage for the purpose of paragraph (a) above, any floor space that is constructed or intended for use solely as loading/unloading bay, plant room, caretaker’s office and caretaker’s quarters, or 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.

RESIDENTIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Flat
House (Redevelopment; Addition, Alteration and/or Modification to existing house only)	Government Refuse Collection Point
On-Farm Domestic Structure	Government Use (not elsewhere specified) #
Rural Committee/Village Office	House (not elsewhere specified)
	Institutional Use (not elsewhere specified) #
	Library
	Market
	Place of Recreation, Sports or Culture
	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 #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always  
permitted on the ground floor of a New  
Territories Exempted House:

Eating Place  
Library  
School  
Shop and Services

Planning Intention

This zone is intended primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

(Please see next page)



RESIDENTIAL (GROUP D) (cont'd)

Remarks

- (a) No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building area of 37.2m<sup>2</sup> and a maximum building height of 2 storeys (6m), or the building area and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) No development including redevelopment for 'Flat' and 'House' (except 'New Territories Exempted House') uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m).
- (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 (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (d) In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or 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.
- (e) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Burial Ground
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House (New Territories Exempted House only)	Flat
On-Farm Domestic Structure	Government Refuse Collection Point
Religious Institution (Ancestral Hall only)	Government Use (not elsewhere specified) #
Rural Committee/Village Office	House (not elsewhere specified)
	Institutional Use (not elsewhere specified) #
	Market
	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)
	Religious Institution (not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place  
Library  
School  
Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

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	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Firing Range
Government Use (not elsewhere specified)	Flat
Hospital	Funeral Facility
Institution Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	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)
Place of Recreation, Sports or Culture	Off-course Betting Centre
Public Clinic	Office
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Entertainment
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre	Residential Institution
Religious Institution	Sewage Treatment/Screening Plant
Research, Design and Development Centre	Shop and Services
Rural Committee/Village Office	Utility Installation for Private Project
School	Zoo
Service Reservoir	
Social Welfare Facility	
Training Centre	
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

Remarks

Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 or 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<b><u>For “Railway Station and Public Transport Interchange with Commercial/Residential Development” only</u></b>	
<i>Ambulance Depot</i>	<i>Commercial Bathhouse/Massage Establishment</i>
<i>Eating Place</i>	<i>Educational Institution</i>
<i>Educational Institution</i> <i>(in a commercial building or in the purpose-designed non-residential portion<sup>@</sup> of a building only)</i>	<i>(not elsewhere specified)</i> <i>Government Refuse Collection Point</i>
<i>Flat</i>	<i>Institutional Use</i>
<i>Government Use (not elsewhere specified)</i>	<i>Petrol Filling Station</i>
<i>Library</i>	<i>Recyclable Collection Centre</i>
<i>Market</i>	<i>School (not elsewhere specified)</i>
<i>Off-course Betting Centre</i>	<i>Training Centre</i>
<i>Office</i>	
<i>Place of Entertainment</i>	
<i>Place of Recreation, Sports or Culture</i>	
<i>Private Club</i>	
<i>Public Clinic</i>	
<i>Public Convenience</i>	
<i>Public Transport Terminus or Station</i>	
<i>Public Utility Installation</i>	
<i>Public Vehicle Park (excluding container vehicle)</i>	
<i>Railway Station</i>	
<i>Railway Track</i>	
<i>Religious Institution</i>	
<i>Residential Institution</i>	
<i>School (in free-standing purpose-designed school building, in a commercial building or in the purpose-designed non-residential portion<sup>@</sup> of a building only)</i>	
<i>Shop and Services</i>	
<i>Social Welfare Facility</i>	
<i>Utility Installation for Private Project</i>	

**@ Excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room**

**Planning Intention**

***This zone is intended primarily to provide land for railway station and a public transport interchange with commercial/residential development.***

***(Please see next page)***

**OTHER SPECIFIED USES (cont'd)**

**For “Railway Station and Public Transport Interchange  
with Commercial/Residential Development” only (cont'd)**

**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 domestic gross floor area (GFA) of 186,234 m<sup>2</sup>, a maximum non-domestic GFA of 53,535 m<sup>2</sup> and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan.*
- (b) *In determining the maximum GFA for the purposes of paragraph (a) above:*
  - (i) *any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or 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; and*
  - (ii) *any floor space that is constructed or intended for use solely as public transport facilities (including public transport interchange, public bicycle parking, park-and-ride and pick-up and drop-off facilities), railway station and associated facilities, as required by the Government, or covered walkway may also be disregarded.*
- (c) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA 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.*

*(Please see next page)*

**OTHER SPECIFIED USES (cont'd)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<b><u>For “Railway Depot with Commercial/Residential Development” only</u></b>	
<i>Ambulance Depot</i>	<i>Commercial Bathhouse/Massage Establishment</i>
<i>Eating Place</i>	<i>Educational Institution</i>
<i>Educational Institution</i> <i>(in a commercial building or in the purpose-designed non-residential portion<sup>@</sup> of a building only)</i>	<i>(not elsewhere specified)</i> <i>Government Refuse Collection Point</i>
<i>Flat</i>	<i>Institutional Use</i>
<i>Government Use (not elsewhere specified)</i>	<i>Petrol Filling Station</i>
<i>Library</i>	<i>Recyclable Collection Centre</i>
<i>Market</i>	<i>School (not elsewhere specified)</i>
<i>Off-course Betting Centre</i>	<i>Training Centre</i>
<i>Office</i>	
<i>Place of Entertainment</i>	
<i>Place of Recreation, Sports or Culture</i>	
<i>Private Club</i>	
<i>Public Clinic</i>	
<i>Public Convenience</i>	
<i>Public Transport Terminus or Station</i>	
<i>Public Utility Installation</i>	
<i>Public Vehicle Park (excluding container vehicle)</i>	
<i>Railway Depot</i>	
<i>Railway Track</i>	
<i>Religious Institution</i>	
<i>Residential Institution</i>	
<i>School (in free-standing purpose-designed school building, in a commercial building or in the purpose-designed non-residential portion<sup>@</sup> of a building only)</i>	
<i>Shop and Services</i>	
<i>Social Welfare Facility</i>	
<i>Utility Installation for Private Project</i>	

**@ Excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room**

**Planning Intention**

***This zone is intended primarily to provide land for railway depot with commercial/residential development.***

***(Please see next page)***



**OTHER SPECIFIED USES (cont'd)**

**For “Railway Depot with Commercial/Residential Development” only (cont'd)**

**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 domestic gross floor area (GFA) of 422,340 m<sup>2</sup>, a maximum non-domestic GFA of 3,000 m<sup>2</sup> and a maximum building height in terms of metres above Principal Datum as stipulated in Area (a) on the Plan.*
- (b) *No building development (except ancillary structures) is permitted in Area (b) which shall be designated as a landscaped pedestrian linkage.*
- (c) *In determining the maximum GFA for the purposes of paragraph (a) above:*
  - (i) *any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or 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; and*
  - (ii) *any floor space that is constructed or intended for use solely as railway depot and associated facilities, primary school, secondary school, as required by the Government, or covered walkway may also be disregarded.*
- (d) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA, building height and no building development restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

*(Please see next page)*

OTHER SPECIFIED USES (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Rural Use" only</u>	
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Field Study/Education/Visitor Centre	Burial Ground
Government Use (Police Reporting Centre, Post Office only)	Driving School
On-Farm Domestic Structure	Eating Place
Picnic Area	Flat
Place of Recreation, Sports or Culture (Horse Riding School, Hobby Farm, Fishing Ground only)	Golf Course
Public Convenience	Government Refuse Collection Point
Religious Institution (Ancestral Hall only)	Government Use (not elsewhere specified) #
Rural Committee/Village Office	Holiday Camp
Tent Camping Ground	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) #
	Market
	Petrol Filling Station
	Place of Recreation, Sports or Culture (not elsewhere specified)
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the preservation of the character of the rural area. Uses or developments compatible with the rural landscape, such as passive recreation uses and a selected range of rural uses, may be allowed on application to the Town Planning Board, with a view to upgrading or improving the area or providing support to the local communities.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

For "Rural Use" only (cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to 'New Territories Exempted House' or to those annotated with #) 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), or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.
- (b) 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.
- (c) 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, caretaker's office and caretaker's quarters, or 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.
- (d) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Petrol Filling Station" only

Petrol Filling Station

Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of petrol filling station serving the needs of the district.

AGRICULTURE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre only) On-Farm Domestic Structure Public Convenience Religious Institution (Ancestral Hall only) Rural Committee/Village Office —	Animal Boarding Establishment Barbecue Spot Burial Ground Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) House (New Territories Exempted House only, other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Picnic Area Place of Recreation, Sports or Culture (Horse Riding School, Hobby Farm, Fishing Ground only) Public Utility Installation Religious Institution (not elsewhere specified) School Utility Installation for Private Project

Planning Intention

This zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.

Remarks

- (a) Any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)

AGRICULTURE (cont'd)

Remarks (cont'd)

- (b) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Kam Tin South Outline Zoning Plan No. S/YL-KTS/8 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance. This restriction does not apply to filling of land specifically required under prior written instructions of Government department(s) or for the purposes specified below:
  - (i) laying of soil not exceeding 1.2m in thickness for cultivation; or
  - (ii) construction of any agricultural structure with prior written approval issued by the Lands Department.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Burial Ground
Nature Reserve	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Trail	Crematorium (within a Religious Institution or extension of existing Crematorium only)
On-Farm Domestic Structure	Field Study/Education/Visitor Centre
Picnic Area	Firing Range
Public Convenience	Flat
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	Government Use (not elsewhere specified)
	Helicopter Landing Pad
	Holiday Camp
	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)
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	Rural Committee/Village Office
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project

(Please see next page)

GREEN BELT (cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

Any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.



CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery)	Barbecue Spot
Nature Reserve	Field Study/Education/Visitor Centre
Nature Trail	Government Refuse Collection Point
On-Farm Domestic Structure	Government Use (not elsewhere specified)
Wild Animals Protection Area	Holiday Camp
	House (Redevelopment only)
	Picnic Area
	Public Convenience
	Public Utility Installation
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Country Park from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

- (a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan.
- (b) Any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

~~APPROVED~~ *DRAFT* KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/114

EXPLANATORY STATEMENT

## EXPLANATORY STATEMENT

### ~~APPROVED~~ **DRAFT** KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/11A

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~~APPROVED~~ **DRAFT** KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/11A

(Being an ~~Approved~~**Draft** Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the approved Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ **draft** Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/11A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 The land covered by the Kam Tin South OZP was previously included in the Kam Tin South Interim Development Permission Area (IDPA) Plan and the Kam Tin South Development Permission Area (DPA) Plan.
- 2.2 On 5 October 1990, the Kam Tin South IDPA Plan No. IDPA/YL-KTS/1 prepared by the Director of Planning was notified in the Gazette. The draft Kam Tin South DPA Plan No. DPA/YL-KTS/1 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance) on 12 July 1991. On 26 April 1994, the draft DPA Plan was approved by the then Governor in Council under section 9(1)(a) of the Ordinance and renumbered as DPA/YL-KTS/2.
- 2.3 On 17 May 1993, under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board, under section 3(1)(a) of the Ordinance, to prepare an OZP for the Kam Tin South area.
- 2.4 On 17 June 1994, the draft Kam Tin South OZP No. S/YL-KTS/1 was exhibited for public inspection under section 5 of the Ordinance. Subsequently, the draft OZP was amended twice on 12 February 1999 and 6 August 1999, and exhibited for public inspection under section 7 of the

Ordinance. On 26 October 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kam Tin South OZP, which was subsequently renumbered as S/YL-KTS/4.

- 2.5 On 25 January 2000, the CE in C referred the approved Kam Tin South OZP No. S/YL-KTS/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended *five times and exhibited under section(s) 5, 6(7) or 7 of the Ordinance. On 26 June 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kam Tin South OZP, which was subsequently renumbered as S/YL-KTS/11.* ~~on 25 February 2000 and exhibited for public inspection under section 5 of the Ordinance. On 12 December 2000, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kam Tin South OZP, which was subsequently renumbered as S/YL-KTS/6.~~
- ~~2.6 On 9 December 2003, the CE in C referred the approved Kam Tin South OZP No. S/YL-KTS/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 19 December 2003 under section 12(2) of the Ordinance.~~
- ~~2.7 On 4 June 2004, the draft Kam Tin South OZP No. S/YL-KTS/7, incorporating the amendments to the Notes of the OZP mainly in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no objection was received.~~
- ~~2.8 On 1 April 2005, the draft Kam Tin South OZP No. S/YL-KTS/8, incorporating mainly amendments to the Notes for the "Agriculture" zone to include control on filling of land, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, one valid objection was received. On 21 April 2006, the Board gave further consideration to the objection and decided to propose an amendment to partially meet the objection by amending the Remarks in the Notes for the "Agriculture" zone to exempt filling of land specifically required under the written instructions of Government departments from the planning control. On 19 May 2006, the proposed amendment to the OZP was notified in the Gazette under section 6(7) of the Ordinance. No valid further objection was received during the notification period. On 14 July 2006, the Board agreed that the proposed amendment was a decision under section 6(9) of the Ordinance and the amendment should form part of the OZP.~~
- ~~2.9 On 9 December 2005, the draft Kam Tin South OZP No. S/YL-KTS/9,~~

~~incorporating amendment to the definition of “existing building” in the covering Notes, was exhibited for public inspection under section 7 of the Ordinance. No objection was received during the plan exhibition period.~~

~~2.10 On 22 September 2006, the draft Kam Tin South OZP No. S/YL-KTS/10, incorporating mainly amendments to rezone an area to the east of West Rail Kam Sheung Road Station from “Undetermined” to “Other Specified Uses” annotated “Rural Use”, “Comprehensive Development Area” and “Government, Institution or Community”, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, ten valid objections were received. On 22 December 2006 and 30 March 2007, the Board gave preliminary and further considerations to the objections and decided not to propose any amendment to meet the objections.~~

~~2.11 On 26 June 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kam Tin South OZP, which was subsequently renumbered as S/YL-KTS/11. On 6 July 2007, the approved Kam Tin South OZP No. S/YL-KTS/11 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~

**2.6 On 3 May 2011, the CE in C referred the approved Kam Tin South OZP No. S/YL-KTS/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 May 2011 under section 12(2) of the Ordinance.**

**2.7 On \_\_\_\_\_, the draft Kam Tin South OZP No. S/YL-KTS/11A (the Plan) (to be re-numbered as S/YL-KTS/12 upon gazetting), incorporating mainly amendments to rezone areas shown as ‘Railway’ and adjoining strips of “Agriculture” zone to “Other Specified Uses” (“OU”) annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development”, “OU” annotated “Railway Depot with Commercial/Residential Development” and “Government, Institution or Community” zones; a site under “OU” annotated “Petrol Filling Station” and “Residential (Group C)1” zones to “Commercial” (“C”) zone; and imposition of building height restriction on the “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development”, “OU” annotated “Railway Depot with Commercial/Residential Development” and “C” zones, was exhibited for public inspection under section 5 of the Ordinance.**

### **3. OBJECT OF THE PLAN**

- 3.1 The object of the Plan is to indicate the broad land-use zonings and transport networks for the Kam Tin South area so that development and redevelopment within the area can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.
- 3.2 The Plan is to illustrate the broad principles of development and control only. It is a small scale plan and the road alignments and boundaries between the land-use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 ***Since the Plan is to show broad land-use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kam Tin South area and not to overload the road network in this area.***

#### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area (the Area) and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

#### 5. THE PLANNING SCHEME AREA

- 5.1 The Area is about 785 ha. It is located in the south-eastern part of the North

West New Territories (NWNT). It is bounded by the Shek Kong Barracks and Ma Pau Ling in the east, Kam Tin Road in the north, Ho Hok Shan in the west and the Tai Lam Country Park in the south. The boundary of the Area is shown by a heavy broken line on the Plan.

- 5.2 The boundary of the Area is delineated having regard to physical and topographical features such as roads, drainage channels and hills. Therefore, the Area boundary does not necessarily follow the Heung boundaries which are used for administration purpose only. Also, the name of the Plan is to follow that of the geographical area and should not have implications on development rights, particularly Small House applications.
- 5.3 The Area mainly comprises a steep upland portion in the western part whereas the remaining area is predominantly low-lying flat land and in the form of a series of broad alluvial valley floors draining into the Kam Tin River. The lowland is characterized by ~~a considerable amount of fish ponds and~~ parcels of farmland. Several villages and open storage and ~~car-repairing~~ **other rural industrial-related** activities are found along Kam Tin Road and Kam Sheung Road. The southern portion is an area of flat alluvial plain linking the foothills of Tai Mo Shan to the lower hills of the Ho Pui area. In recent years, large pieces of agricultural land ~~and fish ponds~~, particularly those located along Kam Tin Road and Kam Sheung Road, have been filled up and converted into open storage uses.
- 5.4 ~~The~~ **Two Sites of Archaeological Interest, namely** Ho Pui Archaeological Site and ~~the~~ Ho Pui Trackway are located within the Area. **One declared monument, Leung Ancestral Hall and a number of graded historic buildings are located within the Area. Details of these historic buildings have been uploaded onto the official website of the Antiquities Advisory Board (AAB) at <http://www.aab.gov.hk>. The sites of archaeological interest, declared monument and graded historic buildings** ~~Moreover, several buildings/structures/villages which are of historical significance and architectural merit are located within the Area. They include Tang Lung Yau Wan Tsuen Um Ancestral Hall at Tsz Tong Tsuen, Kat Hing Wai, Kong Ha Wai to the west of Kam Tsin Wai, Kong Ha Wai Gate House, Leung Ancestral Hall and Chung Shing Kung at Yuen Kong Tsuen, Choi Kei Tung Ancestral Hall at Shek Wu Tong and the historic village, Ng Ka Tsuen. These archaeological sites and historical sites are worthy of preservation and thus any developments affecting them and their immediate environs should be avoided as far as possible. Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposal~~



*might affect the sites of archaeological interest, monument, graded/proposed graded historic buildings/structures and new items pending for grading assessment and their immediate environs.*

- 5.5 *The Area falls within the area affected by the height restriction of the Shek Kong Airfield. Details should be referred to the Plan of the Shek Kong Airfield Height Restriction (AHR) No. YLM6917a prepared by the Lands Department. Developments in the Area would be subject to aircraft noise and other associated constraints arising from the aircraft operations at the Shek Kong Airfield.*

## 6. POPULATION

- 6.1 According to the ~~2001~~**2011** Population Census, the population of the Area was about ~~10,300~~**14,500** persons. The population concentrates in and around several recognized villages in the Area including Ma On Kong, Ho Pui, Cheung Po, Tai Kek, Tai Wo, Shek Wu Tong, Tin Sam Tsuen, Yuen Kong, Yuen Kong San Tsuen, Kat Hing Wai, Tai Hong Tsuen and Tsz Tong Tsuen.
- 6.2 Future expansion of population will be concentrated in the areas zoned for residential use along Kam Sheung Road and Kam Tin Road. It is estimated that the planned population for the Area will reach ~~32,000~~ **37,490**.

## 7. OPPORTUNITIES AND CONSTRAINTS

### 7.1 Opportunities

- 7.1.1 There are a number of agricultural lots under active cultivation in the Area. ~~According to the Agriculture, Fisheries and Conservation Department, most of the low-lying agricultural land in the Area is categorized “good quality” in the “Categorization of Agricultural Land”.~~ A number of infrastructural improvement works such as irrigation facilities, drainage channels and farm accesses have been constructed. As such, there are ample opportunities for agricultural development in the Area.
- 7.1.2 With the completion of Tsing Long Highway and the West Rail which run through the western part of the Area, the accessibility of the Area has been greatly enhanced. The Area would be subject to development pressure.

**7.1.3 Development of the West Rail Kam Sheung Road Station is in line with the Government policy for rail-based development to facilitate fast and mass movement of people in an environmentally friendly mode of transport. Opportunities exist to make better use of valuable land resources atop/in proximity to the railway station.**

**7.1.4 Kam Tin South and the adjoining area in Pat Heung are one of the earliest residential settlements in Hong Kong. Appropriate level of new developments and effective use of land and infrastructure resources would add vibrancy to this rural area. Development proposals with good urban design, appropriate development intensity and provision of appropriate community facilities and open space would also act as a catalyst to gradually improve the visual and environmental quality of the Area.**

## 7.2 Development Constraints

7.2.1 There are many well-established recognized villages in the Area. Sufficient land has to be reserved to meet Small House demand of the indigenous villagers as well as for future expansion of the villages.

7.2.2 The areas fringing the western boundaries are hilly and thus unsuitable for development. Development would therefore be confined to the valley floors within the Area.

7.2.3 There are no public sewers and **limited** ducted drainage system in the Area. Urban type development should be kept to ~~a minimum~~ **an appropriate scale** to avoid having adverse effect on the environment until improvement schemes are implemented.

7.2.4 The low-lying areas in Kam Tin South are subject to flooding hazard. Developments in these areas should avoid the flood fringes until improvement schemes are implemented.

7.2.5 The West Rail **and the proposed Northern Link and their associated railway facilities, the nearby major roads and rural industrial uses** ~~would~~ imposes constraints on developments ~~along the alignment~~. Mitigation measures will be required when developments ~~along the alignment~~ proceed.

**7.2.6 The Kam Tin South area consists of a number of ecological habitats**

*including abandoned egretries, streams/abandoned meanders/drainage channels and mitigation woodlands and wetlands, etc. Any direct or indirect ecological impact should be avoided.*

7.2.67 The *declared monument, graded historic buildings and sites of archaeological interest as mentioned in paragraph 5.4 above are worthy of preservation.* ~~sites of archaeological and historical interests as mentioned in paragraph 5.4 are worthy to be preserved.~~ Prior consultation with the Antiquities and Monuments Office ~~AMO should be made if~~ *is required for any development or, redevelopment or rezoning proposal might* ~~which may affect~~ *the sites of archaeological interest, monument, graded/proposed graded historic buildings/structures and new items pending for grading assessment* ~~these sites and their immediate environs.~~

7.2.78 There are 400kV overhead lines passing through the western and southern edges of the Area, relevant guidelines in Chapter 7 of the Hong Kong Planning Standards and Guidelines regarding developments in the vicinity of the 400kV overhead lines and safety clearances from these lines should be observed.

7.2.9 *Existing water supply system in some sites of the Area has already been committed. Extension of water supply system will be required if there is a substantial increase in the future water demand arising from development proposals for large residential developments.*

## 8. GENERAL PLANNING INTENTION

8.1 The planning intention for the Area is *to facilitate appropriate scale of development near the West Rail Kam Sheung Road Station to optimize the use of land and* to channel suburban type uses ~~of relatively low-density development~~ to appropriate areas. The types of ~~suburban~~ developments include private residential developments, village housing, and environmental and infrastructural improvements. Also, good quality agricultural land especially those under active cultivation will be retained *as appropriate.*

8.2 In the designation of various zones in the Area, considerations have been given to the natural environment, physical landform, existing settlements, land status, availability of infrastructure and local development pressures, ~~the Territorial Development Strategy Review and NWNT Development Strategy Review.~~ Moreover, buildings and places of historical and archaeological

interests in the Area should be preserved as far as possible.

9. LAND-USE ZONINGS

**9.1 “Commercial” (“C”) : Total Area: 0.17 ha**

**9.1.1** *This zone is intended primarily for commercial developments, which 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<sup>2</sup>, 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.*

**9.1.2 “Comprehensive Development Area” (“CDA”) : Total Area: 2.51 ha**

~~9.1.1~~**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 sites 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.

~~9.1.29.2.2~~ 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 should be preserved as far as practicable. Minor boundary adjustment of Areas (a) and (b) may be permitted at the MLP submission stage.

~~9.1.39.2.3~~ 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.

**~~9.29.3~~ Residential (Group C) (“R(C)”) : Total Area : 44.76**~~11.74~~** ha**

~~9.2.19.3.1~~ 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.

~~9.2.29.3.2~~ 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.

~~9.2.39.3.3~~ 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 Tsz 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.

~~9.2.49.3.4~~ 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 Tsuen abutting Pat Heung Road

and to the north-east of Yuen Kong abutting Kam Sheung Road.

~~9.2.5~~**9.3.5** To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the restrictions stated in paragraphs ~~9.2.2~~**9.3.2** and ~~9.2.4~~**9.3.4** above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

~~9.2.6~~**9.3.6** Since the areas along Kam Tin Road and Kam Sheung Road would be subject to severe traffic noise impact, any proposed development near the roads should provide adequate mitigation measures to minimize such impact.

~~9.3.4~~ Residential (Group D) ("R(D)") : Total Area : 31.96 ha

~~9.3.1~~**9.4.1** The planning intention of this zone is primarily to improve and upgrade the existing temporary structures within the rural area to permanent buildings. Replacement housing for temporary structures shall not result in a total redevelopment in excess of a maximum building area of 37.2m<sup>2</sup> and a maximum building height of 2 storeys (6m).

~~9.3.2~~**9.4.2** Apart from the intention of residential upgrading, very low-rise and low-density residential development may be permitted on application to the Board. To be in line with the development intensity of existing domestic accommodation within the zone, residential development (other than New Territories Exempted House) shall not result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys (6m). Generally, the applicant has to prove to the Board that the proposed development would have no or minimal adverse effects on the environment. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

~~9.3.3~~**9.4.3** The areas to the east of Kam Sheung Road at Ng Ka Tsuen are zoned "R(D)". The areas along the road are now occupied by some temporary workshops and open storage yards. Areas further away from the road are mainly developed for agricultural and residential purposes.

~~9.3.4~~**9.4.4** Since the areas along Kam Tin Road and Kam Sheung Road would be subject to severe traffic noise impact, any proposed development near the roads should provide adequate mitigation measures to minimize such impact.

**9.4.5** Village Type Development (“V”) : Total Area : ~~119.05~~**119.14** ha

~~9.4.1~~**9.5.1** The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

~~9.4.2~~**9.5.2** The recognized villages in the Area include Ma On Kong, Ho Pui, Cheung Po, Tai Kek, Tai Wo, Shek Wu Tong, Tin Sam Tsuen, Yuen Kong, Yuen Kong San Tsuen, Kat Hing Wai, Tai Hong Tsuen and Tsz Tong Tsuen.

~~9.4.3~~**9.5.3** The boundaries of the “V” zones are drawn up having regard to the existing village environs, outstanding Small House demands for the next ten years, topography and site constraints. Areas of difficult terrain, dense vegetation, stream courses and burial grounds have been avoided. Village expansion areas and other infrastructural improvements will be guided by detailed layout plans whenever applicable.

~~9.4.4~~**9.5.4** Since the areas along Kam Tin Road and Kam Sheung Road would be subject to severe traffic noise impact, any proposed development near the roads should provide adequate mitigation measures to minimize such impact.

~~9.4.5~~**9.5.5** According to the ~~2001~~**2011** Population Census, there were about ~~6,534~~**10,780** persons living in the “V” zones of the Area. Adequate land has been reserved in this zone to cater for the demand for Small House of the Area. Village improvement works on access,

drainage, sewerage, water and electricity will be initiated through the Rural Public Works.

**9.59.6 Government, Institution or Community (“G/IC”) : Total Area : ~~6.19~~6.34 ha**

~~9.5.19.6.1~~ This zone is intended primarily for the provision of Government, institution or community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. As detailed planning proceeds, other land may be designated from other uses to this category to meet the envisaged demands of the growing population in the Area.

~~9.5.29.6.2~~ The existing electricity sub-stations *near West Rail Kam Sheung Road Station and that at Au Tau*, and the Au Tau Water Treatment Works near Ho Hok Shan are zoned “G/IC”. Stage I of the Au Tau Water Treatment Works was commissioned in March 1992 and Stage II was commissioned in February 1995. *The existing St. Joseph’s Church kindergarten and the Kam Sheung Life Lutheran Church to the west of Kam Sheung Road are also zoned “G/IC”.*

~~9.5.3~~ ~~The existing St. Joseph’s Church kindergarten and the Kam Sheung Life Lutheran Church to the west of Kam Sheung Road are also zoned “G/IC”.~~

**9.69.7 Open Space (“O”) : Total Area : 3.20 ha**

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. An area abutting Kam Tin Road is zoned “O” to cater for the need of the local population.

**9.79.8 “Other Specified Uses” (“OU”) : Total Area : ~~24.33~~66.99 ha**

As annotated on the Plan, the sites zoned “OU” on the Plan include the following:

**“OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development” : Total Area : 10.64 ha**



- 9.8.1 *This zone is intended primarily to provide land for railway station and a public transport interchange with commercial and residential development. The area occupied by the existing West Rail Kam Sheung Road Station with a public transport interchange, public bicycle parking and park-and-ride facilities, and the existing MTR Kam Tin Building located to the east of Tsing Long Highway is zoned “OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development”.*
- 9.8.2 *Development and/or redevelopment in this “OU” site are subject to a maximum domestic GFA of 186,234 m<sup>2</sup>, a maximum non-domestic GFA of 53,535 m<sup>2</sup> (including the GFA of the existing MTR Kam Tin Building, commercial facilities and kindergarten) and a maximum building height of 69 mPD (including roof-top structures).*
- 9.8.3 *The existing public transport interchange, public bicycle parking and park-and-ride facilities shall be reprovided upon development. Besides, pick-up and drop-off facilities for public use, as required by the Government, shall be provided. Also, one kindergarten shall be provided in this “OU” site.*
- 9.8.4 *In determining the maximum GFA of the development and/or redevelopment in this “OU” site, the GFA of public transport facilities (including public transport interchange, public bicycle parking, park-and-ride and pick-up and drop-off facilities), railway station and associated facilities, as required by the Government, or covered walkway may be exempted from GFA calculation.*
- 9.8.5 *The layout of the development shall be comprehensively planned and designed and take into account the interfacing work (if any) with the railway station and associated facilities. Except development and/or redevelopment of the existing MTR Kam Tin Building, a master layout plan shall be submitted by the respective developer(s) to the Government to ensure an integrated and compatible layout for development in this “OU” site before development proceeds.*
- 9.8.6 *The site would be subject to various technical constraints such as air ventilation, noise, drainage, ecological, traffic and risk associated with the Au Tau Water Treatment Works which is a potentially hazardous installation, etc. The respective developer(s) would be required to ascertain the impacts on various technical aspects induced by the proposed development at the site and other nearby*

*developments with implementation of appropriate mitigation measures. Other technical requirements including assessments on air ventilation and noise impact, as required by the Government, shall be fulfilled by the respective developer(s) at detailed design stage.*

- 9.8.7 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA 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.*

**“OU” annotated “Railway Depot with Commercial/Residential Development” : Total Area : 32.18 ha**

- 9.8.8 This zone is intended primarily to provide land for railway depot with commercial and residential development. The area occupied by the existing West Rail Pat Heung Maintenance Centre and railway tracks located to the east of Tsing Long Highway and its Toll Plaza is zoned “OU” annotated “Railway Depot with Commercial/Residential Development”.*

- 9.8.9 Developments and/or redevelopment in this “OU” site are subject to a maximum domestic GFA of 422,340 m<sup>2</sup>, a maximum non-domestic GFA of 3,000 m<sup>2</sup> (including the GFA of commercial facilities) and a maximum building height of 109 mPD (including roof-top structures). The maximum building height restriction of 109 mPD for Area (a) reflects the maximum height limit of the site under the Shek Kong AHR, which may not be applicable throughout the whole site. Any development within the site should also comply with the Shek Kong AHR indicated in the Plan of the Shek Kong AHR No. YLM6917a prepared by the Lands Department.*

- 9.8.10 A landscaped pedestrian linkage shall be provided in Area (b) of this “OU” site and no building development (except ancillary structures) is permitted. One primary school and one secondary school, as required by the Government, shall also be provided in this “OU” site.*

- 9.8.11 In determining the maximum GFA of the development and/or redevelopment in this “OU” site, the GFA of railway depot and associated facilities, primary school, secondary school, as required by the Government, or covered walkway may be exempted from GFA calculation.*

***9.8.12 The layout of the development shall be comprehensively planned and designed and take into account the interfacing work (if any) with the railway depot and associated facilities. A master layout plan shall be submitted by the respective developer(s) to the Government to ensure an integrated and compatible layout for development in this “OU” site before development proceeds.***

***9.8.13 The site would be subject to various technical constraints such as air ventilation, noise, drainage, ecological and traffic, etc. The respective developer(s) would be required to ascertain the impacts on various technical aspects induced by the proposed development at the site and other nearby developments with implementation of appropriate mitigation measures. Other technical requirements including assessments on air ventilation and noise impact, as required by the Government, shall be fulfilled by the respective developer(s) at detailed design stage.***

***9.8.14 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA, building height and no building development restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.***

“OU” annotated “Rural Use”(“OU(RU)”) : Total Area: 23.60 ha

~~9.7.1~~***9.8.15*** This zone is intended primarily for the preservation of the character of the rural area. Uses or developments compatible with the rural landscape, such as passive recreation uses and a selected range of rural uses, may be allowed on application to the Board, with a view to upgrading or improving the area or providing support to the local communities. Low-rise recreational and residential development compatible with the rural landscape may be permitted on application to the Board subject to the demonstration of sustainability in ecological, environmental, traffic and infrastructural terms. The development intensity shall not exceed a maximum plot ratio of 0.4 and a maximum building height of 3 storeys (9m). To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

~~9.7.2~~***9.8.16*** An area to the north of Shek Wu Tong and bounded by Kam

Sheung Road to the east, Kam Po Road to the west and Tung Wui Road to the north is zoned “OU(RU)”. As part of the area is of archaeological potential, a detailed Archaeological Impact Assessment (AIA) conducted by a qualified archaeologist is required for development works within the area. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance (Cap.53). An AIA proposal shall be submitted to the Antiquities and Monuments Office for agreement prior to applying for a licence.

“OU” annotated “Petrol Filling Station” : Total Area: ~~0.73~~**0.57** ha

~~9.7.3~~**9.8.17** An area to the west of Yuen Kong abutting Kam Sheung Road and another area near the Toll Plaza of Tsing Long Highway are zoned “OU” annotated “Petrol Filling Station” and are intended primarily for the provision of petrol filling station serving the needs of the district.

~~9.8.9~~**9.9** Agriculture (“AGR”) : Total Area : ~~236.09~~**234.08** ha

~~9.8.19~~**9.9.1** This zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. The areas under this zoning are usually well served by irrigation and servicing facilities as well as marketing facilities for intensive farming including livestock rearing, fish culture and horticulture.

~~9.8.29~~**9.9.2** The areas under this zoning include the flat land adjacent to the hill in the west and the flat land in the south-eastern part of the Area. The agricultural land in the areas at present are under active cultivation.

~~9.8.39~~**9.9.3** As filling of land/pond may cause adverse drainage and environmental impacts on the adjacent areas, permission from the Board is required for such activities. However, filling of land specifically required under prior written instructions of Government department(s), or for the purposes of genuine agricultural practice including laying of soil not exceeding 1.2m in thickness for cultivation, and construction of agricultural structure with prior written approval from the Lands Department is exempted from the control.

~~9.99.10~~**Green Belt (“GB”)** : Total Area : 1.67 ha

~~9.9.19.10.1~~ This zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

~~9.9.29.10.2~~ Two isolated knolls located to the east of Tsing Long Highway are zoned “GB”. They are occupied by some traditional burial grounds.

~~9.9.39.10.3~~ As filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

~~9.10.9.11~~ Conservation Area (“CA”) : Total Area : ~~258.67~~**258.80** ha

~~9.10.19.11.1~~ This zone is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environments such as Country Park from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted. Uses related to conservation purposes such as nature reserve and nature trail are always permitted. Only a selective range of uses such as public convenience and tent camping ground which would have insignificant impact on environment and infrastructural provision may be permitted with or without conditions on application to the Board.

~~9.10.29.11.2~~ The majority of the areas under this zoning are flanking the western and southern boundaries of the Area. They are sloping land adjoining either the Ho Hok Shan or the Tai Lam Country Park. Three plots of land clustering at Ho Pui which cover existing or recorded egrettries are also zoned “CA”. At present, some traditional burial grounds are found.

~~9.10.39.11.3~~ Filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment. In view of the conservation value of the area within this zone, permission from the Board is required for such activities.

## 10. TRANSPORT AND COMMUNICATION

### 10.1 Road Network

10.1.1 Tsing Long Highway, being in operation since May 1998, is a main trunk road running through the western part of the Area and connects NWNT with the urban area.

10.1.2 Kam Tin Road, an important local distributor, provides pedestrian and vehicular access to the Area. Another important road serving the Area is Kam Sheung Road which branches off from Kam Tin Road.

10.1.3 Village settlements within the Area are linked up by sub-standard tracks which will be improved and upgraded wherever possible under the programme of the Rural Public Works.

10.1.4 There is improvement in accessibility upon completion of the Kam Tin Bypass and the Improvement to Kam Tin Road, Stage I. With the ~~Improvement to~~ **implementation of the “Upgrading of Remaining Sections of Kam Tin Road Stage II and Lam Kam Road”** project, ~~accessibility road safety~~ will be further improved. However, ~~the construction of this project will only be commenced after 2008~~ **programme of implementation of this project is subject to review.**

### 10.2 Railway

The West Rail, which has been in operation **since 2003**, provides a sub-regional passenger link connecting the NWNT to the urban areas from Nam Cheong in West Kowloon to Tuen Mun via Mei Foo, Tsuen Wan West, Kam Sheung Road, Yuen Long, Long Ping, Tin Shui Wai and Siu Hong. **In 2009, West Rail Line has extended to include Austin and East Tsim Sha Tsui and terminated at Hung Hom. Upon commissioning, the Tai Wai to Hung Hom section of the Shatin to Central Link will link up the Ma On**

***Shan Line and the West Rail at each end, forming the East West Corridor. With the proposed Northern Link, it is ~~planned~~ proposed to provide a new railway shuttle service between the Kam Sheung Road Station on the East West Corridor and a new station at Kwu Tung on the Lok Ma Chau Spur Line***~~domestic cross-boundary train services and, if required, freight services in the long term.~~ ***The exact alignment of the proposed Northern Link is subject to detailed design.***

### 10.3 Public Transport Provision

The areas adjacent to Kam Tin Road and Kam Sheung Road are well served by existing buses, public light buses and taxis.

## 11. UTILITY SERVICES

### 11.1 Water Supply

~~The existing water treatment works has been improved since the commissioning of Au Tau Treatment Works Stage II in 1995 and Ngau Tam Mei Water Treatment Works in July 2000. Further treatment works capacity, if required, will be made available from the future extension to Ngau Tam Mei Water Treatment Works.~~***The existing water treatment works capacity available in the NWNT will soon be fully committed. Further treatment works capacity, if required, would be made available from the future extension of Ngau Tam Mei Water Treatment Works. Extension of water supply system will be required if there is a substantial increase in the future water demand arising from development proposals for large residential developments.***

### 11.2 Sewerage and Sewage Treatment

At present, there is no public sewer serving the Area. The Yuen Long and Kam Tin Sewage Master Plan Review has a plan to extend trunk sewerage to these unsewered areas. In addition to private residential developments, other major developments in the Area may require the provision of on-site sewage treatment/disposal facilities before a public sewer is in place.

### 11.3 Electricity

The Area has long been supplied with electricity. Adequate supply of electricity is provided via the 400kV network to reinforce the electricity

supply in the Area. Additional electricity supply can be provided to the Area by expanding the existing electricity network.

#### 11.4 Gas

Gas pipelines have already been laid from Au Tau Roundabout to the junction of Kam Tin Road and Kam Sheung Road near Kat Hing Wai. Therefore, piped gas supply could be extended to the Area depending on the demand of the future developments.

### 12. IMPLEMENTATION

- 12.1 The Plan provides a broad land-use framework for development control and implementation of planning proposals. More detailed plans will be prepared as a basis for public works planning and private developments.
- 12.2 At present, there is no overall programme for the provision of infrastructure within the Area. The implementation process will be gradual and may stretch over a long period depending on the availability of resources. It will be undertaken through the participation of both the public and private sectors.
- 12.3 The provision and improvement of infrastructure, e.g. road widening and laying of services, will be implemented through the Public Works Programme and the Rural Public Works as and when resources are available. Private developments will be effected principally through private sector initiatives to develop or redevelop their properties in accordance with the zoned use indicated on the Plan, provided that their proposals meet Government requirements.

### 13. PLANNING CONTROL

- 13.1 The types of permitted developments and uses on land within the Area are listed in the Notes to the Plan. Unless otherwise specified, all buildings, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 13.2 Uses of land or building which were in existence immediately before the first publication in the Gazette of the notice of the IDPA plan and which are not in compliance with the terms of the Plan may have adverse impacts on the



environment, drainage and traffic of the area. Although no action is required to make such use conform to this Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board.

- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include departmental outline development plans and layout plans, and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, the Technical Services Division and relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.
- 13.4 Any development, other than those referred to in paragraph 13.1 above or in conformity with this Plan or with the permission of the Board, undertaken or continued on or after 5 October 1990 on land included in a plan of the Kam Tin South IDPA may be subject to enforcement proceedings under the Ordinance. Any filling of land/pond and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

**Public Consultation on the Land Use Review for Kam Tin South and Pat Heung**  
**Major Key Issues and Assessments**

Major Key Issues	Planning Assessments and Responses
<b><i>Holistic planning and public engagement</i></b>	
<ul style="list-style-type: none"> <li>Green/concern groups considered that holistic development planning is required for the area of Kam Tin South and Pat Heung in order to ensure adequate land supply for Government, institution or community (GIC) facilities, commercial, rural industrial and farming uses and to create diversified job opportunities. Besides, a holistic planning with the other development areas that are currently subject to land use reviews and feasibility studies in the New Territories is also necessary in order to assess the cumulative economic, social and environmental in a whole. Moreover, the natural and rural character of the New Territories should be considered and preserved in all development areas.</li> </ul>	<ul style="list-style-type: none"> <li>Broad technical assessments on various aspects including traffic and transport, air ventilation, environment, ecology, sewerage, drainage, water supply and utilities have been undertaken under the Land Use Review for Kam Tin South and Pat Heung (the LUR). It is concluded that the proposed developments are broadly feasible without insurmountable planning and engineering problems subject to appropriate improvement and mitigation measures. Sufficient community facilities have also been recommended to serve the planned population and local community. Under the LUR, the existing natural landscape, ecological and topographical features such as Tai Lam Country Park, the abandoned egreteries in Ma On Kong and Ho Pui Tsuen, Cheung Po Stream, some mitigation woodlands and wetlands, existing recognized villages and respective village ‘environs’, as well as area zoned “Agriculture” (“AGR”) to the south of Pat Heung Road would be respected and retained to enhance integration of urban and rural uses in the area.</li> </ul>
<ul style="list-style-type: none"> <li>There were also concerns on the current approach of consultation. As the proposed scale of development is comparable to Planning and Engineering Study for Housing Sites</li> </ul>	<ul style="list-style-type: none"> <li>The LUR is a district-based land use zoning review. Public consultation with Yuen Long District Council (YLDC), Kam Tin and Pat Heung Rural Committees (RCs), key DC members, local</li> </ul>

Major Key Issues	Planning Assessments and Responses
<p>in Yuen Long South or Hung Shui Kiu New Development Area Planning and Engineering Study, it was strongly demanded that extensive public engagement should be conducted in formulating the development proposals for Kam Tin South and Pat Heung. As the LUR only covers the Kam Tin South Outline Zoning Plan (OZP), the land uses in Shek Kong and Pat Heung should also be reviewed in a comprehensive manner.</p>	<p>farmers, villagers, green groups and concern groups had been conducted from April to December 2014.</p> <ul style="list-style-type: none"> <li>In view of the infrastructure constraints, particularly the capacity of the sewage treatment facilities, and the comments received during the public consultation, the 14 potential housing sites identified under the LUR would be implemented by phases. To meet the pressing demand for housing supply, the two West Rail sites are proposed for rezoning first as the proposed developments on the sites are technically viable, no major infrastructure improvement works would be required for the proposed development and no land resumption/clearance of private land would be involved. Detailed assessments for proposed public housing sites near the KSRS are being carried out. The remaining potential housing sites under the LUR would be subject to further study for provision of supporting infrastructures.</li> <li>The Kam Tin and Pat Heung RCs and the YLDC were consulted on 13.4.2015, 15.4.2015 and 21.4.2015 respectively regarding the proposed amendments to the OZP for the two West Rail sites.</li> </ul>
<b><i>Improvements to road infrastructure</i></b>	
<ul style="list-style-type: none"> <li>YLDC, Kam Tin and Pat Heung RCs expressed strong concern on the capacity of the local roads to accommodate the proposed housing developments. YLDC and Pat Heung RC passed motion requesting a definite implementation programme for the widening/upgrading of the whole stretch of Kam Sheung Road</li> </ul>	<ul style="list-style-type: none"> <li>According to the LUR, Kam Sheung Road and Kam Tin Road are proposed to be partially upgraded together with improvement of other local roads (including Kam Ho Road and Kam Po Road) and major local road junctions to accommodate the population increase. The Government would further review the proposed</li> </ul>

Major Key Issues	Planning Assessments and Responses
<p>and Kam Tin Road and the development of Northern Link (NOL) before the proposed development of the area. New road(s) should also be constructed to minimize the traffic impact. Moreover, the green /concern groups raised concerns on insufficient capacity of the strategic roads and the West Rail to accommodate the new population.</p>	<p>road improvement works and the implementation of the necessary road improvement works would tie in with the population in-take of the area. Having considered the geographical locations of the proposed housing sites which are located to the west of Kam Tin adjacent to the West Rail Kam Sheung Road station and the Au Tau interchange with convenient road access to Yuen Long Highway, the Transport Department (TD) anticipates that the future traffic would mainly route through trunk roads such as Route 3 (Tai Lam Tunnel), San Tin Highway and Yuen Long Highway, and hence would not cause major traffic impact on the local roads east of Kam Tin and Pat Heung.</p> <ul style="list-style-type: none"> <li>• With respect to the proposed road improvement/upgrading works for Kam Sheung Road and Kam Tin Road with a view to alleviating the existing traffic congestion problems, according to TD, the Government would review the implementation programme of the project for widening the remaining sections of Kam Tin Road taking into account the priority of public road projects and allocation of overall resources. Besides, TD would regularly review and monitor the traffic situations in local areas taking into account the latest planning and developments in the territory.</li> <li>• Since current OZP amendments are for the two West Rail sites only, the additional population and number of flats are comparatively less, hence it is anticipated that the potential traffic impacts to the area would not be substantial. Road widening and junction improvement works have been proposed</li> </ul>

Major Key Issues	Planning Assessments and Responses
	<p>to cater for the additional population of the proposed development.</p> <ul style="list-style-type: none"> <li>Besides, consultancy study is now undertaken by the Civil Engineering and Development Department (CEDD) for the proposed public housing sites nearby and would further review the need for local road improvement works due to the concerned proposed public housing developments. The Government would further consult locals and concern groups upon completion of the consultancy study.</li> <li>In addition, according to the “Railway Development Strategy 2014” announced by the Government in September 2014, the indicative implementation programme for the NOL will be from 2018 to 2023. For the capacity issue of the West Rail, the MTRCL has advised that they would adopt measures such as increasing the frequency of the trains and addition of new compartments to West Rail Line to meet the demand for train services.</li> </ul>
<b><i>Agricultural Rehabilitation</i></b>	
<ul style="list-style-type: none"> <li>About 13.2 ha of active agricultural land will be affected by the proposed housing development under the LUR. Strong objections to the proposed development have been raised by local farmers and concern groups. One of the concern groups, the Land Justice League, has pressed for the setting up of an agricultural priority area (similar to the ‘Long Valley Nature Park’) in Kam Tin South.</li> </ul>	<ul style="list-style-type: none"> <li>There are about 51 ha (about 2.8 ha Government land) fallow agricultural land to the south of Pat Heung Road in Kam Tin South, which have potential for agricultural rehabilitation/re-site. As it is inevitable that some existing farmers/agricultural land would be affected by the proposed public housing development and required GIC and infrastructure facilities, the Government will endeavour to ensure that the affected farmers will be offered</li> </ul>

Major Key Issues	Planning Assessments and Responses
	<p>reasonable arrangements and compensation under the current mechanism. The proposal for setting up of agricultural priority area would be considered in the further study for remaining development sites.</p>
<b><i>Compensation and rehousing</i></b>	
<ul style="list-style-type: none"> <li>Both Pat Heung and Kam Tin RCs have requested for a compensation and rehousing (C&amp;R) package comparable to those offered under the Kwu Tung North and Fanling North New Development Areas. Most of the local villagers, business operators and farmers in the area covered by the LUR have raised strong objection to the proposed development and some have demanded for ‘no removal and no clearance’.</li> </ul>	<ul style="list-style-type: none"> <li>No private land resumption will be required for the development at two West Rail sites as they fall within the vesting boundary and private treaty grant boundary for the West Rail operation. However, the proposed public housing developments together with the supporting GIC and infrastructure facilities would involve resumption of private land. The development of the remaining potential private housing sites would mainly be driven by the private sector.</li> <li>When implementing the development of the proposed public housing sites and the supporting GIC and infrastructure facilities, the Government would conduct relevant detailed design and engineering studies, including detailed survey of the number of affected parties and their relevant information.</li> <li>The Government understands the concerns of the affected parties on rehousing and compensation aspects, and would carefully handle the social and economic impacts of the proposed development. The Government will follow the established procedures and mechanism for compensation and rehousing of those affected parties.</li> </ul>

Major Key Issues	Planning Assessments and Responses
<b><i>Revitalization of local villages and provision of supporting GIC facilities</i></b>	
<ul style="list-style-type: none"> <li>There were suggestion from local community to revitalize the existing villages or Kam Tin town centre so as to generate commercial/employment opportunities and enhance the integration between the new developments and the cultural heritage of Kam Tin. Besides, additional GIC and recreational facilities and green spaces should also be provided.</li> </ul>	<ul style="list-style-type: none"> <li>The LUR has recommended the provision of sufficient GIC facilities to support the proposed developments. In the two West Rail sites, one primary school, one secondary school and one kindergarten would be provided. Besides, a sports centre, a GIC complex with a clinic, 2 primary schools, retail and market facilities would also be provided in the vicinity. The implementation of the necessary GIC facilities would tie in with the population in-take of the area. The proposed provision of other additional GIC facilities in the area would be further reviewed.</li> <li>The two West Rail sites do not involve village/cultural heritage development. However, the possibility of developing heritage/recreational trails linking up the Kam Tin South area would be examined in the further study with a view to enhancing the tourist and recreational potential and revitalizing the rural township.</li> </ul>
<b><i>Impacts on ecology and heritage</i></b>	
<ul style="list-style-type: none"> <li>There were concerns on the adverse ecological impact on the area arising from the proposed housing developments. Piecemeal development would result in degradation in the habitats with ecological values such as Kam Tin River. An updated ecological assessment including assessments on ecological habitats and flight paths of birds should be conducted. Besides, the historic grave of Shum Hung-ying (沈鴻英墓地) situated in Site 4b should be preserved from the proposed public</li> </ul>	<ul style="list-style-type: none"> <li>Based on the ecological assessment of the LUR, sites of conservation importance and ecological interest would be conserved and ecological corridors (eco-corridors) have been proposed for bird flight paths. Direct ecological impact due to the land use proposals is considered minimal.</li> <li>The ecological field surveys under the LUR had been taken from December 2009 to February 2010 and April to June 2010 to</li> </ul>

Major Key Issues	Planning Assessments and Responses
housing development.	<p>cover both dry and wet seasons. Supplementary surveys had been subsequently conducted in March 2012 and April 2013 to update the habitat and site conditions. Moreover, bird flight path studies had been conducted monthly during December 2009 to February 2010 and April to June 2010, with the survey to search for active egrettry conducted between April to August 2010 to cover the breeding season. Based on the study findings and with reference to the Shenzhen Western Corridor experience (2002), eco-corridors of minimum 30m-wide with landscape treatment have been recommended as a precautionary measure. It is not expected that there will be significant change to the flight pattern, and considering that there is no active egrettry in the vicinity, the ecological assessment has concluded that there is no insurmountable impact caused by the land use proposals.</p> <ul style="list-style-type: none"> <li>• All declared monuments and graded historic buildings within the potential development sites would be retained and respected under the LUR. The grave of Shum Hung-ying (沈鴻英墓地) is not a recorded item and is not included in the existing grading scheme of Antiquities and Monuments Office (AMO). AMO will be further consulted and preservation of the grave would be considered at planning and implementation stage.</li> </ul>
<b><i>Lack of employment opportunities</i></b>	
<ul style="list-style-type: none"> <li>• It was criticized that job opportunities generated by the proposed commercial/retail uses under the LUR is very limited, with only 2,000 – 3,000 employment opportunities. It is not desirable that most of the future residents would be required to commute to</li> </ul>	<ul style="list-style-type: none"> <li>• The residential developments and supporting commercial/community facilities under the LUR, including the proposed district shopping centre (with a floor area of about 40,000m<sup>2</sup>) at Kam Sheung Road Station site and the local</li> </ul>



Major Key Issues	Planning Assessments and Responses
urban areas for work.	shopping centre (with a floor area of about 3,000m <sup>2</sup> ) at the Pat Heung Maintenance Centre site, would generate about 3,000 job opportunities. Besides, the Hung Shui Kiu New Development Area near Kam Tin and Pat Heung would also generate about 100,000 job opportunities.

**Key Development Parameters of the Two West Rail Sites**  
**and the Proposed GIC Facilities**

<b>Site</b>	<b>Residential Type</b>	<b>Total Plot Ratio</b>	<b>Max. Building Height</b>	<b>No. of Flats (about)</b>	<b>Estimated Population (about)</b>	<b>GIC Provision</b>
KSRS	Private	3.0	+69mPD (≤17 storeys)	2,692	6,600	1 kindergarten, 1 primary school and 1 secondary school
PHMC	Private	3.0	+108.5mPD (≤26 storeys)	6,060	14,800	
<b>TOTAL</b>	--	--	--	<b>8,752</b>	<b>21,400</b>	--

Source of data: The Land Use Review for Kam Tin South and Pat Heung

**Brief Summary of Technical Assessments for**  
**The Proposed Developments at Kam Sheung Road Station and**  
**Pat Heung Maintenance Centre**

**1. Background**

- 1.1 Following the 2013 Policy Address to take forward the planning for residential development at West Rail Line Kam Sheung Road Station (KSRS) and Pat Heung Maintenance Centre (PHMC) Sites, a comprehensive Land Use Review (LUR) was completed in March 2014 to examine the housing development potential of the Kam Tin South and Pat Heung areas under the extant Approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/11. The LUR findings and recommendations were presented to the Town Planning Board on 11 April 2014 (TPB Paper No.9590).
- 1.2 The LUR has identified 14 potential housing sites situated in the area. With a total area of about 152ha, about 33,700 flats could be provided to accommodate some 92,800 new population, transforming the areas into a sustainable suburban township of balanced development mix.
- 1.3 Technical assessments have been undertaken as part of the LUR to assure no insurmountable issue associated with the proposed developments subject to the implementation of appropriate mitigation measures and provision of adequate infrastructure.
- 1.4 The Chief Executive (CE) further highlighted the planning for residential development at KSRS and PHMC Sites in his 2015 Policy Address, which are expected to provide about 8,700 units.
- 1.5 In view of the infrastructure constraints, particularly the capacity of the sewage treatment facilities, the 14 potential housing sites are to be developed in phases. As the proposed development at the KSRS and PHMC Sites are technically viable, no major infrastructure improvement works would be required for the proposed development and no land resumption / clearance of private land would be involved, they can be implemented with a higher priority and hence are included in the current OZP amendment proposals. Further study on infrastructure and utility service provisions would be taken to sustain the other future phase of the proposed developments.
- 1.6 This Brief Summary is prepared as supplementary information to support the proposed OZP amendments for the KSRS and PHMC Sites.

**2. The OZP Amendment Proposal**

- 2.1 Private land resumption is not required for the KSRS and PHMC Sites. Both sites are currently shown as “Railway” on the extant OZP.

- 2.2 Upon development, the two Sites would provide a total of about 8,752 flats to accommodate some 21,400 new population. The total plot ratio is about 3.0.
- 2.3 The proposed KSRS development comprises 24 residential towers of 10 to 16 domestic storeys. It would provide about 2,692 flats, of which about 40% would be small and medium-sized units, with an estimated population of about 6,600.
- 2.4 The proposed PHMC development comprises 43 residential towers of 11 to 24 domestic storeys. It would provide about 6,060 flats, of which about 40% would be small and medium-sized units, with an estimated population of about 14,800.
- 2.5 A district shopping centre of 40,000m<sup>2</sup> GFA will be provided at KSRS Site, while local commercial/retail facilities of 3,000m<sup>2</sup> GFA will be provided at the PHMC Site. Various Government, institution or community (GIC) facilities would be provided and a civic plaza with landscaping is proposed at the north-eastern corner of KSRS to bring vibrancy to the local community.
- 2.6 Key development parameters of KSRS and PHMC Sites are summarised as follows:-

Site	Residential Type	Plot Ratio	Max Building Height	No. of Flat (about)	Estimated Population (about)	GIC Provisions
KSRS	Private	3.0	+69mPD (≤17 storeys)	2,692	6,600	1 kindergarten, 1 primary school and 1 secondary school
PHMC	Private	3.0	+108.5mPD (≤26 storeys)	6,060	14,800	
TOTAL		3.0		8,752	21,400	

### 3. Summary of Broad Technical Assessments

#### *Air Ventilation (Plan 1 refers)*

- 3.1 An Air Ventilation Assessment (AVA) Expert Evaluation (EE) was conducted, supplemented by a preliminary assessment using Computational Fluid Dynamics model, in accordance with the Government technical guidelines based on notional development schemes. The AVA-EE Report has been uploaded to PlanD's AVA Register (Ref. AVR/G/79).
- 3.2 Based on site wind availability information from Shek Kong Weather Station and the simulated MM5 data, annual prevailing winds of the Study Area are mainly from NE, ENE and E directions; while the summer prevailing winds are mainly from E, SE and S directions.
- 3.3 District-wide wind enhancement features, including wind corridors and open space/ low-rise developments at strategic locations, have been proposed to

promote air movement.

- 3.4 The KSRS and PHMC Sites are generally situated at the downwind side of existing building clusters under the prevailing wind conditions. Breezeways and air paths have been proposed in the notional development schemes to optimise air permeability and enhance wind performance.
- 3.5 The AVA-EE has concluded that the proposed medium-density developments would have minimal impact to the local wind environment with implementation of appropriate wind enhancement measures.

#### **Environment (Plan 2 refers)**

- 3.6 An Environmental Assessment Study with quantitative assessments on cumulative impacts, was conducted to confirm environmental feasibility of the proposed developments at the KSRS and PHMC Sites.
- 3.7 Practicable noise mitigation measures including self-protecting building design have been proposed in the KSRS and PHMC conceptual schemes to achieve compliance of relevant standards.
- 3.8 Building separations from main roads have been incorporated in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) to allow effective air dispersion, e.g. a minimum of 20m buffer distance from Tsing Long Highway. Results of the air quality modelling have confirmed compliance of the Hong Kong Air Quality Objectives for proposed development at KSRS and PHMC Sites.
- 3.9 Except for the north-western corner of the KSRS site, the remaining portion of the KSRS Site and the PHMC Site are situated outside the 1km-consultation zone of Au Tau Water Treatment Works. Results of the Quantitative Risk Assessment have confirmed that both the individual and societal risks are within acceptable levels.
- 3.10 KSRS Site consists of railway station and its ancillary transport facilities while PHMC Site is currently used as railway depot, the possibility of land contamination is unlikely.
- 3.11 No insurmountable environmental impact is envisaged with implementation of appropriate mitigation measures.

#### **Traffic**

- 3.12 A Traffic Impact Assessment (TIA) has been conducted to study the performance of the local road network with implementation of the proposed developments for the design year of 2031. Road widening and junction improvement works (**Appendix A**) have been proposed to cater for the additional population of KSRS and PHMC Sites as summarised below:-

<b>Roads</b>	<b>Existing Condition</b>	<b>Proposed Improvements</b>
Kam Po Road (From Tung Wui Road to the vehicular accesses of PHMC site)	3.5m-wide single track access road with 1.5m-wide footpath	7.3m-wide single 2-lane carriageway with 2m-wide footpath
Kam Po Road (South of Pat Heung Road)	3.5m-wide single track access road with 1.5m-wide footpath	4.9m-wide single track access road with 1.5m-wide footpath
Kam Ho Road (South of Pat Heung Road)	4m-wide single track access road with 1.5m-wide footpath	7.3m single 2-lane carriageway with 1.5m-wide footpath along both sides

<b>Junctions</b>	<b>Proposed Improvements</b>
Kam Tin Road/ Tsing Long Highway Slip Road	<ul style="list-style-type: none"> <li>• Modify the Method of Control.</li> <li>• Additional left-turn traffic lane at Kam Tin Road westbound.</li> <li>• Additional left turn lane from Tsing Long Highway Slip Road.</li> </ul>
Pat Heung Road / Pat Heung Road (Slip Road) near Tsing Long Highway	<ul style="list-style-type: none"> <li>• Convert to roundabout-controlled junction.</li> <li>• New access road branch-off/ connecting from PHMC onto Pat Heung Slip Road.</li> </ul>

3.13 The existing Public Transport Interchange, park-and-ride spaces, and public bicycle parking facilities at the KSRS would be reprovisioned at KSRS Site. Enhancement of the local cycle track network by extension into the eastern boundary of the KSRS Site has been recommended. A 10m wide pedestrian walkway connecting Kam Po Road is also proposed along the eastern edge of the PHMC podium to facilitate local pedestrian movement.

3.14 The TIA has concluded that all major road links and junctions will operate within capacity with the implementation of the proposed improvement measures. No insurmountable traffic impact is envisaged due to the proposed developments.

### **Ecology**

3.15 Ecological field surveys had been undertaken to cover both dry and wet seasons, as well as breeding season of ardeid and other birds. Day-time and night-time surveys had also been conducted which covered habitat mapping, vegetation, avifauna, egrettries, herpetofauna, mammals, dragonflies, butterflies and aquatic fauna to establish the general ecology profile. Supplementary surveys had been conducted to update the habitat and site conditions.

- 3.16 The bird flight path survey has concluded that Kam Tin Valley is not a major flight path for ardeids (herons and egrets) with low frequency. Notwithstanding, eco-corridors with landscape treatment have been proposed in the notional development schemes as a precautionary measure.
- 3.17 The Ma On Kong Egrettry, situated at about 250m west of the PHMC Site, has been abandoned since 2009 based on regular surveys conducted by the Hong Kong Bird Watching Society commissioned by Agriculture, Fisheries and Conservation Department. No active egrettry has been reported in Kam Tin South and Pat Heung area.
- 3.18 The proposed developments at KSRS and PHMC Sites would only cause loss of urbanized habitat and the disturbance to wildlife would be minimal.

### **Landscape**

- 3.19 Tree survey undertaken has confirmed that the existing trees are generally of low to medium value. No Old and Valuable Tree has been identified.
- 3.20 Landscape impact due to the proposed developments is envisaged to be insignificant with implementation of appropriate compensatory planting and mitigation measures.

### **Visual**

- 3.21 The Visual Appraisal (Appendix B) has assessed the potential visual impact of the KSRS and PHMC Sites. Six viewpoints at different directions and distances had been selected to represent views from pedestrian nodes accessible by the public, as illustrated in the indicative massings in **Appendix B**.
- 3.22 The proposed developments at KSRS and PHMC Sites, together with developments at the neighbouring potential development sites, would, by virtue of their scale and height, alter the character of the area from rural to suburban and block views to the hilly backdrop when viewing from the east and north. The resultant overall impact would be moderately adverse. Notwithstanding, developments in the area are subject to the airport height restrictions of the Shek Kong Airfield. The building height (BH) for the PHMC Site is capped at 109 mPD whereas the proposed developments at KSRS Site and neighbouring potential housing sites are subject to lower BHs, providing a transition in height for better integration with the existing low-rise village developments in the periphery. Moreover, visual corridors and building gaps would be provided to improve the visual permeability.
- 3.23 The future suburban township would phase out the existing incompatible land uses, such as open storage, and enhance the townscape with hard and soft landscaping, including a landscaped deck over the existing railway facilities. It would in general contribute to enhancing the visual and environmental quality of the area.

### **Drainage**

- 3.24 Both KSRS and PHMC Sites are already formed with drainage system available to support the proposed developments.
- 3.25 No insurmountable drainage impact is envisaged and no drainage improvement works or mitigation measure is required.

### **Sewerage (Plan 3 refers)**

- 3.26 Drainage Services Department and Environmental Protection Department have confirmed that sufficient capacities have been reserved at the Yuen Long Sewage Treatment Works and the associated pumping stations for treatment of sewage generated from the KSRS and PHMC Sites. No upgrading to the existing rising mains and gravity sewers is required to cater for the additional flow.

### **Utility Services**

- 3.27 The Sites have been supplied with potable water and electricity, with gas pipelines already laid up to the junction of Kam Tin Road and Kam Sheung Road. Upgrading of the local water, electricity and gas supply networks may be required to cater for the additional population. No insurmountable technical issue associated with utility services is envisaged.

## **4. Conclusion**

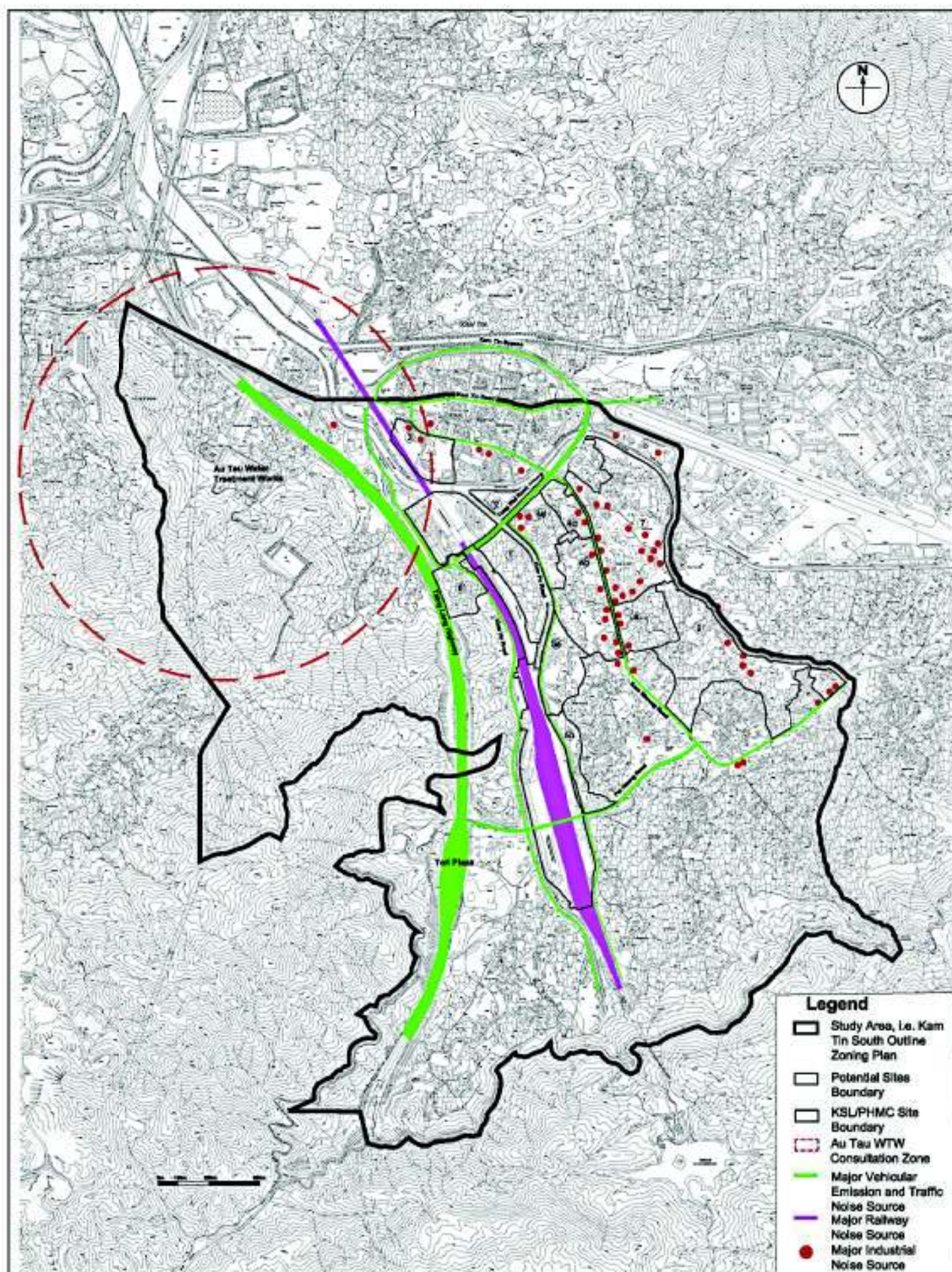
- 4.1 The results of various technical assessments from air ventilation, environmental, ecological, traffic, landscape, visual and engineering aspects have confirmed the technical feasibility of the proposed developments at KSRS and PHMC Sites and no insurmountable problem is envisaged.
- 4.2 As KSRS and PHMC Sites are readily available for development with no major infrastructure improvement works required, there is no insurmountable problem to implement the KSRS and PHMC Sites in higher priority.





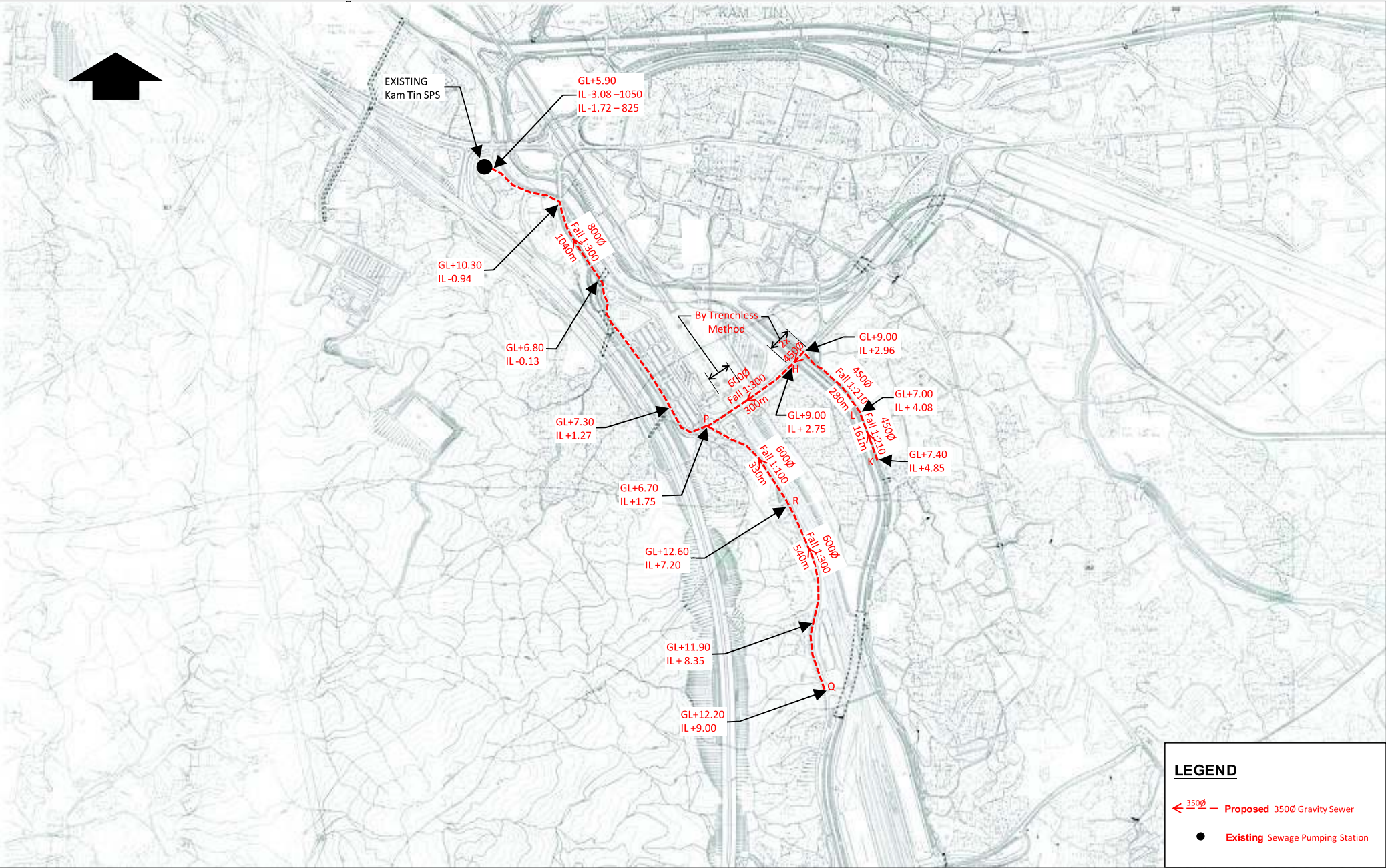


## Major Environmental Considerations



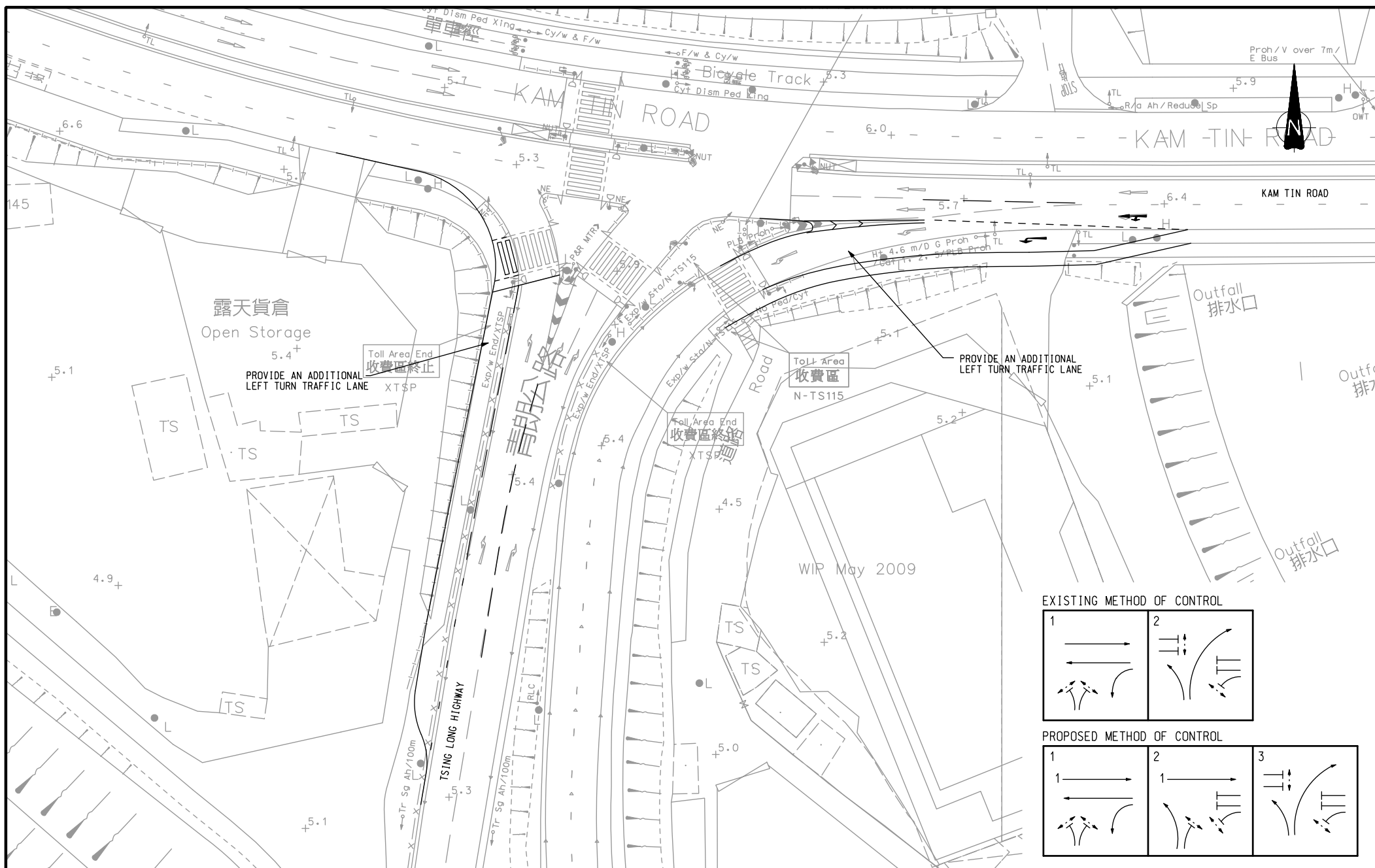


Plan 3

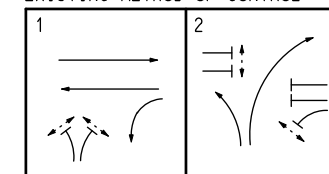


CONCEPTUAL SEWERAGE CONNECTION SCHEME (For KSR, PHMC, 1, 4a and 6)

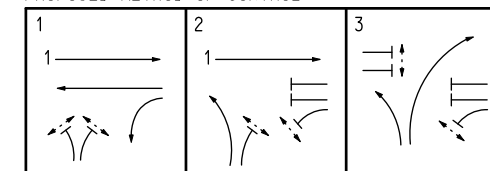
# Appendix A



EXISTING METHOD OF CONTROL



PROPOSED METHOD OF CONTROL



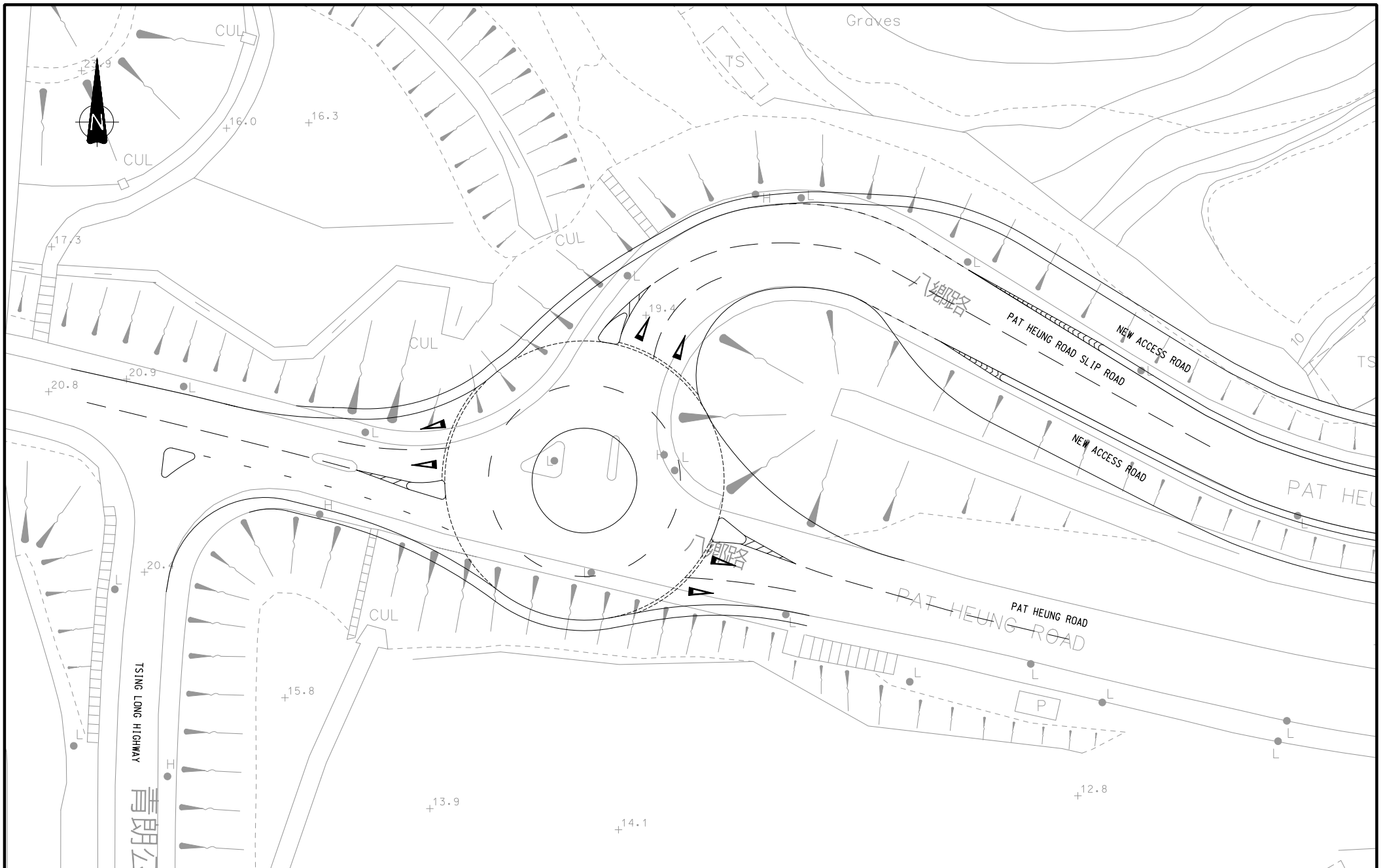
TRAFFIC CONSULTANCY AGREEMENT NO. KSR & PHMC/01 WRL-KAM SHEUNG ROAD STATION AND PAT HEUNG MAINTENANCE CENTRE PROPERTY DEVELOPMENT -  
LAND USE RESTRUCTURING STUDY IN KAM TIN SOUTH

## PROPOSED JUNCTION IMPROVEMENT AT KAM TIN ROAD/TSING LONG HIGHWAY SLIP ROAD (B)

Rev.	Description	Approved	Date
B	MINOR AMENDMENT	LYT	30JUL12
A	MINOR AMENDMENT	LYT	03APR12

Figure No.	5.2	Rev.	B
Designed By :	PTC	Scale :	1 : 500
Checked By :	LYT	Date :	JUL. 2012
Ref. : 28533/LR2/F52-B.DGN/TUV/30JUL12			





Rev.	Description	Approved	Date
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A	MINOR AMENDMENT	LYT	20APR12

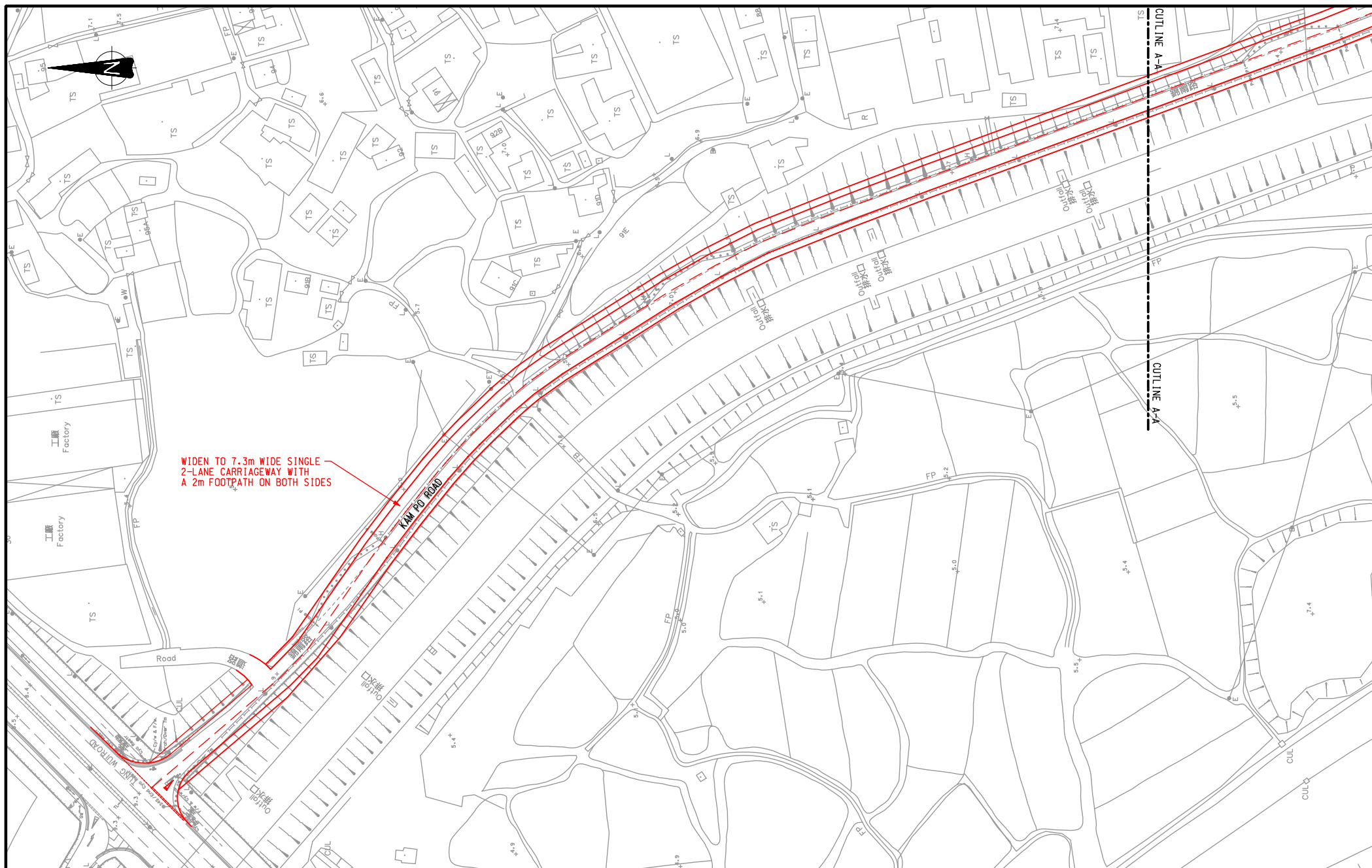
PROPERTY DESIGN CONSULTANCY AGREEMENT NO. KSR & PHMC/01: WEST RAIL LINE - KAM SHEUNG ROAD STATION AND  
PAT HEUNG MAINTENANCE CENTRE PROPERTY DEVELOPMENTS

### PROPOSED JUNCTION IMPROVEMENT AT PAT HEUNG ROAD / PAT HEUNG ROAD SLIP ROAD (K)

Figure No.	<b>5.7</b>	Rev.	<b>B</b>
Designed By :	PTC	Scale :	1 : 500
Checked By :	LYT	Date :	JUL 2012
Ref. : 28533/LR2/F51-B.DGN/TUV/30JUL12			







WIDEN TO 7.3m WIDE SINGLE  
2-LANE CARRIAGEWAY WITH  
A 2m FOOTPATH ON BOTH SIDES

TRAFFIC CONSULTANCY AGREEMENT NO. KSR & PHMC/01 WRL-KAM SHEUNG ROAD STATION AND PAT HEUNG MAINTENANCE CENTRE PROPERTY DEVELOPMENT -  
LAND USE RESTRUCTURING STUDY IN KAM TIN SOUTH

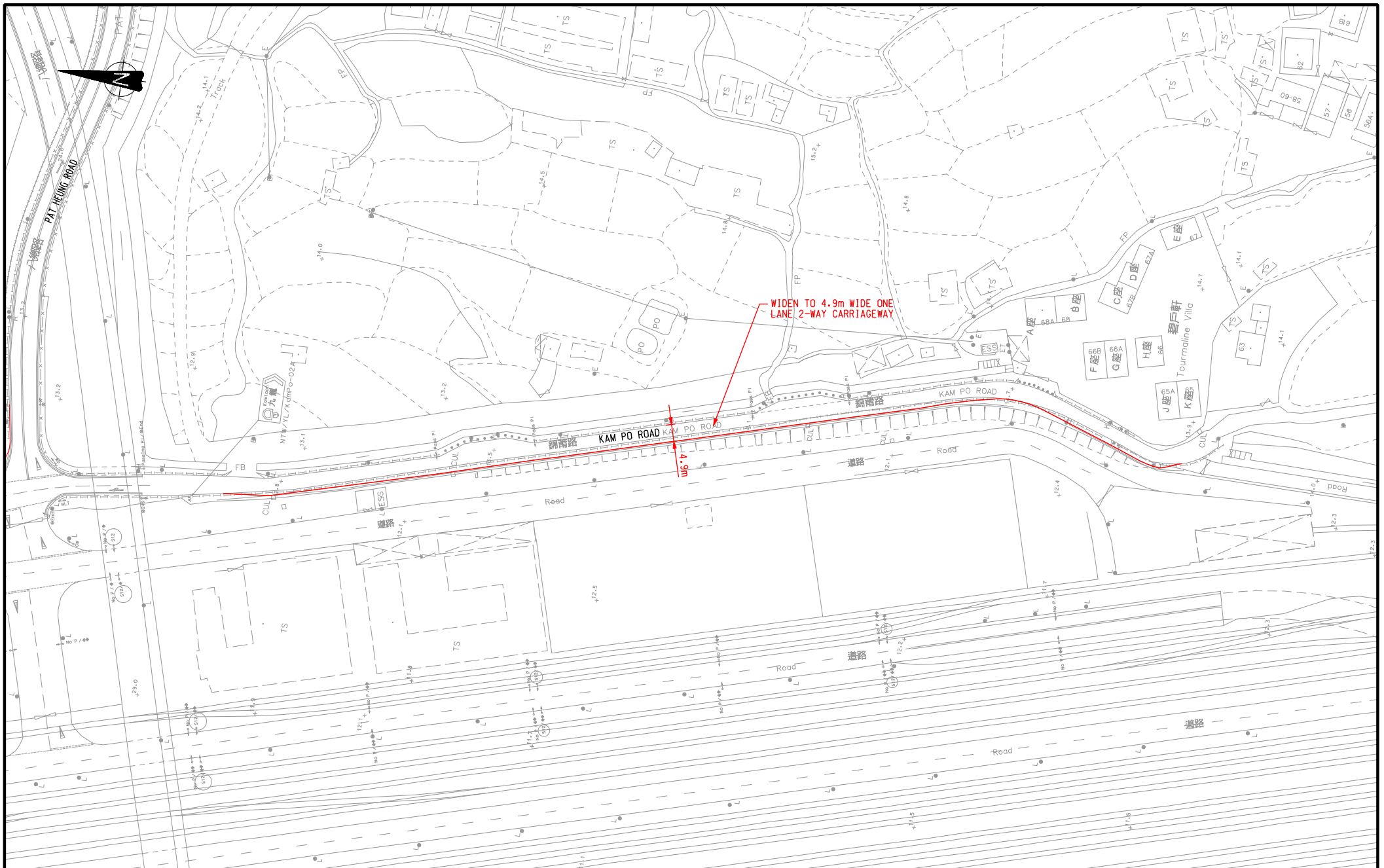
### PROPOSED ROAD WIDENING AT KAM PO ROAD (SHEET 1 OF 5)

Rev.	Description	Approved	Date
B	MINOR AMENDMENT	LYT	30JUL12
A	MINOR AMENDMENT	LYT	03APR12

Figure No.	5.9	Rev.	B
Designed By :	PTC	Scale :	1 : 1000
Checked By :	LYT	Date :	JUL. 2012
Ref. : 28533/LR2/F59-B.DGN/TUV/30JUL12			







Rev.	Description	Approved	Date

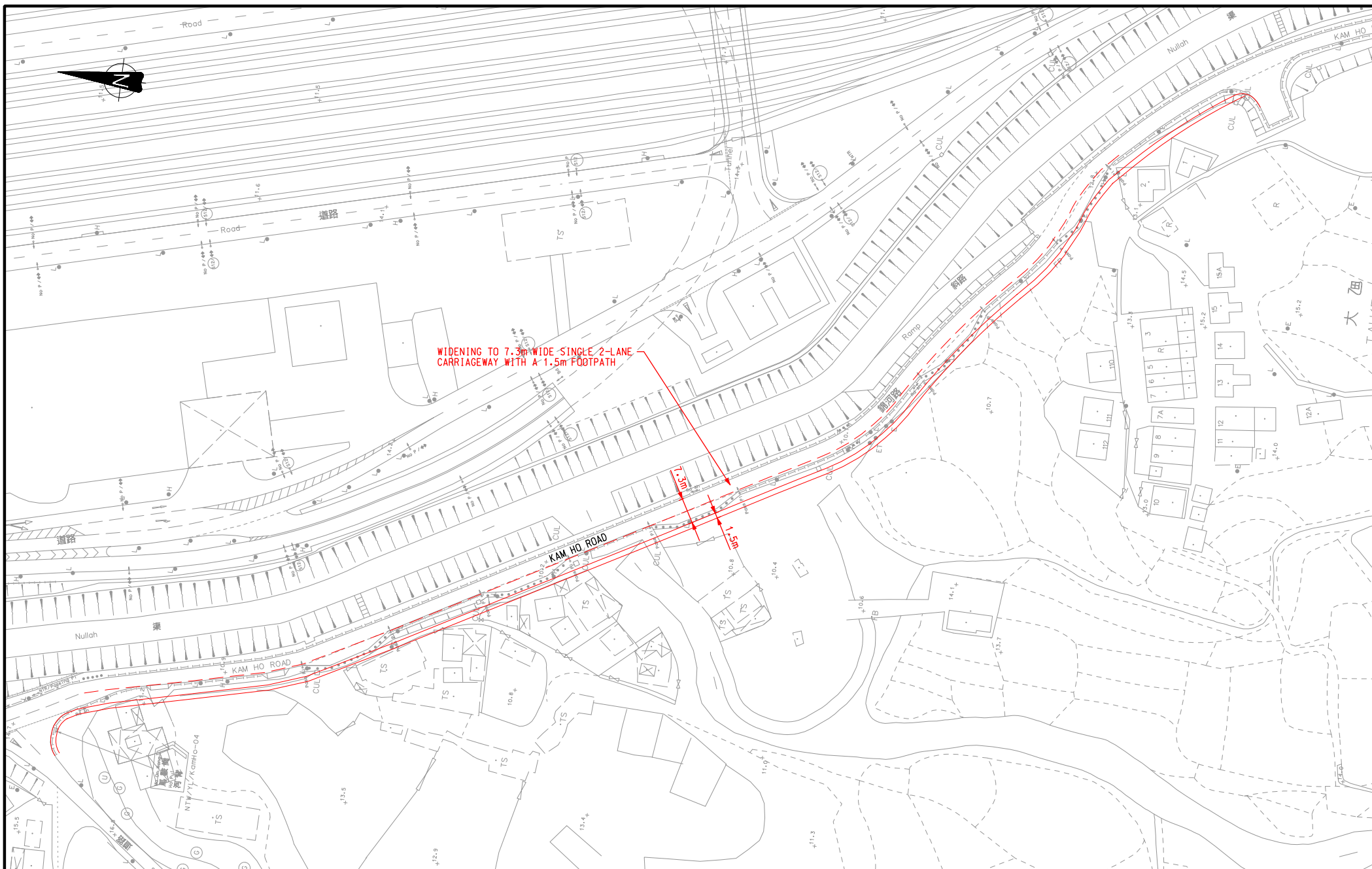
PROPERTY DESIGN CONSULTANCY AGREEMENT NO. KSR & PHMC/01: WEST RAIL LINE - KAM SHEUNG ROAD STATION AND PAT HEUNG MAINTENANCE CENTRE PROPERTY DEVELOPMENTS

## PROPOSED ROAD WIDENING AT KAM PO ROAD (SHEET 5 OF 5)

Figure No.	<b>5.13</b>	Rev.	-
Designed By :	PTC	Scale :	1 : 1000
Checked By :	LTC	Date :	JUL. 2012
Ref. : 28533/LR2/FS13.DGN/TUV/30JUL12			







Rev.	Description	Approved	Date

PROPERTY DESIGN CONSULTANCY AGREEMENT NO. KSR & PHMC/01: WEST RAIL LINE - KAM SHEUNG ROAD STATION AND PAT HEUNG MAINTENANCE CENTRE PROPERTY DEVELOPMENTS

## PROPOSED ROAD WIDENING AT KAM HO ROAD

Figure No.	5.14	Rev.	-
Designed By :	PTC	Scale :	1 : 1000
Checked By :	LTC	Date :	JUL. 2012
Ref. : 28533/LR2/FSIS.DGN/TUV/30JUL12			



**Visual Appraisal  
for the Proposed Development at the West Rail Kam Sheung Road Station (KSRS)  
and Pat Heung Maintenance Centre (PHMC) Sites**

**1. Purpose**

- 1.1 The Land Use Review for Kam Tin South and Pat Heung (the LUR) covering the planning scheme area of the Kam Tin South OZP was completed in March 2014. A total of 14 potential housing sites (including the KSRS, PHMC and 12 other potential sites) have been identified for public and private housing developments under the LUR. Broad technical assessments (including a Visual Impact Assessment (VIA)) have also been undertaken under the LUR confirming that there should be no insurmountable problem for the development proposals of the 14 potential housing sites subject to the implementation of appropriate mitigation measures and provision of adequate infrastructure.
- 1.2 To meet the pressing demand for housing supply, the KSRS and PHMC sites (the two West Rail sites) are proposed to be rezoned first as the proposed developments on the sites are technically viable, no major infrastructure improvement works would be required for the proposed development and no land resumption/clearance of private land would be involved. The current proposed amendments to the approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/11 are mainly related to the two West Rail sites.
- 1.3 In view of the increase in development intensity and building height, the proposed housing development would have visual impact on the surrounding areas in terms of development scale, form, massing and its spatial relationship with the overall townscape or surrounding landscape. This visual appraisal is prepared to assess the potential visual impact of the two West Rail sites under this proposed zoning amendments. This appraisal could facilitate the Rural and New Town Planning Committee of the Town Planning Board to visualize the three-dimensional relationship of the development in the proposed housing sites with the surrounding context.

**2. Methodology**

The visual impact of the proposed housing sites will be assessed by adopting the following methodology:

- (a) Identification of the overall visual context and character within the wider contexts of the areas in Kam Tin South bounded by Tsing Long Highway to the west, the Kam Tin River to the north, and Kam Shui Road and Kam Shui South Road to the east.
- (b) Illustration of the overall visual impact of the proposed housing development at the two West Rail sites by using computer-generated photomontages, including the cumulative impact with any known planned developments.
- (c) Selection of appropriate viewing points to demonstrate the visual impact of the proposed developments.

- (d) Evaluation of the overall visual impact of the proposed housing developments and identification of design measures to mitigate the visual impact.

**3. The Proposed Development at the KSRS and PHMC Sites (Amendment Items A1 to A6)**

- 3.1 The two West Rail sites are currently shown as “Railway” on the Kam Tin South OZP. Based on the LUR, these sites are identified suitable for housing development with provision of various Government, institution or community (GIC) facilities. In Kam Tin South, the existing developments are predominated by low-rise rural settlements with clusters of villages located to the north, east and south. Low-rise village dwellings, temporary structures and open storage are scattered around. To the northeast is the Shek Kong Barracks and Airfield operated by the People’s Liberation Army. Shek Kong Airfield Height Restriction (AHR) is currently in effect with respect to the airfield. Significant portion of the areas to the west are occupied by a number of hillside graves. Further to the south and west, the hilly terrain adjoining Ho Hok Shan and Tai Lam Country Park provides a natural backdrop to the area (**Figure 4**).

*The Proposed Development*

- 3.2 The two West Rail sites are already formed. The KSRS site is currently occupied by the West Rail KSRS with a public transport interchange (PTI), bicycle parking and a park-and-ride facility, and the existing MTR Kam Tin Building. The PHMC site is currently occupied by the PHMC and railway tracks. The existing PHMC with live railway tracks running through the central portion provides maintenance services and stabling facilities for the West Rail.
- 3.3 For the KSRS site, according to the LUR, a maximum plot ratio (PR) of 3 with a total GFA of 273,964 m<sup>2</sup> (including 186,234 m<sup>2</sup> for domestic use and 40,000m<sup>2</sup> for commercial/retail use) and a maximum building height (BH) of 69 mPD<sup>1</sup> are proposed for residential and commercial uses with supporting facilities (including public transport interchange). The proposed KSRS development comprises 24 residential towers of 10 to 16 domestic storeys. Stepped BH profile has been introduced by stepping down the BH from south-west to north-east of the site towards the village developments. A layout showing the proposed development at the KSRS site is at **Plan 9 of the RNTPC Paper No. 6/15**.
- 3.4 For the PHMC site, according to the LUR, a maximum PR of 3 with a total GFA of 716,114 m<sup>2</sup> (including 422,340 m<sup>2</sup> for domestic use and 3,000 m<sup>2</sup> for commercial/retail use) and a maximum BH of about 108.5 mPD<sup>2</sup> are proposed for

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<sup>1</sup> Based on the proposed development scheme of the KSRS site under the LUR (**Plan 9**), the proposed development has adopted a stepped BH profile with a maximum BH of 69 mPD at the south-western portion and stepped down towards the north-eastern portion with a lowest BH of 60.7 mPD without contravening the Shek Kong AHR.

<sup>2</sup> Based on the proposed development scheme of the PHMC site under the LUR (**Plan 10**), the proposed development has adopted a stepped BH profile with a maximum BH of 108.5 mPD at the southern portion and stepped down towards the northern portion with the lowest BH of 69.5 mPD without contravening the Shek Kong AHR.

residential and commercial uses with supporting facilities (including a primary school and a secondary school). The proposed PHMC development comprises 43 residential towers of 11 to 24 domestic storeys. Stepped BH profile has been introduced by stepping down the BH from the south to north of the site to maintain the visual integrity of the ridgeline of Tai Lam Country Park. A layout showing the proposed development at the PHMC site is at **Plan 10 of the RNTPC Paper No. 6/15**.

- 3.5 Upon full development, the two West Rail sites would provide a total of about 8,752 flats to accommodate some 21,400 additional population. Various GIC and retail facilities would be provided at appropriate location to serve the new population. Key development parameters of the two West Rail sites are summarized as follows:-

Site	Residential Type	PR	Max. BH	No. of Flats (about)	Estimated Population (about)	GIC Provisions
KSRS	Private	3.0	+69mPD (≤17 storeys)	2,692	6,600	1 kindergarten, 1 primary school and 1 secondary school
PHMC	Private	3.0	+108.5mPD (≤26 storeys)	6,060	14,800	
Total		3.0		8,752	21,400	

- 3.6 In view of the above, it is proposed to rezone the two West Rail sites to “Other Specified Uses” (“OU”) zoning with specific annotation and development restrictions as stated below to reflect their respective development schemes under the LUR:

#### **The KSRS Site**

Zoning area (about)	10.64 ha
Proposed zoning	“OU” annotated “Railway Station and Public Transport Interchange with Commercial/Residential Development”
Maximum GFA restrictions	Maximum domestic GFA of 186,234 m <sup>2</sup> and maximum non-domestic GFA of 53,535 m <sup>2</sup>
Maximum BH restriction	69 mPD (including any roof-top structures)

### **The PHMC Site**

Zoning area (about)	32.18 ha
Proposed zoning	“OU” annotated “Railway Depot with Commercial/Residential Development”
Maximum GFA restrictions	Maximum domestic GFA of 422,340 m <sup>2</sup> and maximum non-domestic GFA of 3,000 m <sup>2</sup>
Maximum BH restriction	109 mPD (including any roof-top structures) for Area (a)

### **Viewing Points (VPs)**

3.7 The following 6 VPs from different directions and distances are selected (**Figure 1**). These VPs represent the views from pedestrian nodes which are accessible by the public.

VP No.	Viewpoint	Remarks
VP1	Kam Ho Road ( <b>Figure 2</b> )	<ul style="list-style-type: none"> <li>Kam Ho Road is located west of the KSRS and PHMC development sites. Kam Ho Road stretches from Kam Tin Road and binds KSRS and PHMC on their western boundaries and terminates in Ho Pui Village. Kam Ho Road is one of the primary routes for vehicles to access Ho Pui Village.</li> <li>The public viewers at VP1 are considered to have medium to high sensitivity to visual change.</li> </ul>
VP2	Kam Sheung Road (looking west from south Kam Sheung Road) ( <b>Figure 3</b> )	<ul style="list-style-type: none"> <li>Kam Sheung Road is one of the major transport arteries in Kam Tin. It connects to Kam Tin Road in the north and the south.</li> <li>The public viewers at VP2 are considered to have medium to high sensitivity to visual change.</li> </ul>
VP3	Pat Heung Road ( <b>Figure 4</b> )	<ul style="list-style-type: none"> <li>Pat Heung Road connects Tsing Long Highway with Kam Tin and Pat Heung. It is a significant arterial link to Route 3, carrying villagers to the urban areas of Hong Kong. Pat Heung Road crosses directly over the PHMC.</li> <li>The public viewers at VP3 are considered to have medium to high sensitivity to visual change.</li> </ul>

VP No.	Viewpoint	Remarks
VP4	Tai Lam Mountain Bike Trail - Ho Pui Section ( <b>Figure 5</b> )	<ul style="list-style-type: none"> <li>Tai Lam Country Park hosts the largest network of trails and roads open to mountain biking. The Ho Pui Trail is a mountain bike trail which starts from Route Twist and descends to Tai Lam Reservoir via Ho Pui Reservoir area. It is one of the most popular trails in Hong Kong for all kind of experienced riders.</li> <li>The public viewers at VP4 are considered to have high sensitivity to visual change.</li> </ul>
VP5	Tsing Long Highway ( <b>Figure 6</b> )	<ul style="list-style-type: none"> <li>Tsing Long Highway is located directly west of the KSRS and PHMC sites. Tsing Long Highway is an expressway of Route 3 from North West Tsing Yi Interchange on Tsing Yi Island to Yuen Long, crossing the Ting Kau Bridge, Tai Lam Tunnel and the Route 3 Country Park Section that runs from the northern exit of Tai Lam Tunnel to Kam Tin and joins Route 9 near Pok Oi Hospital. It forms one of the New Territories main transport arteries.</li> <li>The public viewers at VP5 are considered to have medium to high sensitivity to visual change.</li> </ul>
VP6	Ho Hok Shan ( <b>Figure 7</b> )	<ul style="list-style-type: none"> <li>Ho Hok Shan is a hill location northwest of KSRS site and is a popular hiking trail within the area. Ho Hok Shan rises to a height of 220 mPD and provides 360 degree views encompassing Yuen Long and Kam Tin.</li> <li>The public viewers at VP6 are considered to have high sensitivity to visual change.</li> </ul>

### Visual Appraisal

3.8 From Kam Ho Road (**Figure 2**), there is a panoramic view over the area. Completion of the proposed development will result in visual obstruction of the ridgeline of Tai Lam Country Park. However, the existing visual elements such as the elevated rail line and the MTR Kam Tin Building screen the portion of the proposed development reducing the adverse visual impacts. The proposed mitigation measures such as proposed visual corridors and provision of greening would assist in reducing the adverse visual impacts of the KSRS development resulting in a small magnitude of change. The viewpoint on Kam Ho Road is kinetic and the receptor sensitivity is of

medium to high significance. The visual impact of the proposed developments is of slight/moderate significance.

- 3.9 Kam Sheung Road (looking west from south Kam Sheung Road) (**Figure 3**) also has a panoramic over the area. Completion of the proposed development will result in visual obstruction of Ho Hok Shan. However, provision of mitigation measures coupled with the existing vegetation screening the portions of the development results in a small magnitude of change. The viewpoint is kinetic and the receptor sensitivity is of medium to high significance. The visual impact is of slight/moderate significance.
- 3.10 The view from Pat Heung Road (**Figure 4**) is panoramic. Completion of the proposed development will result in significant visual obstruction and reduced visual permeability. However, the screening of the facilities of PHMC enhances the visual quality of the view resulting in an intermediate magnitude of change. The viewpoint on Pat Heung Road is kinetic and the receptor sensitivity is of medium to high significance. The visual impact is of moderate to moderate/substantial significance.
- 3.11 The Tai Lam Mountain Bike Trail - Ho Pui Section (**Figure 5**) has a panoramic over the area. Completion of the development will result in visual obstruction and reduced visual permeability. However, the visual quality of the view would be enhanced as the existing facilities of the PHMC would be screened by future urban development resulting in a small magnitude of change. The Trail is a recreation outlet and the receptor sensitivity is thus of high significance. The visual impact is of slight/moderate significance.
- 3.12 When viewing from Tsing Long Highway (**Figure 6**), which has a panoramic view over the area, the proposed development will cause partial obstruction of the ridgeline of Lam Tsuen Country Park. However, the provision of visual corridor would assist in maintaining sightlines to the ridgeline as far as practical. There would be a moderate impact upon the ridgeline of Lam Tsuen Country Park resulting from the presence of the proposed development, as the outlook would be dominated by the high-rise buildings of the PHMC.
- 3.13 The view from Ho Hok Shan (**Figure 7**) is panoramic. Completion of the development will result in slight impact to the visual composition, as the view is dominated by the surrounding ridgelines which would be remained. Also, the presence of the proposed development would cause minor visual obstruction of the existing village developments within Kam Tin. Visual permeability would remain largely the same.

#### **4. Conclusion**

- 4.1 The proposed developments at KSRS and PHMC, together with developments at the neighbouring potential development sites, would, by virtue of their scale and height, alter the character of the area from rural to suburban and block views to the hilly backdrop when viewing from the east and north. The resultant overall impact would be moderately adverse. Notwithstanding, developments in the area are subject to the airport height restrictions of the Shek Kong Airfield. The BH for the PHMC site is capped at 109 mPD whereas the proposed developments at KSRS and neighbouring

potential housing sites are subject to lower BHs, providing a transition in height for better integration with the existing low-rise village developments in the periphery. Moreover, visual corridors and building gaps would be provided to improve the visual permeability.

- 4.2 The future suburban township would phase out the existing incompatible land uses, such as open storage, and enhance the townscape with hard and soft landscaping, including a landscaped deck over the existing railway facilities. It would in general contribute to enhancing the visual and environmental quality of the area.

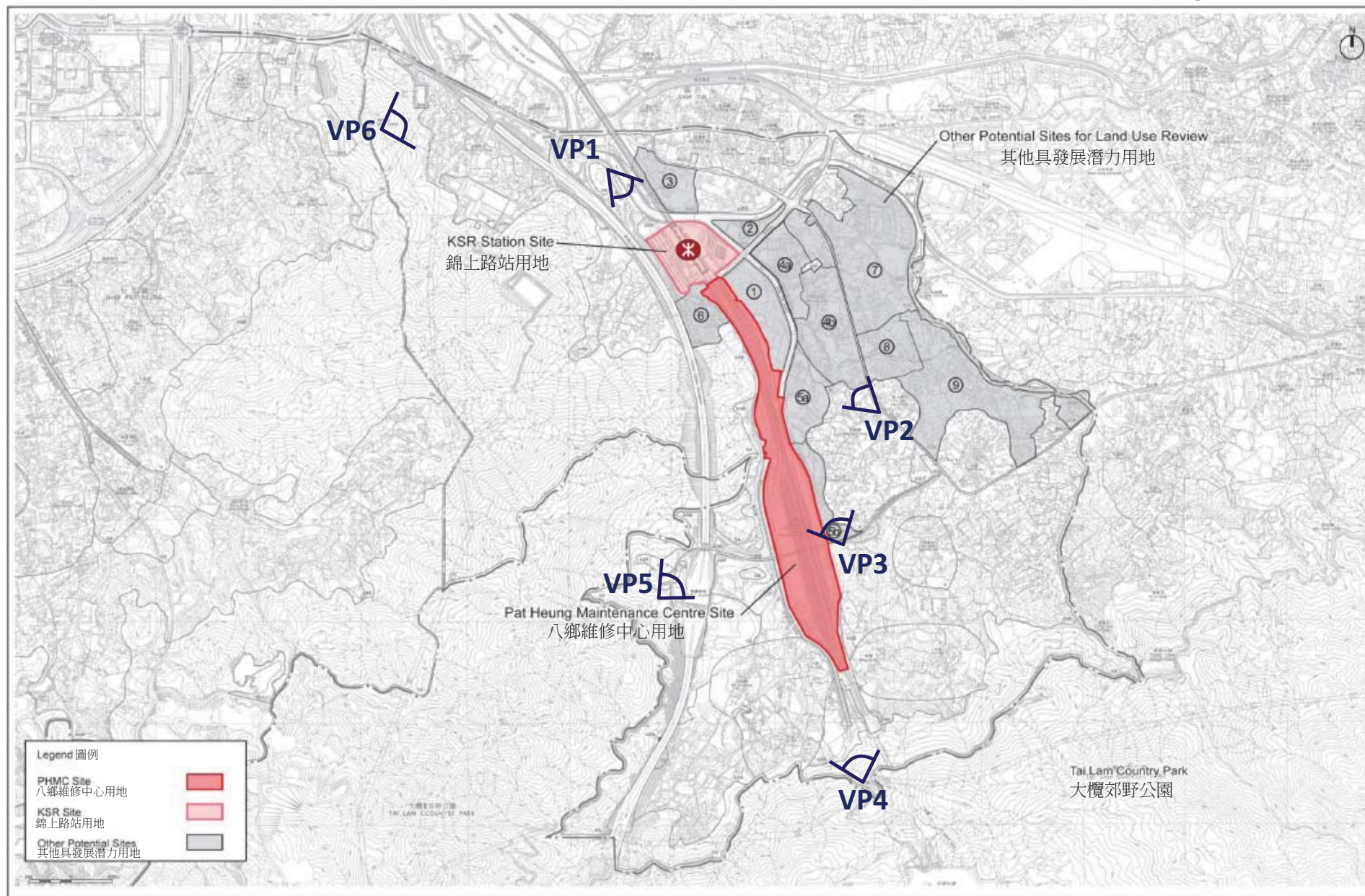
## **5. Attachments**

Figure 1	Locations of Viewing Points
Figures 2 to 7	Photomontages

**PLANNING DEPARTMENT  
MAY 2015**



Figure 1 圖1



Locations of Viewing Points  
瞭望點位置圖

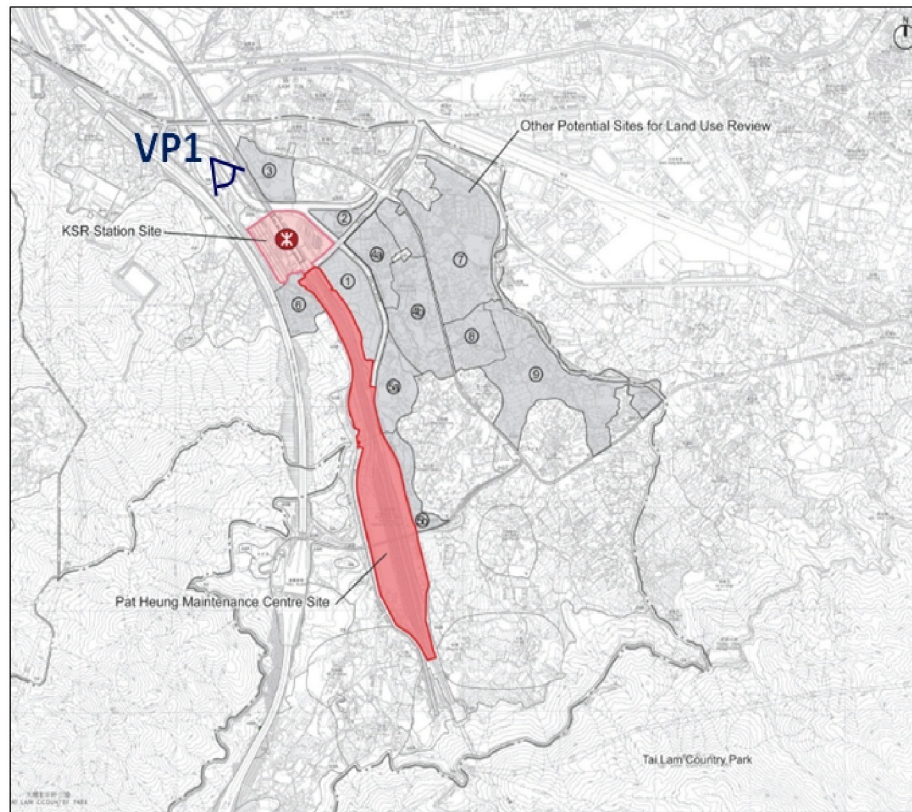


Figure 2 圖2

VP1-

Viewpoint at Kam Ho Road

於錦河路的瞭望點



Keyplan 位置圖

-  **Proposed KSR Property Development**  
擬議錦上路站物業發展項目
-  **Other Potential Development Sites**  
其他具發展潛力用地
-  **View Corridor**  
觀景廊



Before 發展前

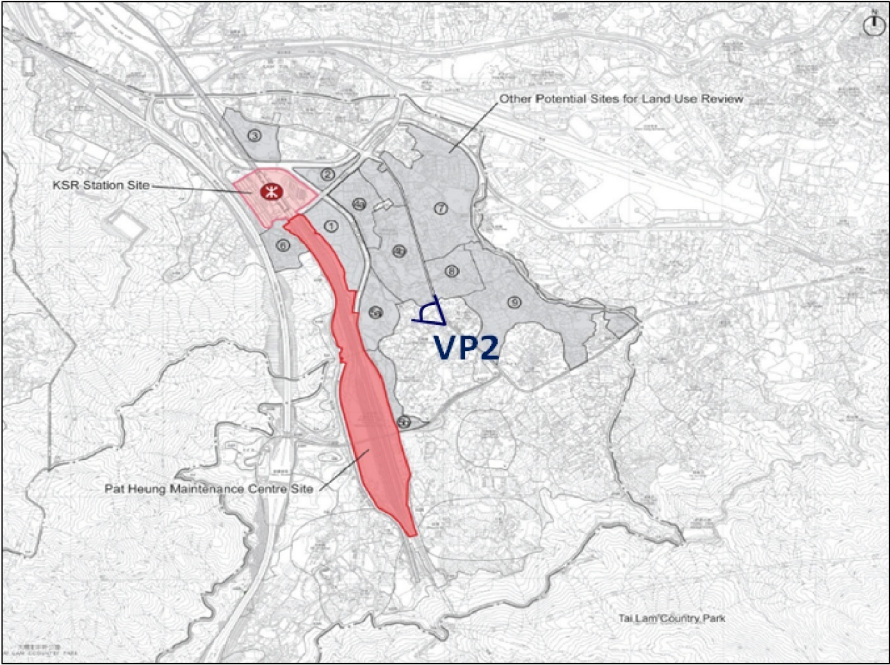


After 發展後



Figure 3 圖3  
VP2-

Viewpoint at Kam Sheung Road (looking west from south Kam Sheung Road)  
於錦上路的瞭望點(由錦上路南望西方向)



Keyplan 位置圖



Before 發展前

- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- Descending Building Height Profile  
樓宇高度下降



After 發展後

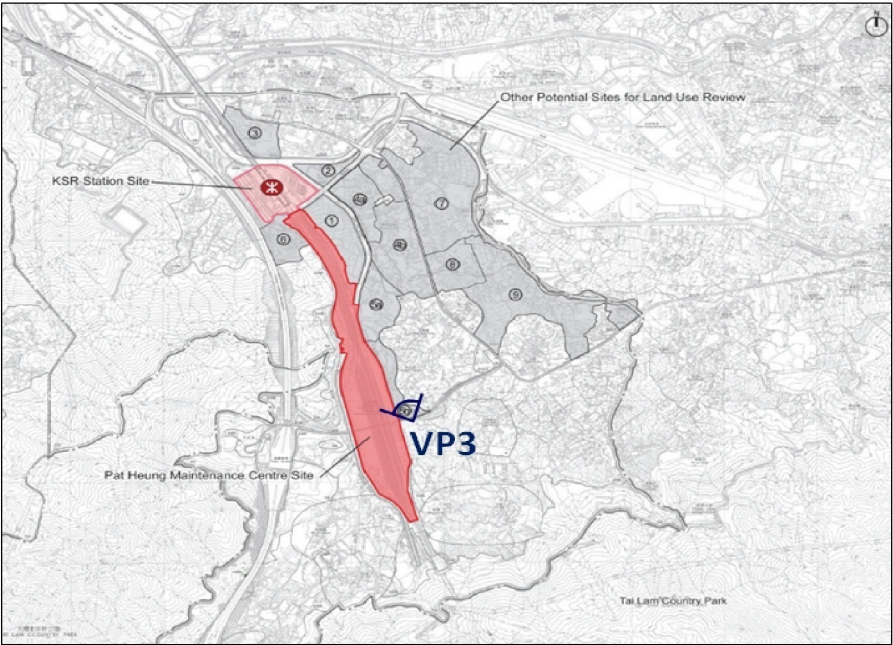


Figure 4 圖4

VP3-

Viewpoint at Pat Heung Road

於八鄉路的瞭望點



Keyplan 位置圖



Before 發展前

- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- Descending Building Height Profile  
樓宇高度下降



After 發展後

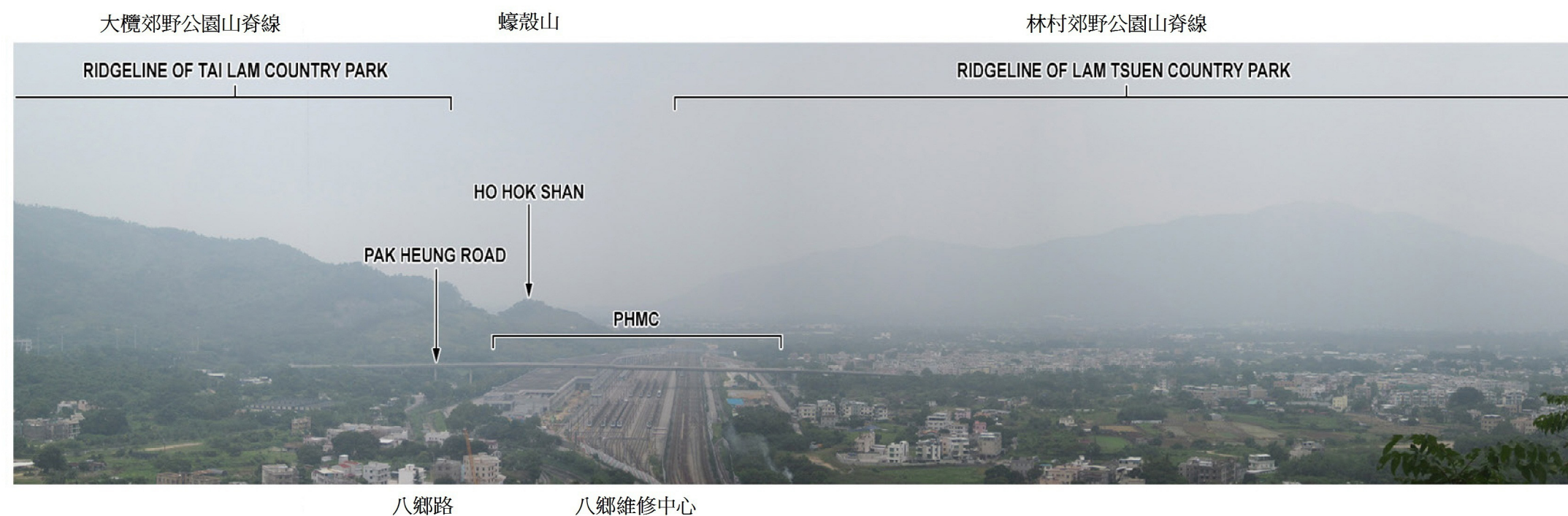
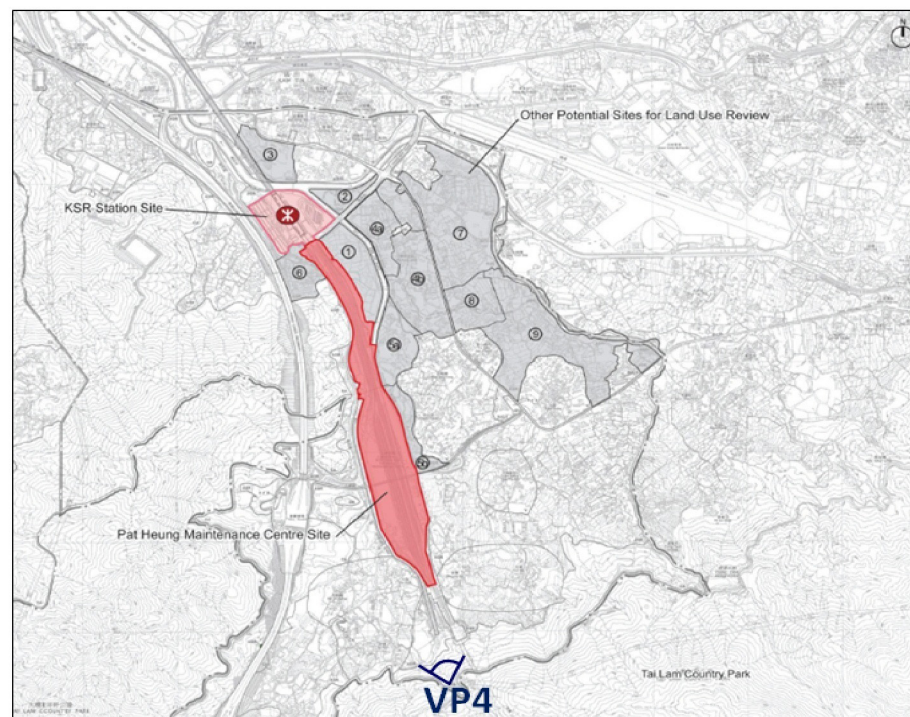


Figure 5 圖5

VP4-

Viewpoint at Tai Lam Mountain Bike Trail, Ho Pui Section

於大欖越野單車徑(河背段)的瞭望點

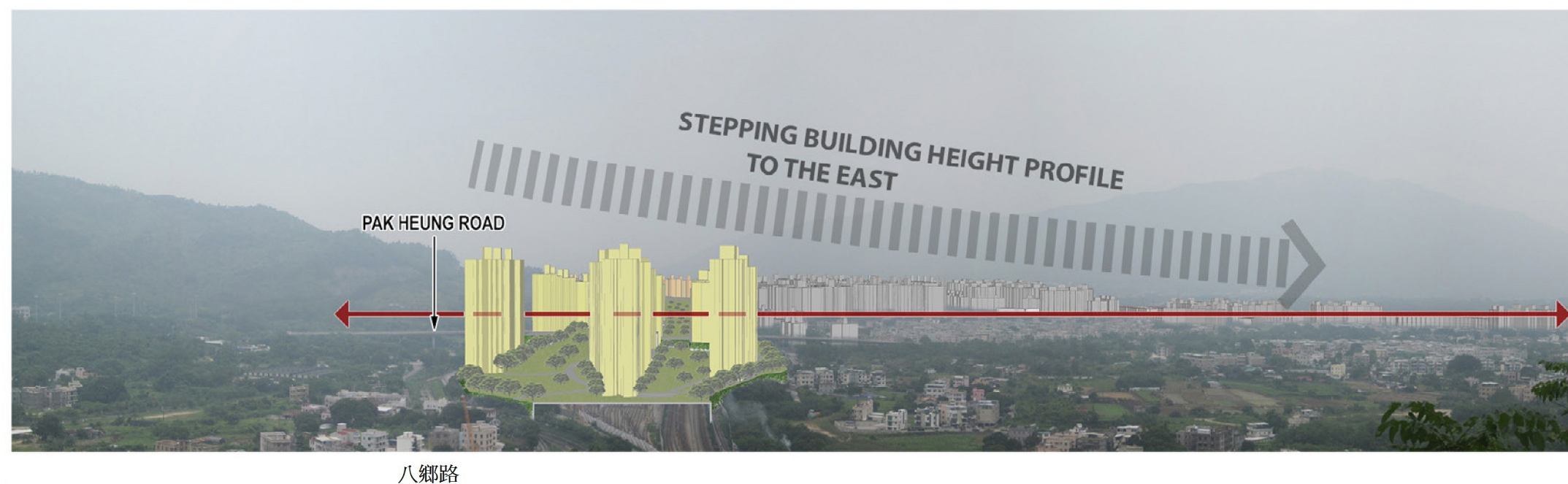


Before 發展前

Keyplan 位置圖

-  **Proposed KSR Property Development**  
擬議錦上路站物業發展項目
-  **Proposed PHMC Property Development**  
擬議八鄉維修中心物業發展項目
-  **Other Potential Development Sites**  
其他具發展潛力用地
-  **View Corridor**  
觀景廊

樓宇高度向東面方向逐漸下降

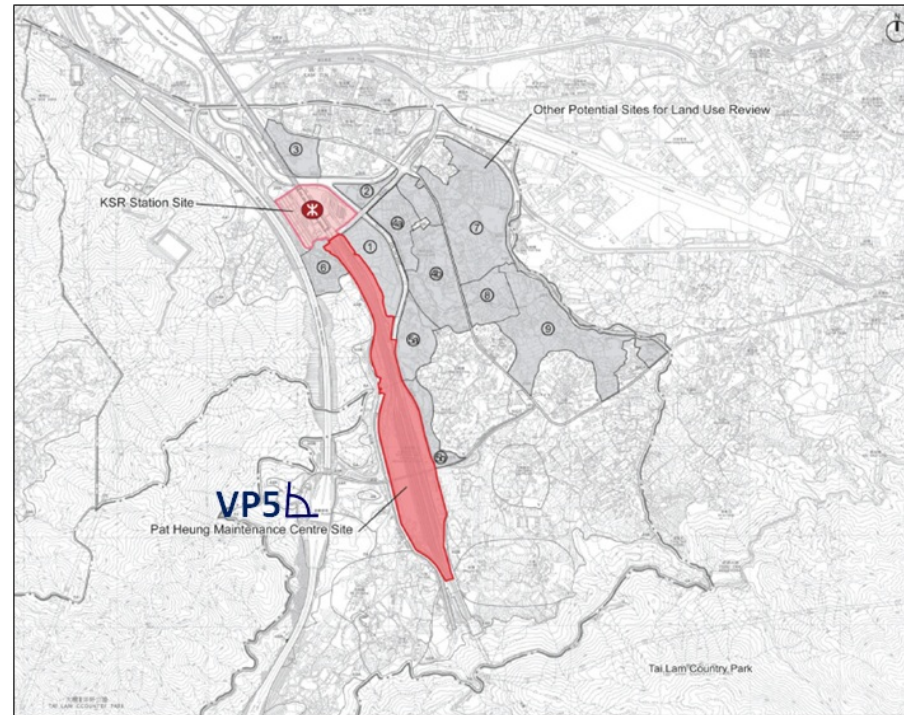


After 發展後



Figure 6 圖6

VP5-  
Viewpoint at Tsing Long Highway  
於青朗公路的瞭望點



Keyplan 位置圖

- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Descending Building Height Profile  
樓宇高度下降



Before 發展前



After 發展後



Figure 7 圖7

VP6-

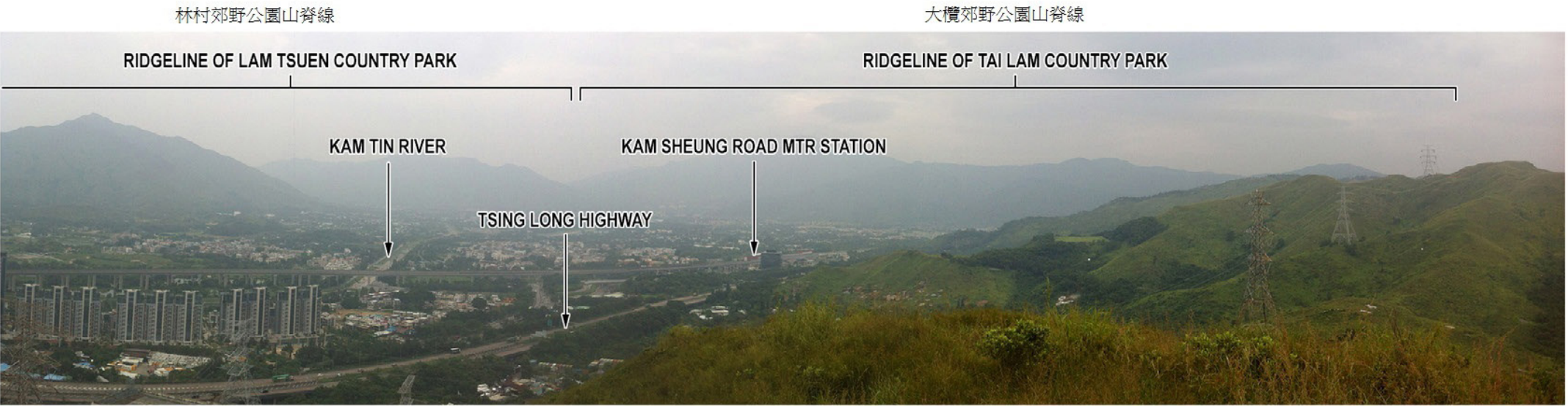
Viewpoint at Ho Hok Shan

於蠔殼山的瞭望點



Keyplan 位置圖

-  **Proposed KSR Property Development**  
擬議錦上路站物業發展項目
-  **Other Potential Development Sites**  
其他具發展潛力用地
-  **View Corridor**  
觀景廊



Before 發展前



After 發展後

**Provision of Major GIC Facilities and Open Space in Kam Tin South**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement	Provision		Surplus/ Shortfall  (Against planned provision)
			Existing Provision	Planned Provision (Existing + Planned Provision)	
District Open Space	10 ha per 100,000 persons	3.75 ha	0 ha	3.2 ha	-0.55 ha
Local Open Space	10 ha per 100,000 persons	3.75 ha	0.51 ha	5.37ha	+1.62 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	45 classrooms	0 classroom	30 classroom	-15 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	73 classrooms	14 classrooms	44 classrooms	-29 classrooms
Kindergarten/Nursery	26 classrooms for 1,000 children aged 3 to under 6	24 classrooms	11 classrooms	20 classrooms	-4 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Hospital	5.5 beds per 1,000 persons	207 beds	0 bed	0 bed	-207 beds
Clinic/Health Centre	1 per 100,000 persons	0	0	0	0
Post Office	Accessible within 1.2km in urban areas and 3.2km in rural areas	N.A.	0	1	N.A.
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	0	0	0	0

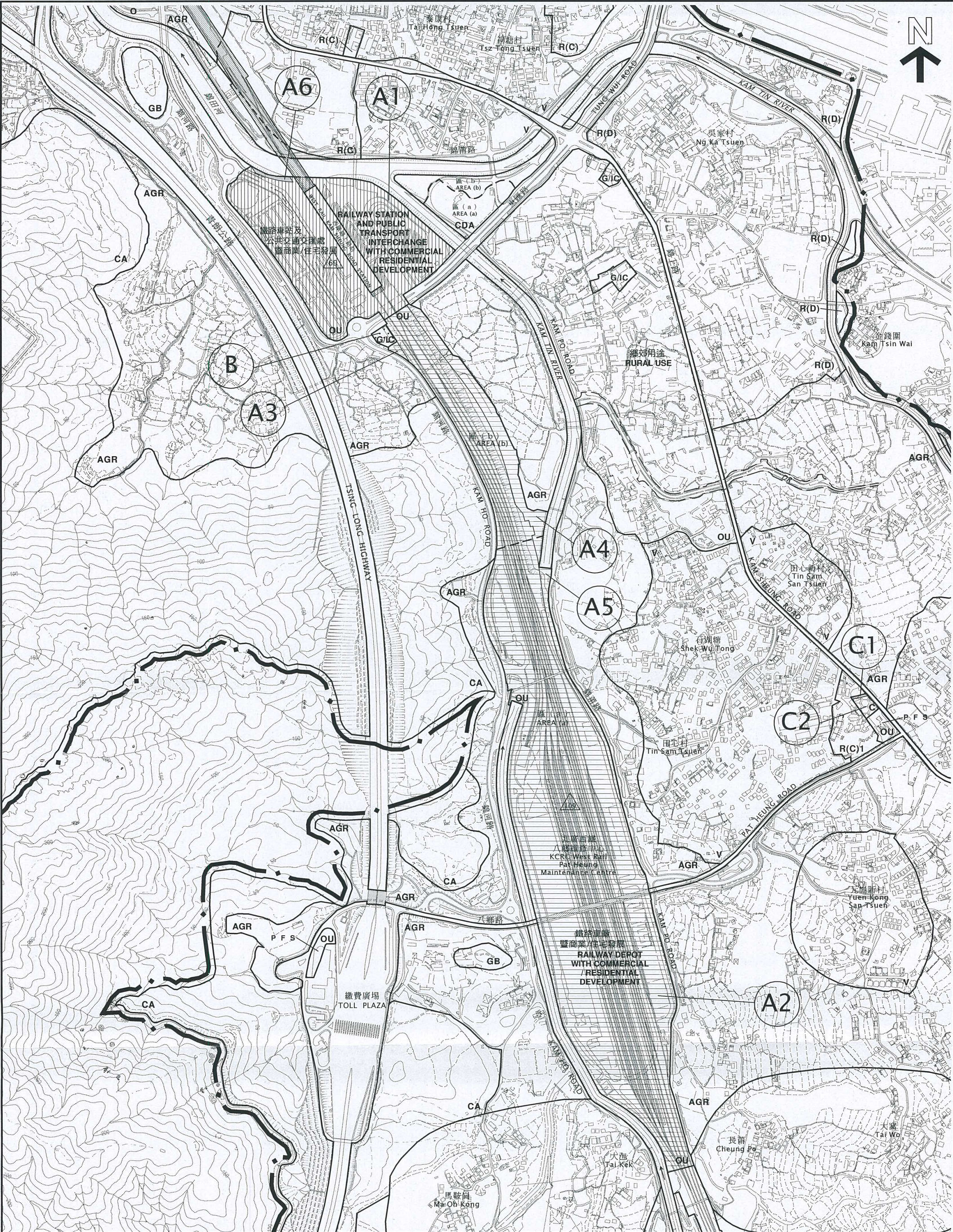


Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement	Provision		Surplus/ Shortfall  (Against planned provision)
			Existing Provision	Planned Provision (Existing + Planned Provision)	
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0	0	0	0
Library	1 district library for every 200,000 persons	0	0	0	0
Sports Centre	1 per 50,000 to 65,000 persons	0	0	0	0
Leisure Centre (Urban and New Town Area, alternative to Sports Centre)	1 per 50,000 persons	0	0	0	0
Sports Ground/Sports Complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	0	0	0
Swimming Pool - leisure	1 per district	0	0	0	0













# 圖例 LEGEND

△ 109  
最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT (IN  
METRES ABOVE PRINCIPAL DATUM)

□  
界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年4月27日擬備，所根據的資料  
為地政總署於2013年拍得的數碼正射影像地圖  
EXTRACT PLAN PREPARED ON 27.4.2015  
BASED ON DIGITAL ORTHOPHOTO  
TAKEN ON 2013 BY LANDS DEPARTMENT

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING PLAN No. S/YL-KTS/11

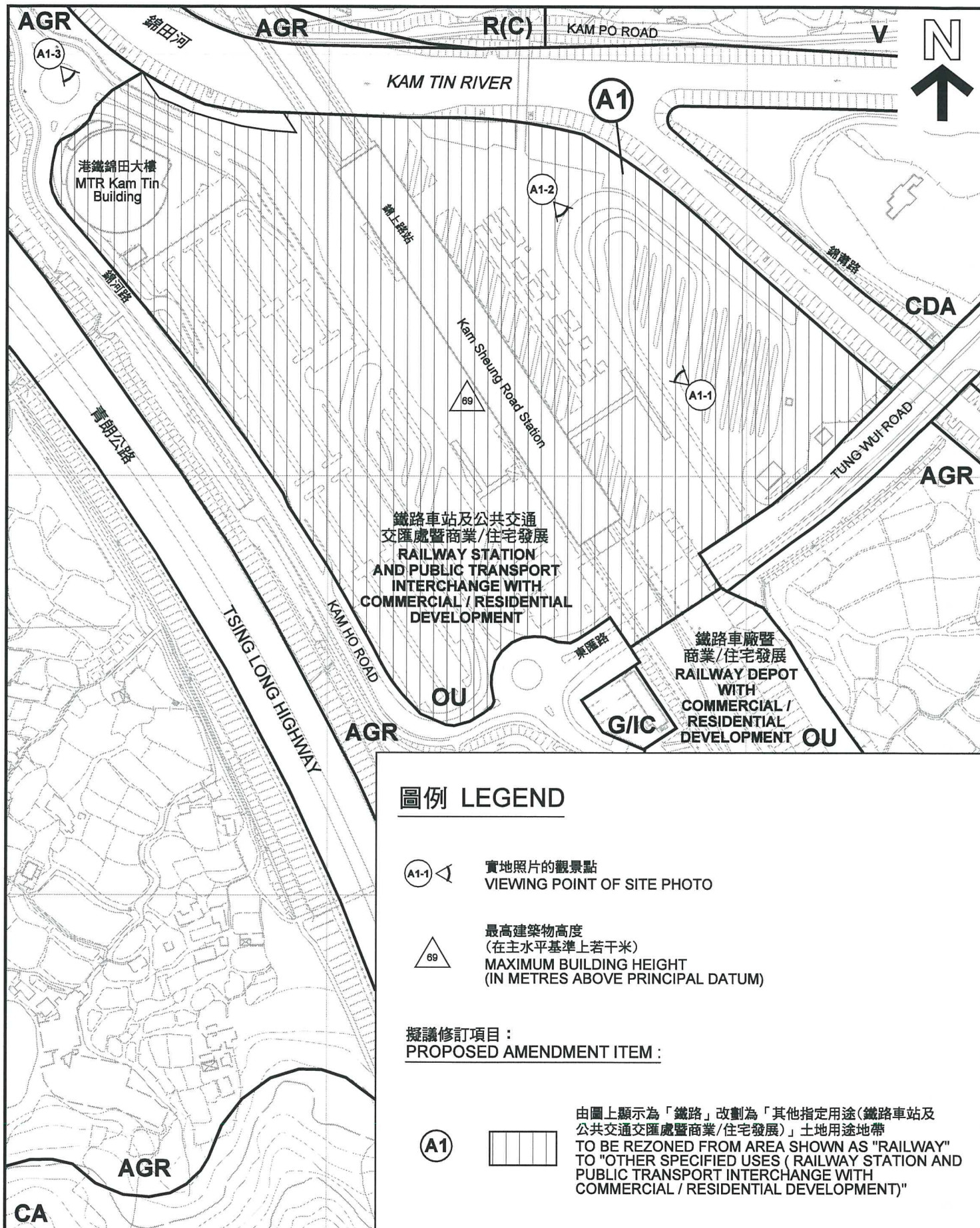
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
2b





## 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A1  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A1

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 3 000  
METRES 60 0 60 120 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3a-1





## 圖例 LEGEND



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM :



由圖上顯示為「鐵路」改劃為「其他指定用途(鐵路車站及公共交通交匯處暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM AREA SHOWN AS "RAILWAY"  
TO "OTHER SPECIFIED USES ( RAILWAY STATION AND  
PUBLIC TRANSPORT INTERCHANGE WITH  
COMMERCIAL / RESIDENTIAL DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A1  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A1

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3a-2

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015



A1-1



A1-2



# 實地照片 SITE PHOTOS

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A1  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A1

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3a-3

本圖於2015年4月27日擬備，所根據的  
資料為攝於2015年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTOS  
TAKEN ON 13.3.2015





本圖於2015年4月27日擬備，所根據的資料為攝於2013年3月13日的實地照片  
 PLAN PREPARED ON 27.4.2015  
 BASED ON SITE PHOTOS  
 TAKEN ON 13.3.2015

### 實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
 編號 S/YL-KTS/11 的擬議修訂 - 項目 A1  
 PROPOSED AMENDMENTS TO THE APPROVED  
 KAM TIN SOUTH OUTLINE ZONING  
 PLAN No. S/YL-KTS/11 - ITEM A1

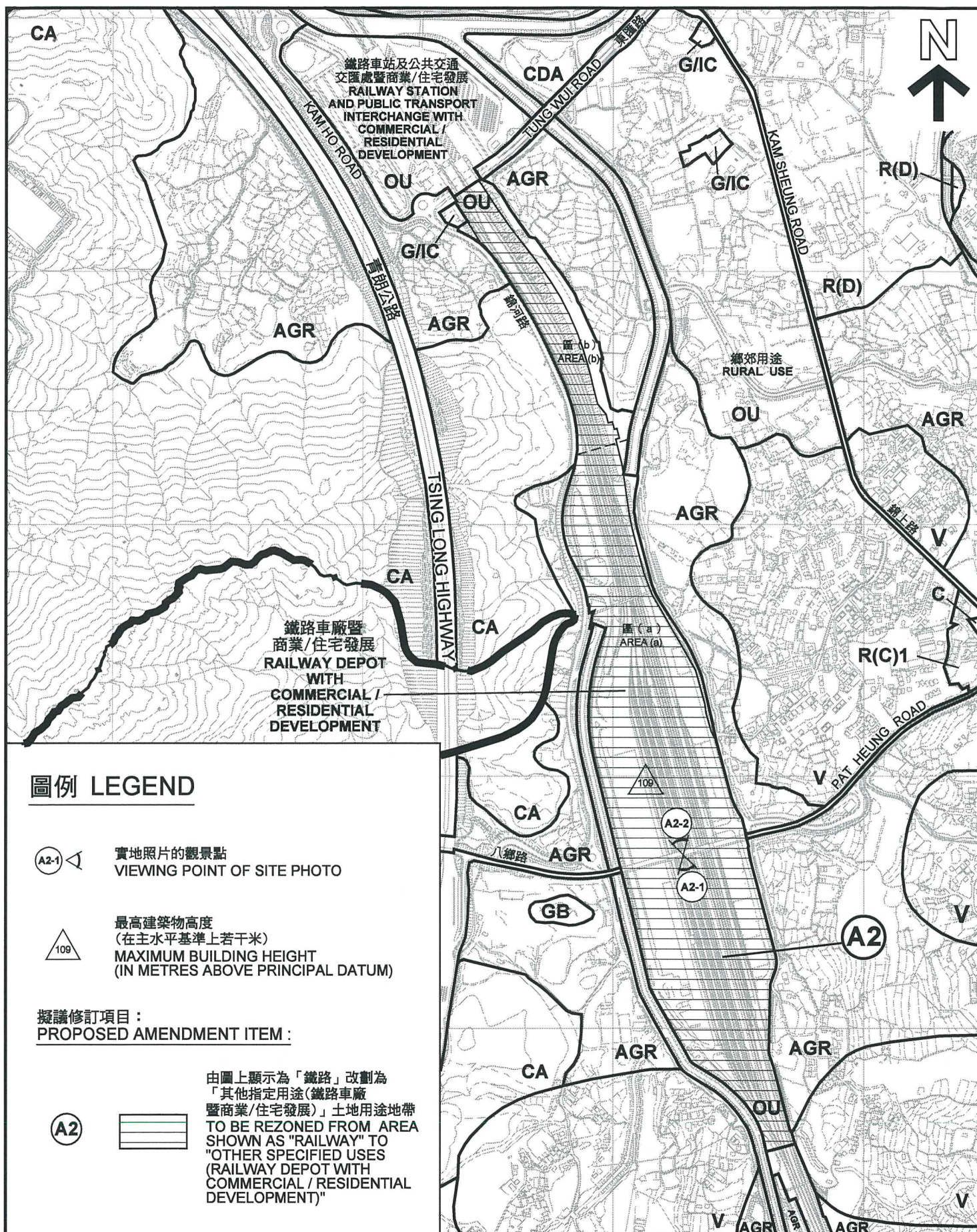
規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/YLE/15/52

圖 PLAN  
 3a-4





## 平面圖 SITE PLAN

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A2  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A2

SCALE 1 : 10 000  
METRES 200 0 200 400 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3b-1





KAM HO ROAD  
青朗公路  
TUNG WUI ROAD  
東匯路

KAM SHEUNG ROAD  
錦上公路

TSING LONG HIGHWAY  
青朗公路

PAT HEUNG ROAD  
八鄉路

區 (b)  
AREA (b)

區 (a)  
AREA (a)

109

A2

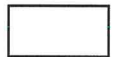
## 圖例 LEGEND



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：

A2



由圖上顯示為「鐵路」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM AREA  
SHOWN AS "RAILWAY" TO  
"OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A2  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A2

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 10 000  
METRES 200 0 200 400 METRES

規劃署  
PLANNING  
DEPARTMENT

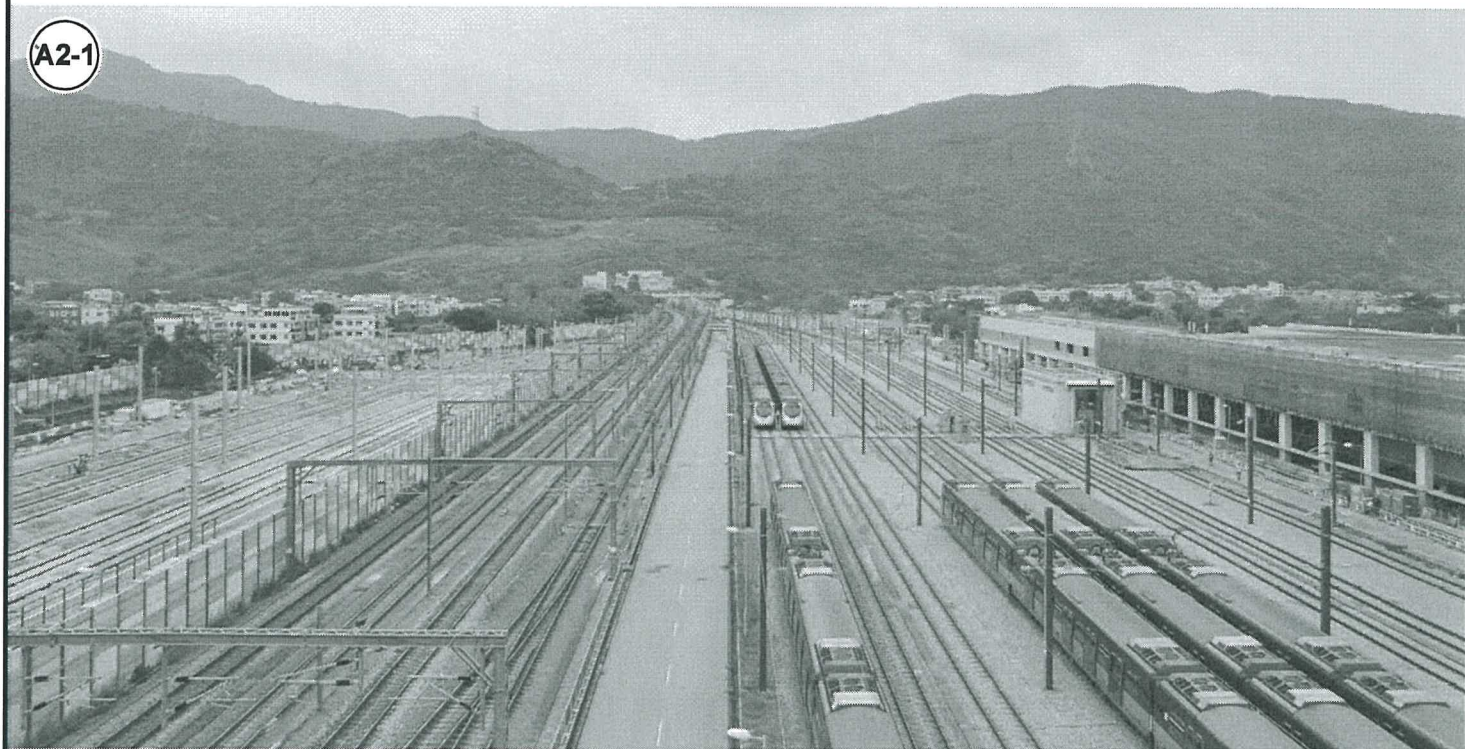


參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3b-2



A2-1



A2-2



### 實地照片 SITE PHOTOS

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A2  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A2

本圖於2015年4月27日擬備，所根據的  
資料為攝於2015年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTOS  
TAKEN ON 13.3.2015

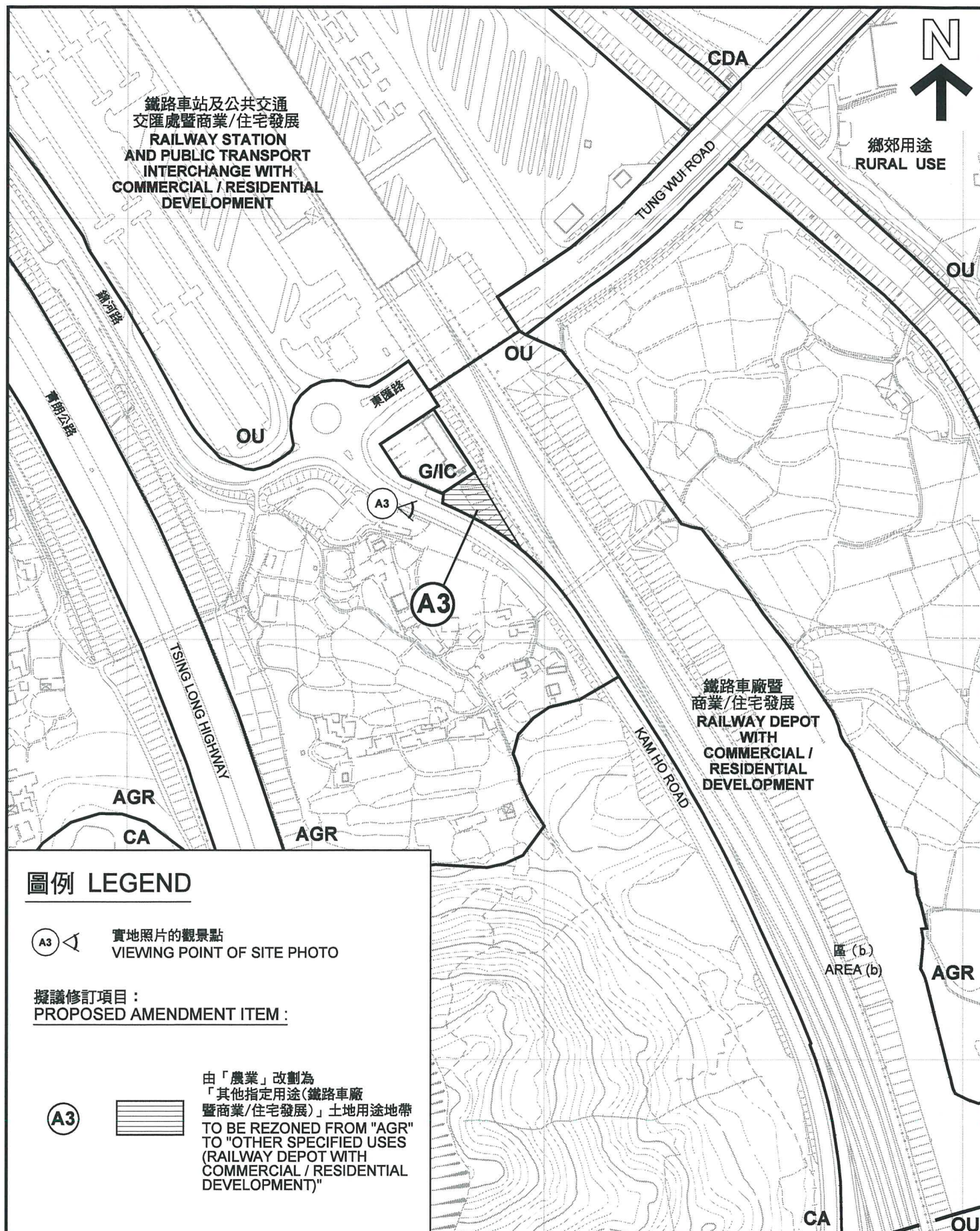
規 劃 署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3b-3





## 圖例 LEGEND

A3 實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：

A3 由「農業」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM "AGR"  
TO "OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A3  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A3

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 3 000  
METRES 60 0 60 120 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3c-1





## 圖例 LEGEND

擬議修訂項目：  
PROPOSED AMENDMENT ITEM :

A3



由「農業」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM "AGR"  
TO "OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A3  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A3

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3c-2



A3

錦田變電站  
Kam Tin Substation



本圖於2015年4月27日擬備，所根據的資料為攝於2013年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTOS  
TAKEN ON 13.3.2015

實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A3  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A3

規劃署  
PLANNING  
DEPARTMENT

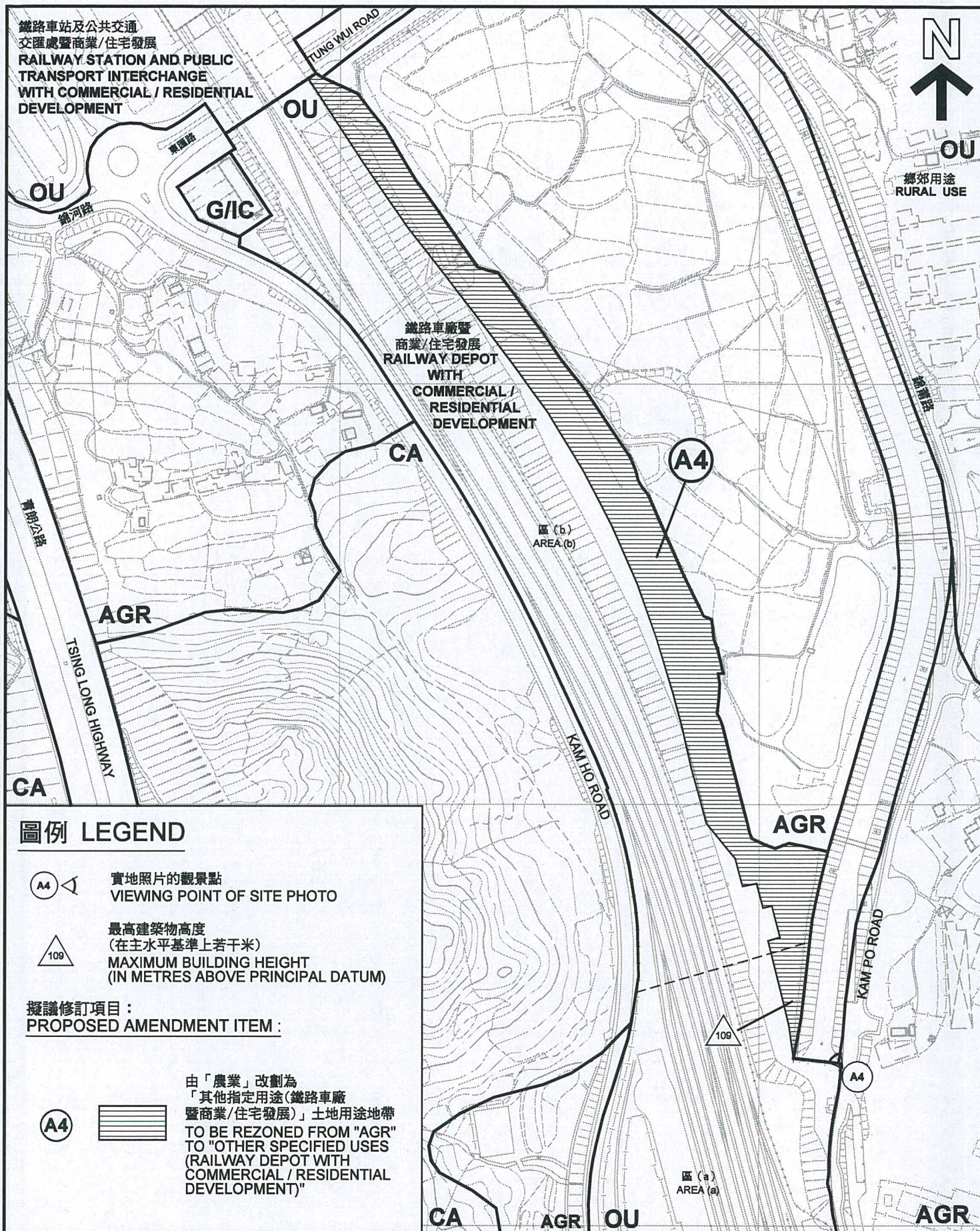


參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3c-3



鐵路車站及公共交通  
交匯處暨商業/住宅發展  
RAILWAY STATION AND PUBLIC  
TRANSPORT INTERCHANGE  
WITH COMMERCIAL / RESIDENTIAL  
DEVELOPMENT



## 圖例 LEGEND

實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目:  
PROPOSED AMENDMENT ITEM:

由「農業」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM "AGR"  
TO "OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A4  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A4

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 3 000  
METRES 60 0 60 120 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3d-1





## 圖例 LEGEND



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：

A4



由「農業」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM "AGR"  
TO "OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A4  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A4

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3d-2



A4



本圖於2015年4月27日擬備，所根據的  
資料為攝於2013年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTOS  
TAKEN ON 13.3.2015

### 實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A4  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A4

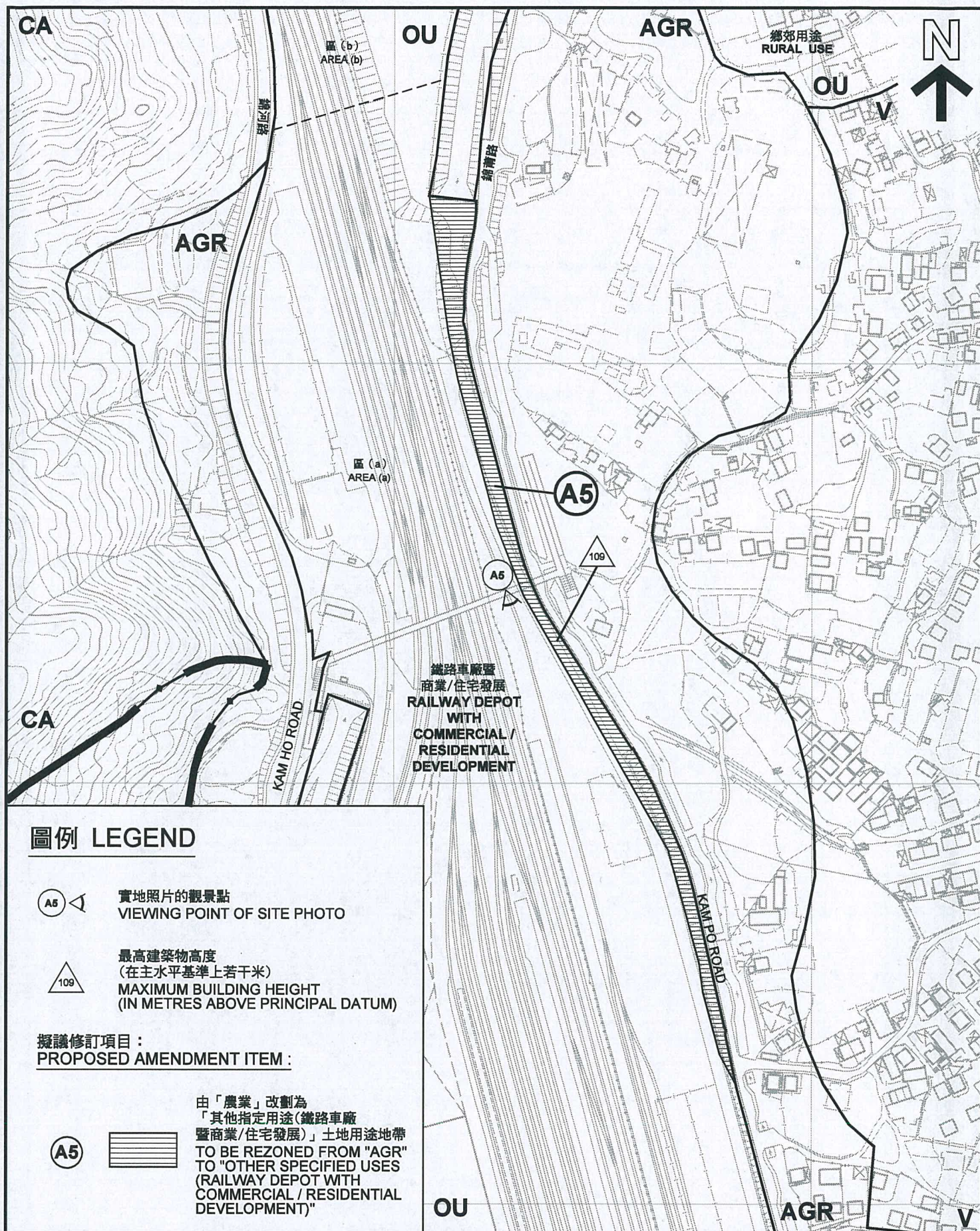
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3d-3





### 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A5  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A5

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 3 000  
METRES 60 0 60 120 METRES

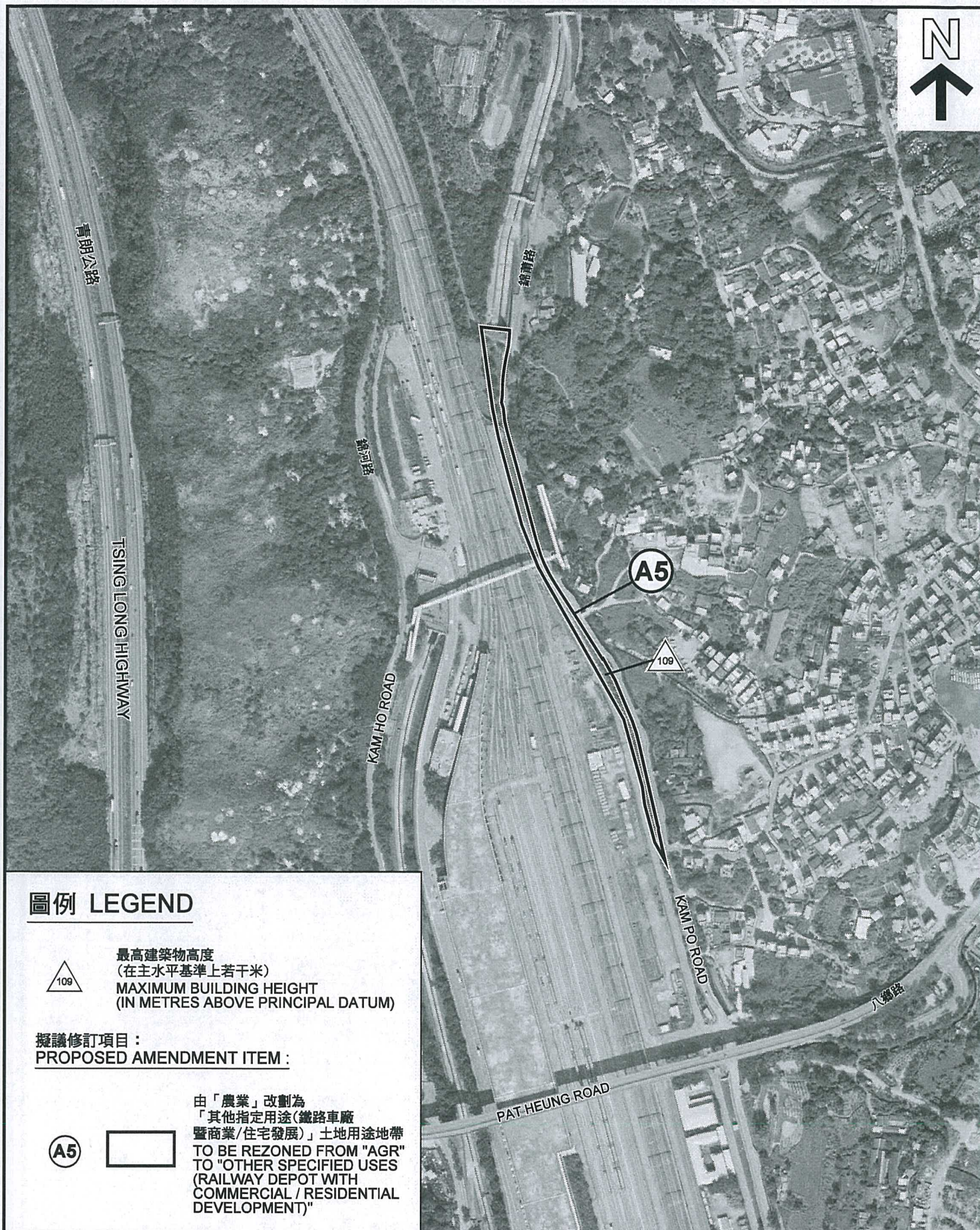
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3e-1





## 圖例 LEGEND



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：

A5



由「農業」改劃為  
「其他指定用途(鐵路車廠  
暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM "AGR"  
TO "OTHER SPECIFIED USES  
(RAILWAY DEPOT WITH  
COMMERCIAL / RESIDENTIAL  
DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A5  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A5

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

規劃署  
PLANNING  
DEPARTMENT

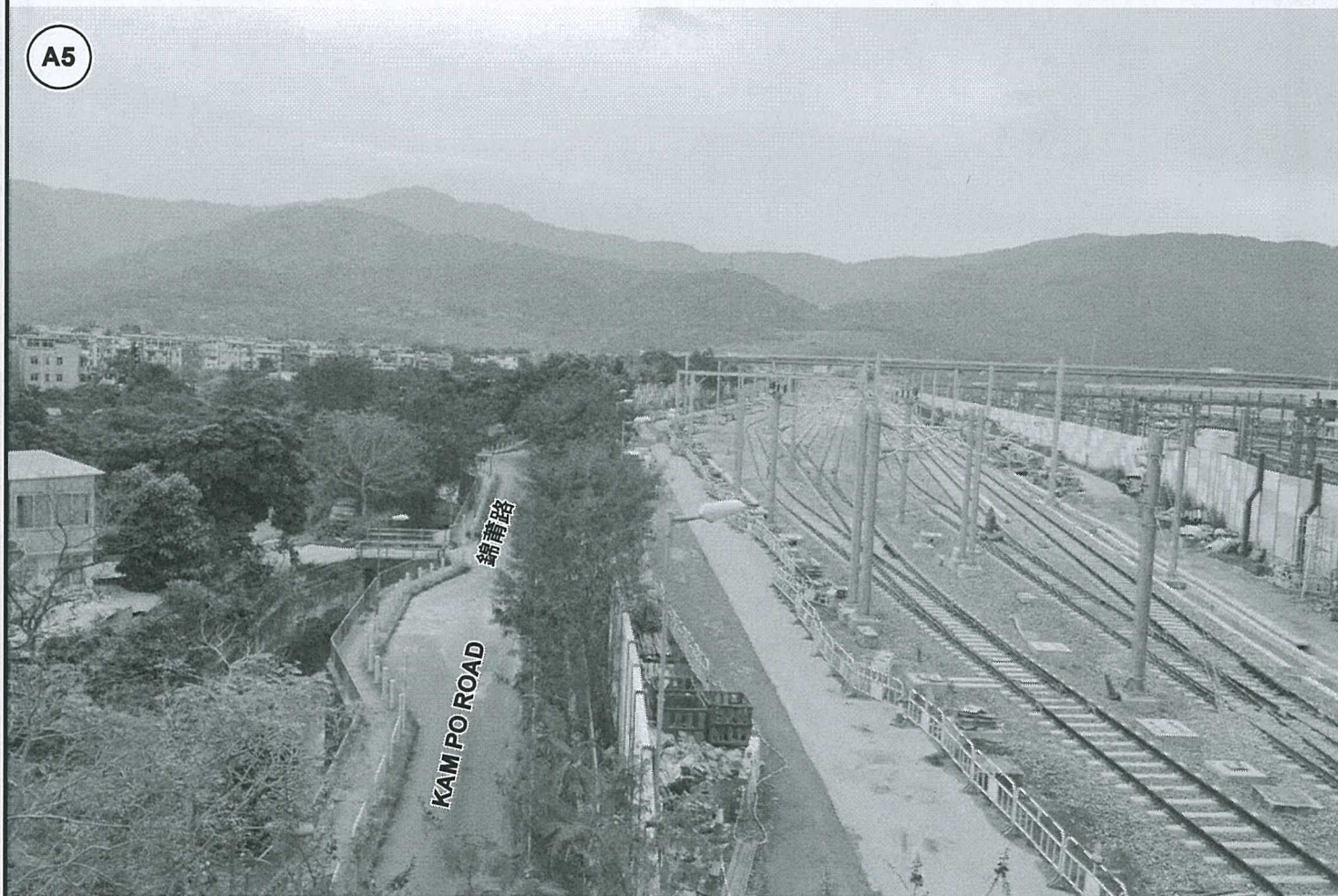


參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3e-2



A5



本圖於2015年4月27日擬備，所根據的資料為攝於2013年3月13日的實地照片  
 PLAN PREPARED ON 27.4.2015  
 BASED ON SITE PHOTOS  
 TAKEN ON 13.3.2015

# 實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
 編號 S/YL-KTS/11 的擬議修訂 - 項目 A5  
 PROPOSED AMENDMENTS TO THE APPROVED  
 KAM TIN SOUTH OUTLINE ZONING  
 PLAN No. S/YL-KTS/11 - ITEM A5

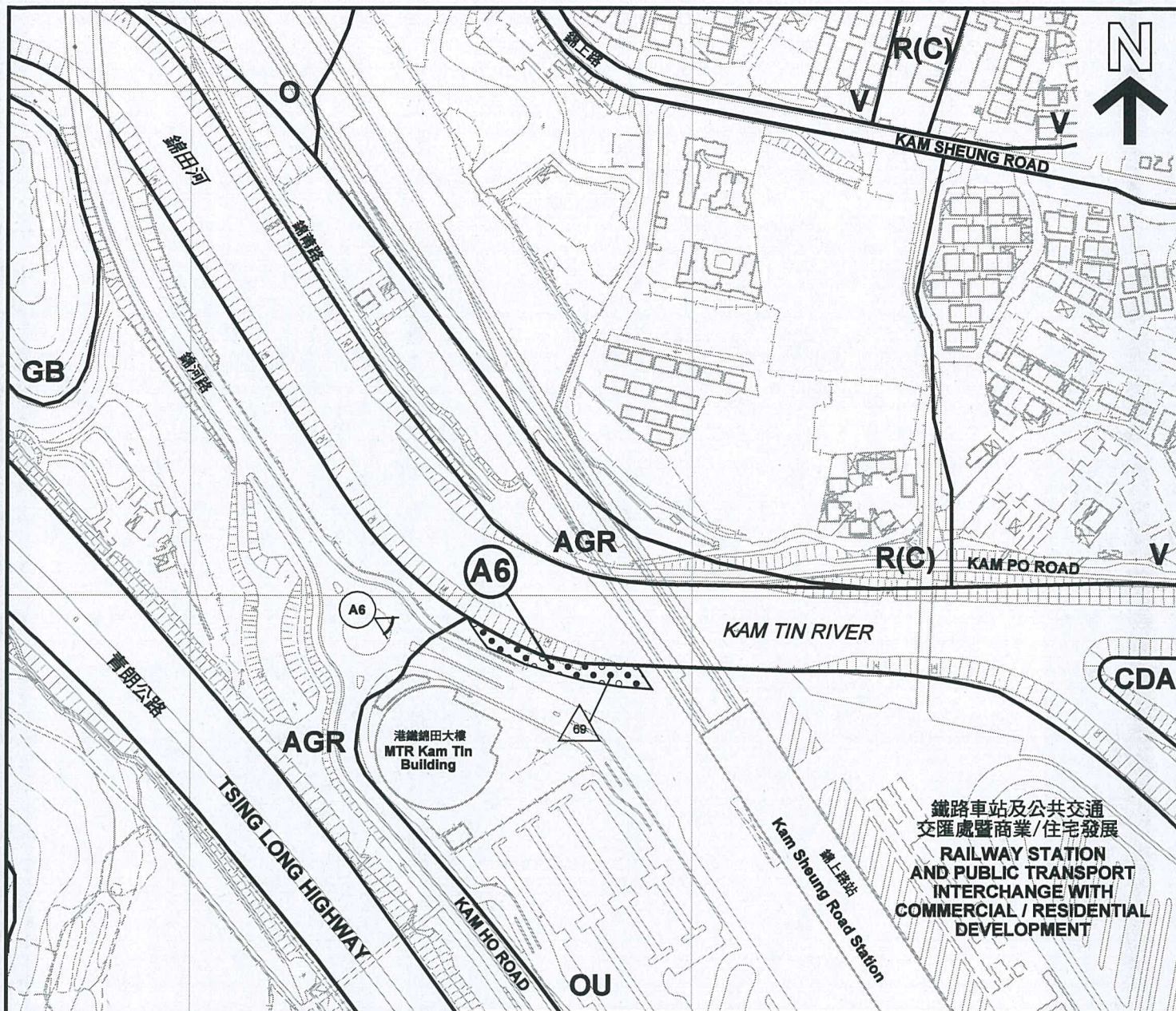
規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/YLE/15/52

圖 PLAN  
 3e-3





### 圖例 LEGEND



實地照片的觀景點  
VIEWING POINT OF SITE PHOTO



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：



由圖上顯示為「農業」改劃為「其他指定用途(鐵路車站及公共交通交匯處商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM AREA SHOWN AS "AGR" TO "OTHER SPECIFIED USES (RAILWAY STATION AND PUBLIC TRANSPORT INTERCHANGE WITH COMMERCIAL / RESIDENTIAL DEVELOPMENT)"

### 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A6  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A6

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 3 000  
METRES 60 0 60 120 METRES

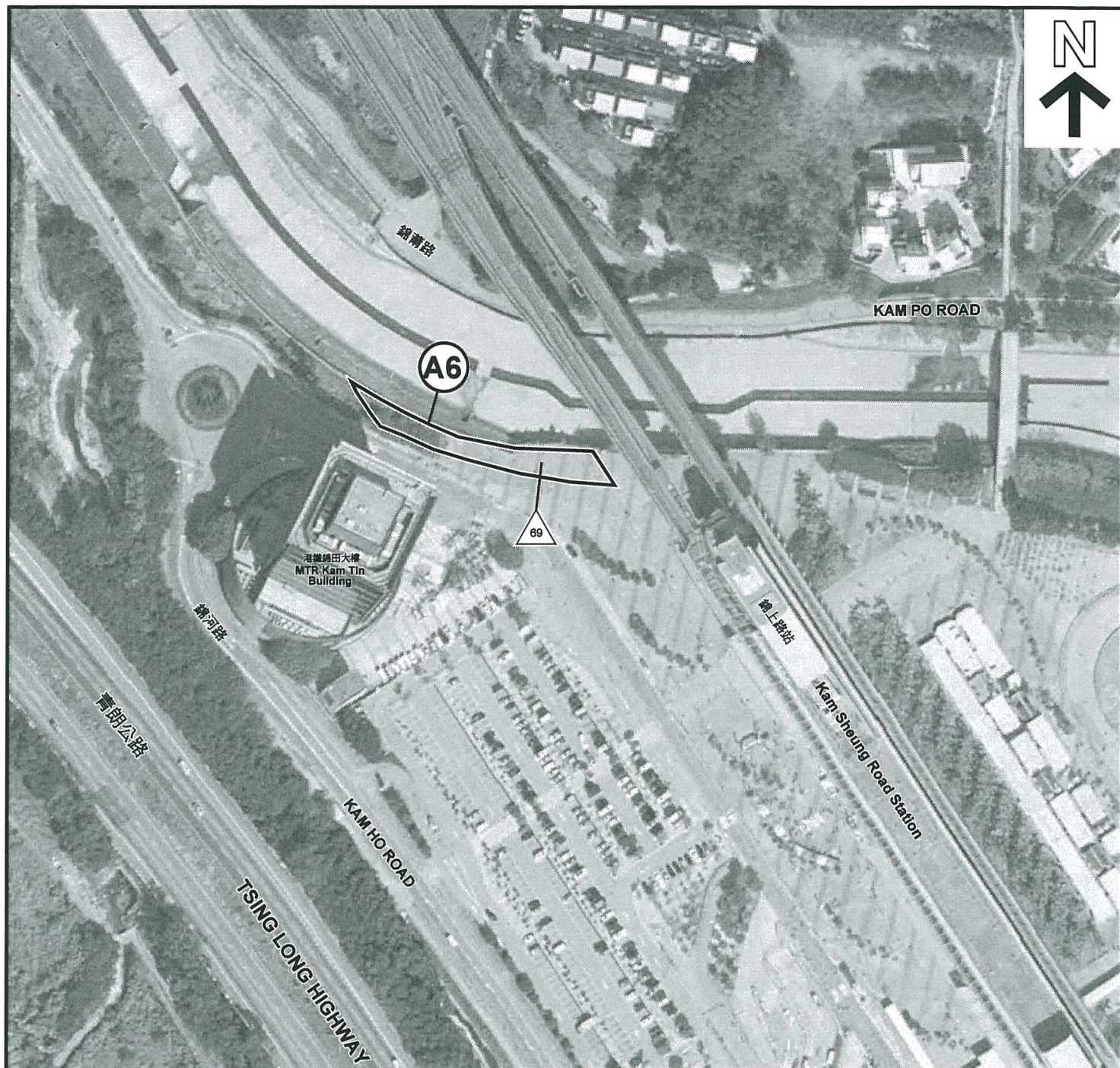
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3f-1





## 圖例 LEGEND



最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

擬議修訂項目：  
PROPOSED AMENDMENT ITEM :



由圖上顯示為「農業」改劃為「其他指定用途(鐵路車站及公共交通交匯處暨商業/住宅發展)」土地用途地帶  
TO BE REZONED FROM AREA SHOWN AS "AGR"  
TO "OTHER SPECIFIED USES ( RAILWAY STATION AND  
PUBLIC TRANSPORT INTERCHANGE WITH  
COMMERCIAL / RESIDENTIAL DEVELOPMENT)"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A6  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A6

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

參考編號  
REFERENCE No.  
M/YLE/15/52

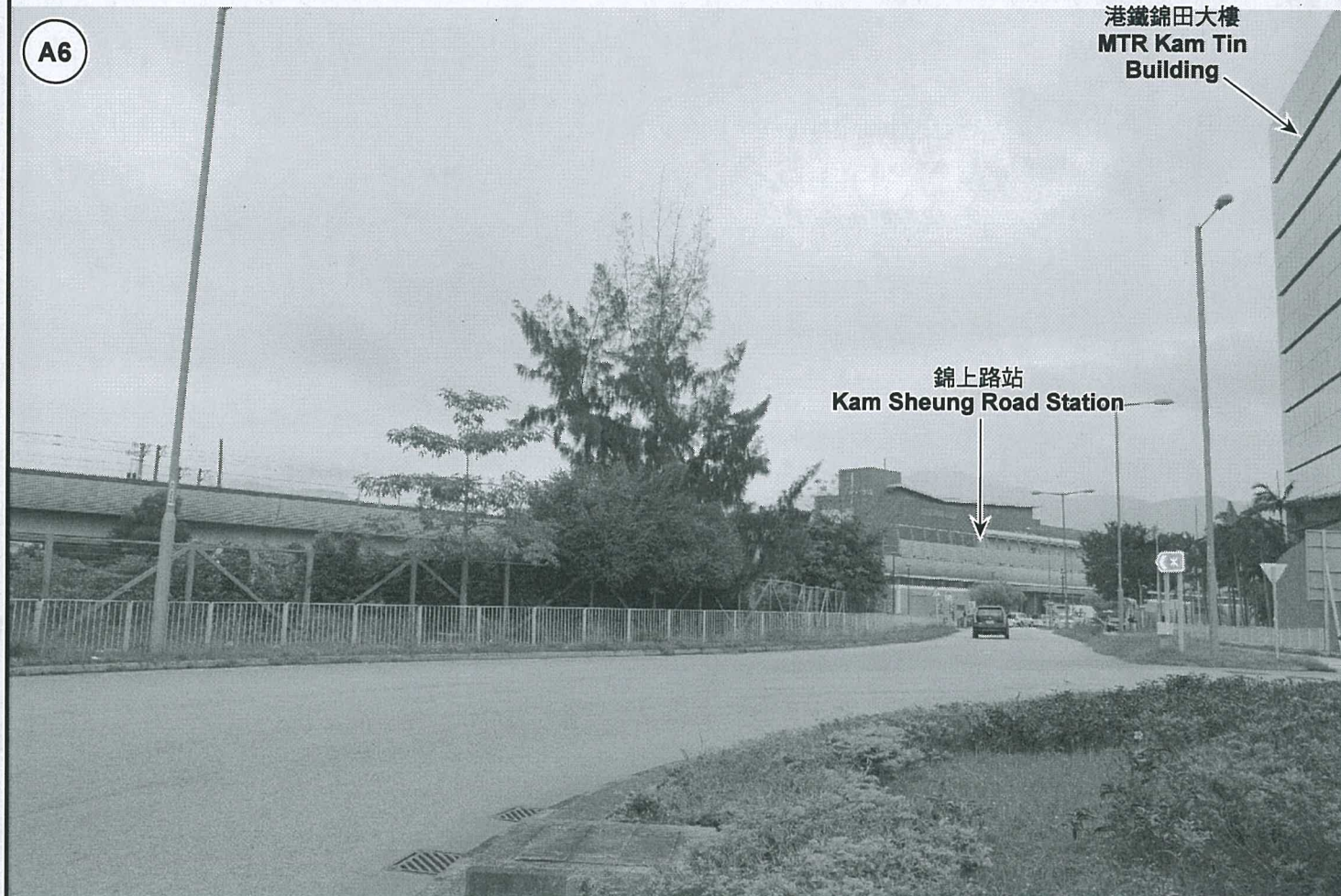
圖 PLAN  
3f-2



A6

港鐵錦田大樓  
MTR Kam Tin Building

錦上路站  
Kam Sheung Road Station



本圖於2015年4月27日擬備，所根據的  
資料為攝於2015年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTOS  
TAKEN ON 13.3.2015

### 實地照片 SITE PHOTOS

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 A6  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM A6

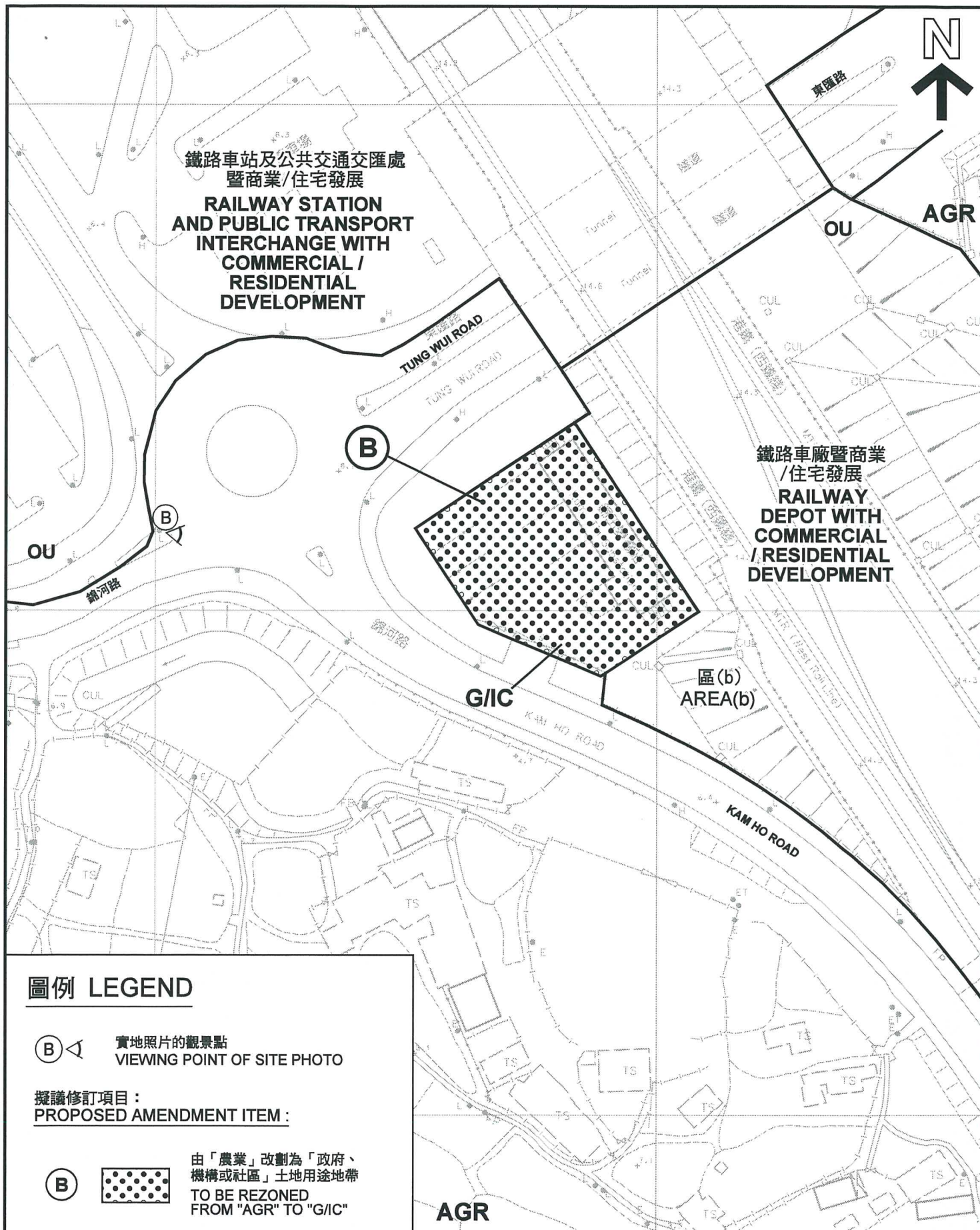
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
3f-3





## 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 B  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM B

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1:1000  
METRES 20 0 20 40 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
4-1





## 圖例 LEGEND

擬議修訂項目：  
PROPOSED AMENDMENT ITEM:

B



由「農業」改劃為「政府、  
機構或社區」土地用途地帶  
TO BE REZONED  
FROM "AGR" TO "G/I/C"

## 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 B  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM B

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
4-2



B

錦田變電站  
Kam Tin Substation

錦河路

KAM HO ROAD

本圖於2015年4月27日擬備，所根據的  
資料為攝於2015年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTO  
TAKEN ON 13.3.2015

實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 B  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM B

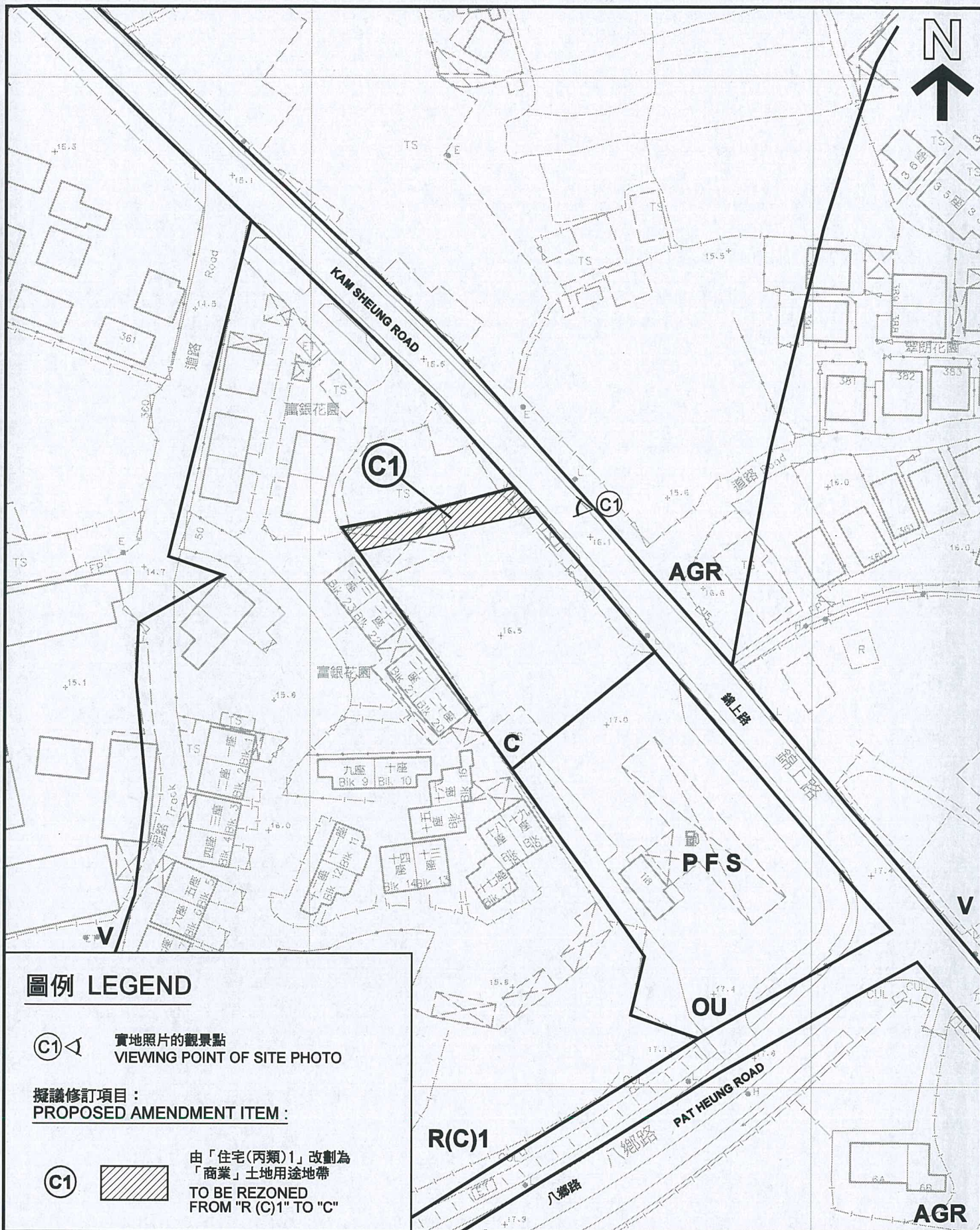
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
4-3





### 平面圖 SITE PLAN

錦田南分區計劃大綱核准圖  
 編號 S/YL-KTS/11 的擬議修訂 - 項目 C1  
 PROPOSED AMENDMENTS TO THE APPROVED  
 KAM TIN SOUTH OUTLINE ZONING  
 PLAN No. S/YL-KTS/11 - ITEM C1

本摘要圖於2015年4月27日擬備  
 EXTRACT PLAN PREPARED ON 27.4.2015

SCALE 1 : 1 000  
 METRES 20 0 20 40 METRES

規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/YLE/15/52

圖 PLAN  
 5a-1





### 圖例 LEGEND

擬議修訂項目：  
PROPOSED AMENDMENT ITEM：

①



由圖上顯示為「住宅(丙類)1」改劃為「商業」土地用途地帶  
TO BE REZONED FROM AREA SHOWN AS "R(C)1" TO "C"

### 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 C1  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM C1

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
5a-2



C1



本圖於2015年4月27日擬備，所根據的資料為攝於2015年3月13日的實地照片  
PLAN PREPARED ON 27.4.2015  
BASED ON SITE PHOTO  
TAKEN ON 13.3.2015

# 實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 C1  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM C1

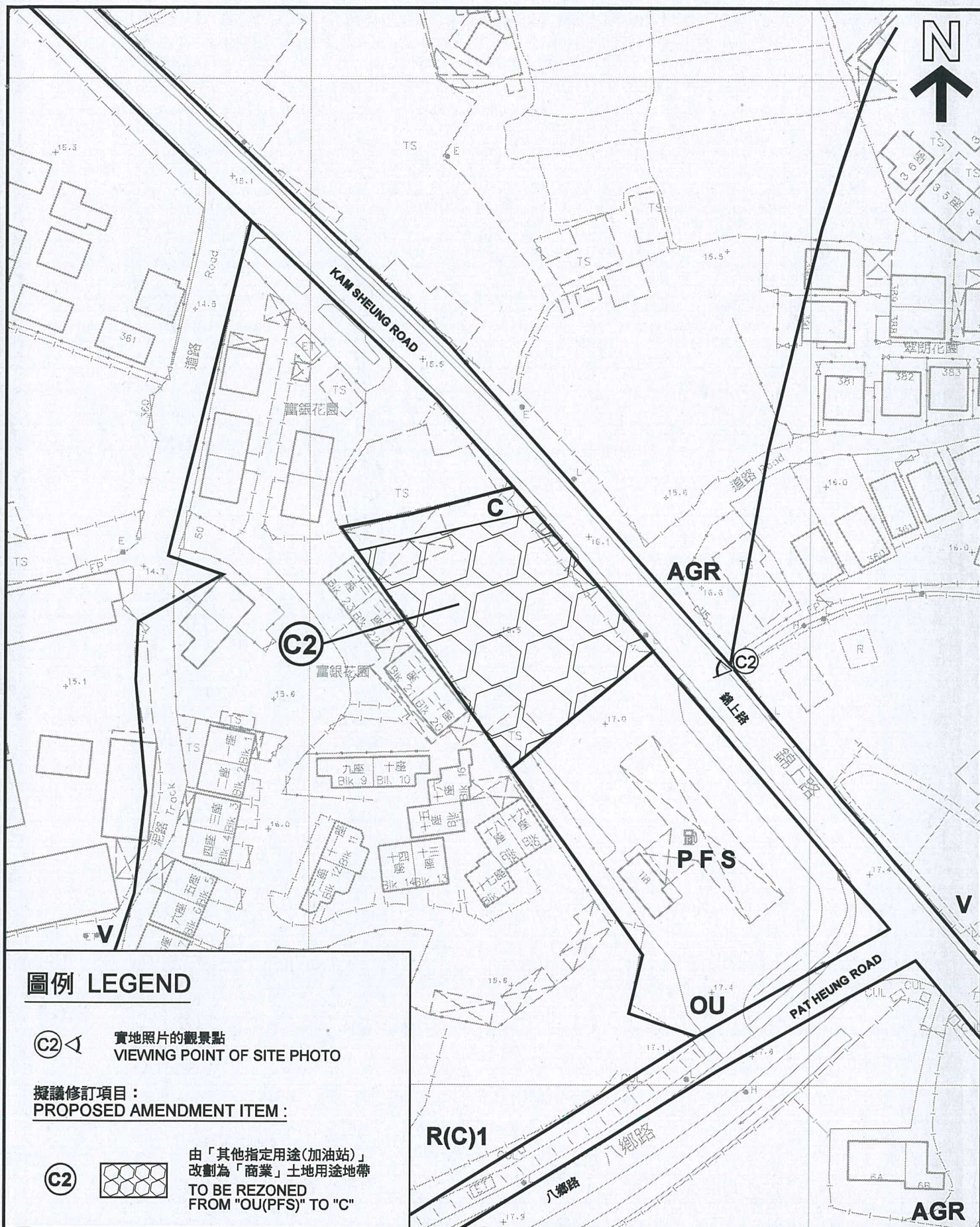
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
5a-3





### 平面圖 SITE PLAN

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 C2  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM C2

SCALE 1 : 1 000  
METRES 20 0 20 40 METRES

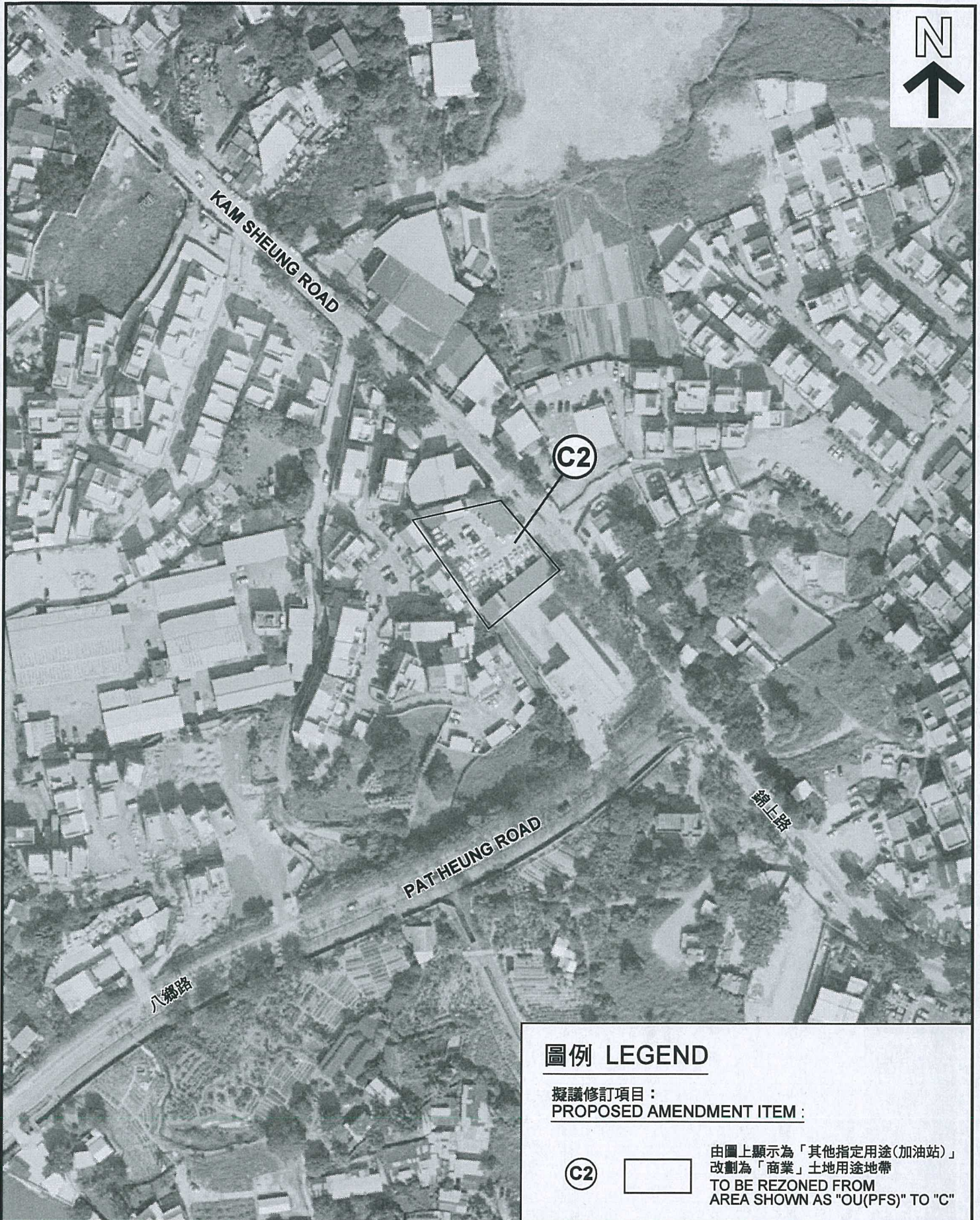
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
5b-1

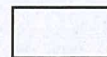




### 圖例 LEGEND

擬議修訂項目：  
PROPOSED AMENDMENT ITEM:

C2



由圖上顯示為「其他指定用途(加油站)」  
改劃為「商業」土地用途地帶  
TO BE REZONED FROM  
AREA SHOWN AS "OU(PFS)" TO "C"

### 航攝照片 AERIAL PHOTO

錦田南分區計劃大綱核准圖  
編號 S/YL-KTS/11 的擬議修訂 - 項目 C2  
PROPOSED AMENDMENTS TO THE APPROVED  
KAM TIN SOUTH OUTLINE ZONING  
PLAN No. S/YL-KTS/11 - ITEM C2

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

規 劃 署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
5b-2



C2



本圖於2015年4月27日擬備，所根據的資料為攝於2015年3月13日的實地照片  
 PLAN PREPARED ON 27.4.2015  
 BASED ON SITE PHOTO  
 TAKEN ON 13.3.2015

# 實地照片 SITE PHOTO

錦田南分區計劃大綱核准圖  
 編號 S/YL-KTS/11 的擬議修訂 - 項目 C2  
 PROPOSED AMENDMENTS TO THE APPROVED  
 KAM TIN SOUTH OUTLINE ZONING  
 PLAN No. S/YL-KTS/11 - ITEM C2

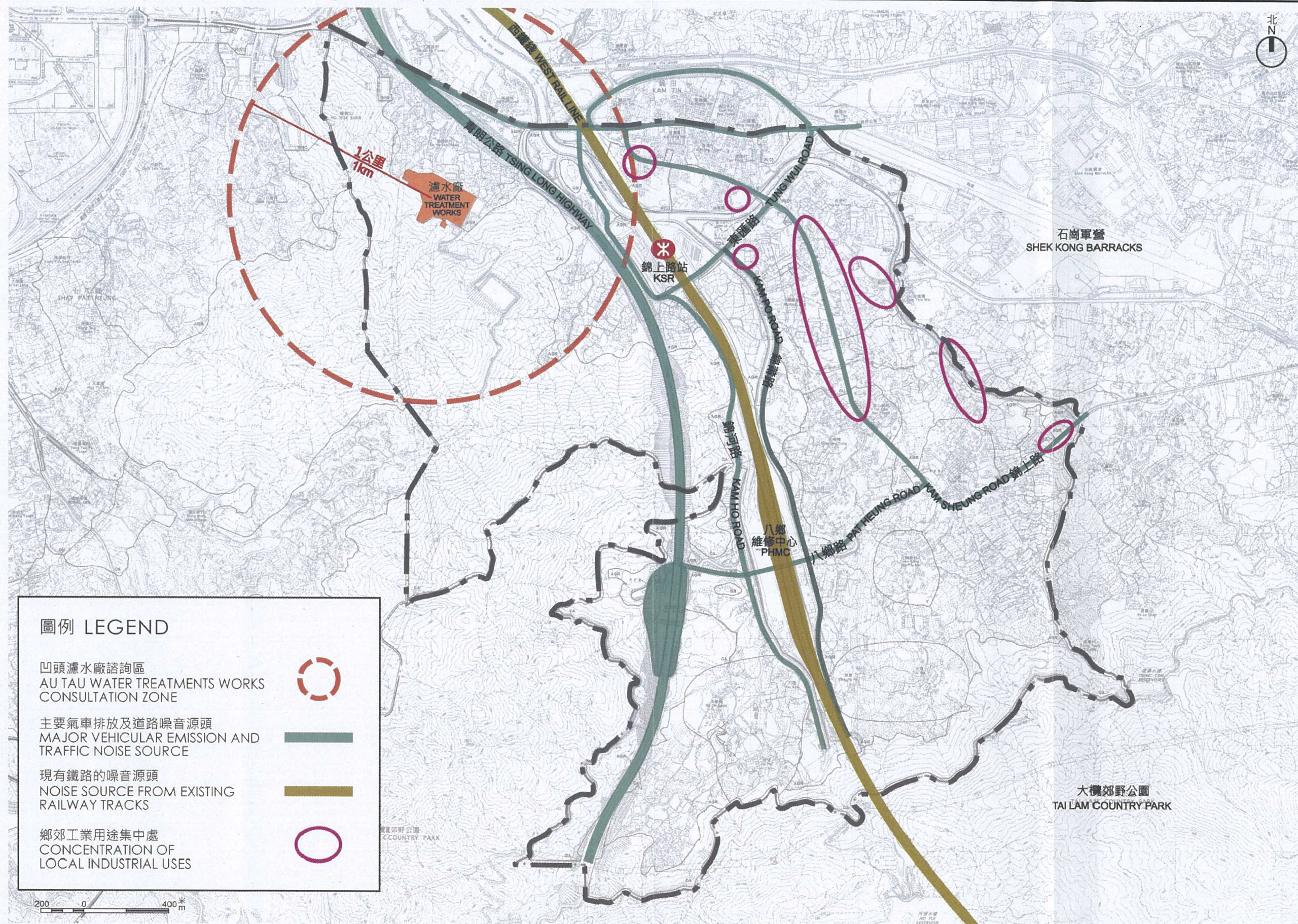
規劃署  
 PLANNING  
 DEPARTMENT



參考編號  
 REFERENCE No.  
 M/YLE/15/52

圖 PLAN  
 5b-3





本摘要圖於2015年4月24日擬備  
EXTRACT PLAN PREPARED ON 24.4.2015

土地用途檢討評估的主要環境考慮因素  
MAJOR ENVIRONMENTAL CONSIDERATIONS  
UNDER THE LUR

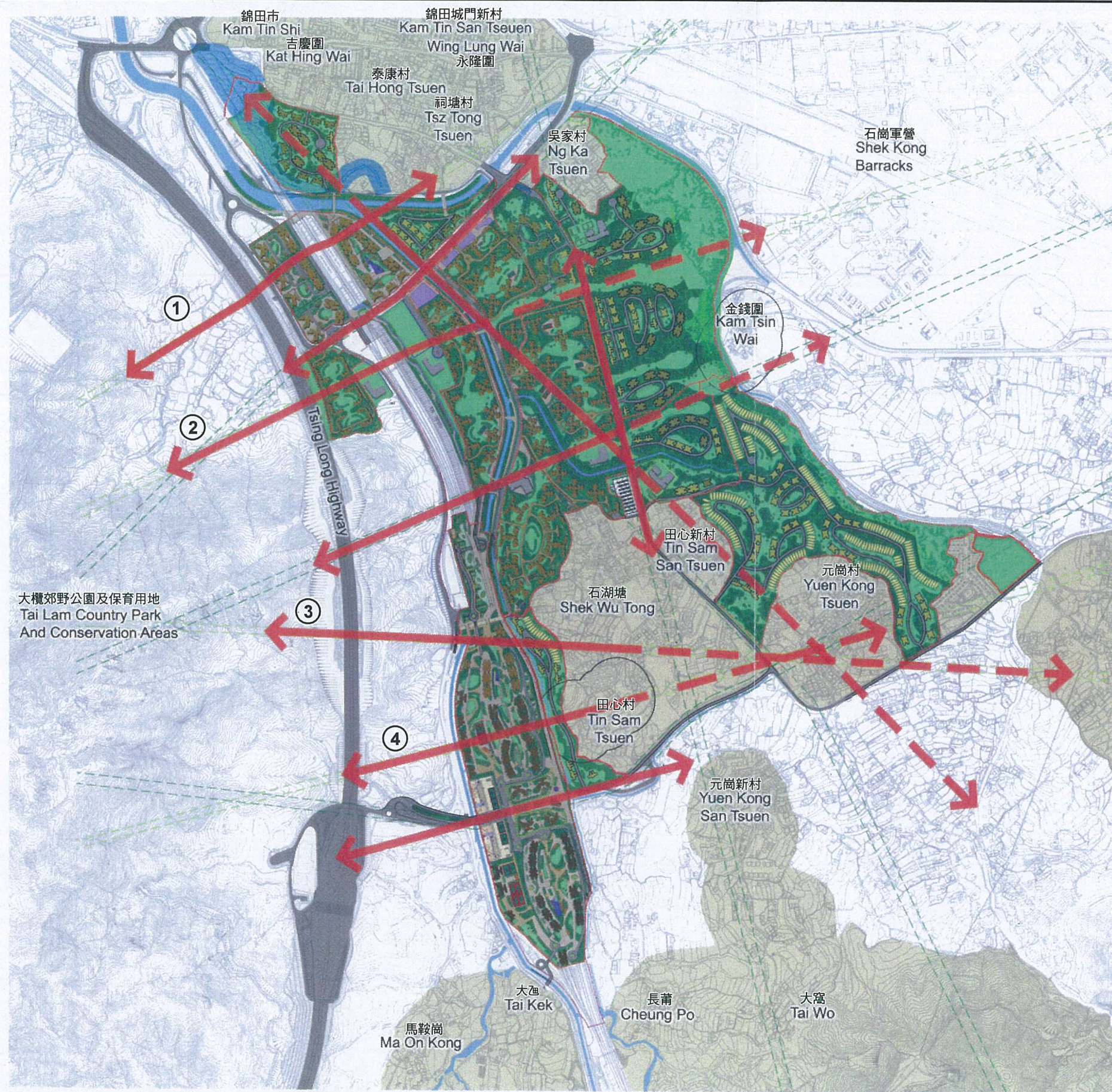
規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
6

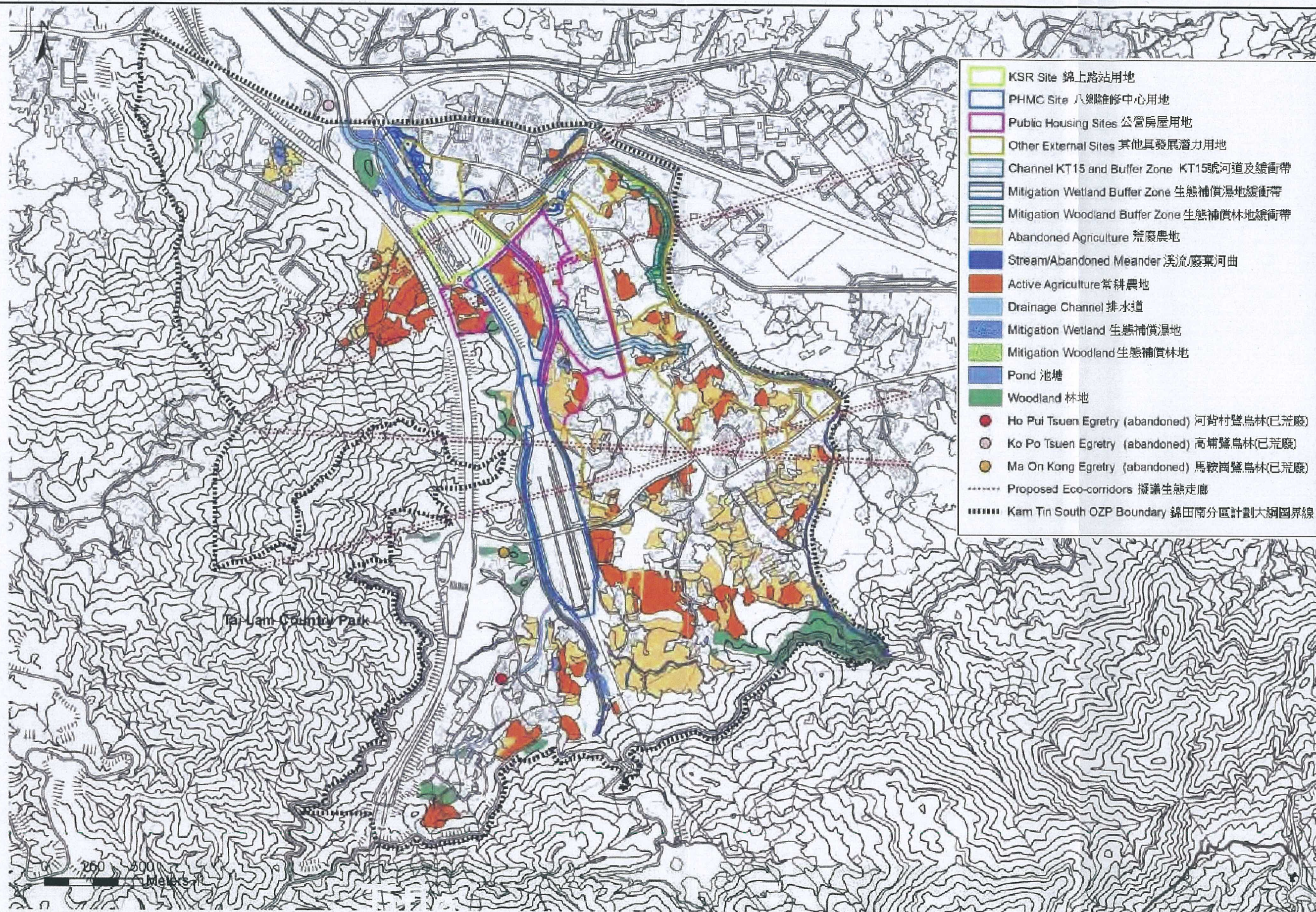




# LEGEND

- 95+ mPD 主水平基準上95米
- 80-94 mPD 主水平基準上80-94米
- 65-79 mPD 主水平基準上65-79米
- 50-64 mPD (12 Storey) 主水平基準上50-64米(12層)
- 30-49 mPD (6 Storey) 主水平基準上30-49米(6層)
- 29 mPD or Below (3 Storey) 主水平基準上29米或以下(3層)
- School 學校
- Retail 零售
- District Wind / Eco / View Corridor 通風/生態/觀景廊
- ①—④ 30m-wide eco-corridors 30米闊生態廊





本摘要圖於2015年4月28日擬備  
EXTRACT PLAN PREPARED ON 28.4.2015

具保育和生態價值的用地  
SITES OF CONSERVATION IMPORTANCE / ECOLOGICAL INTEREST

規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
8





布局設計作標示用  
LAYOUT FOR INDICATIVE PURPOSE

本摘要圖於2015年4月30日擬備  
EXTRACT PLAN PREPARED ON 30.4.2015

錦上路站用地擬議發展計劃  
PROPOSED DEVELOPMENT SCHEME  
AT KAM SHEUNG ROAD STATION SITE

規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
9





本摘要圖於2015年4月30日擬備  
EXTRACT PLAN PREPARED ON 30.4.2015

八鄉維修中心用地擬議發展計劃  
PROPOSED DEVELOPMENT SCHEME  
AT PAT HEUNG MAINTENANCE CENTRE SITE

規劃署  
PLANNING DEPARTMENT

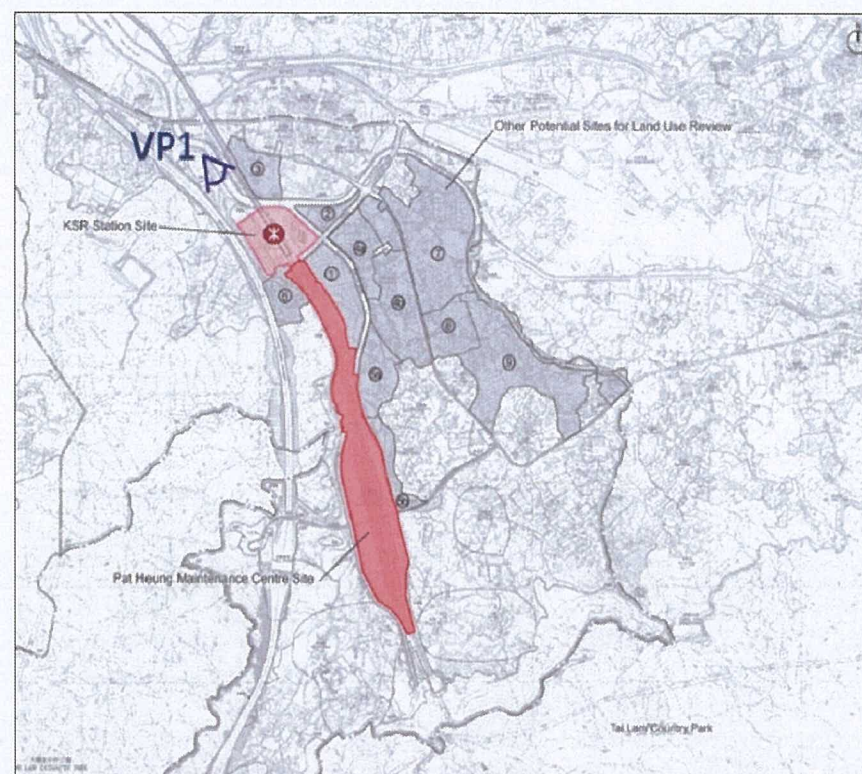


參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
10



VP1-  
Viewpoint at Kam Ho Road  
於錦河路的瞭望點



Keyplan 位置圖

- Proposed KSR Property Development  
擬議錦上路站物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- View Corridor  
觀景廊



Before 發展前



After 發展後

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

錦上路站及八鄉維修中心用地的擬議發展的合成照片  
PHOTOMONTAGE FOR THE PROPOSED DEVELOPMENT AT  
KAM SHEUNG ROAD STATION AND  
PAT HEUNG MAINTENANCE CENTRE SITES

規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

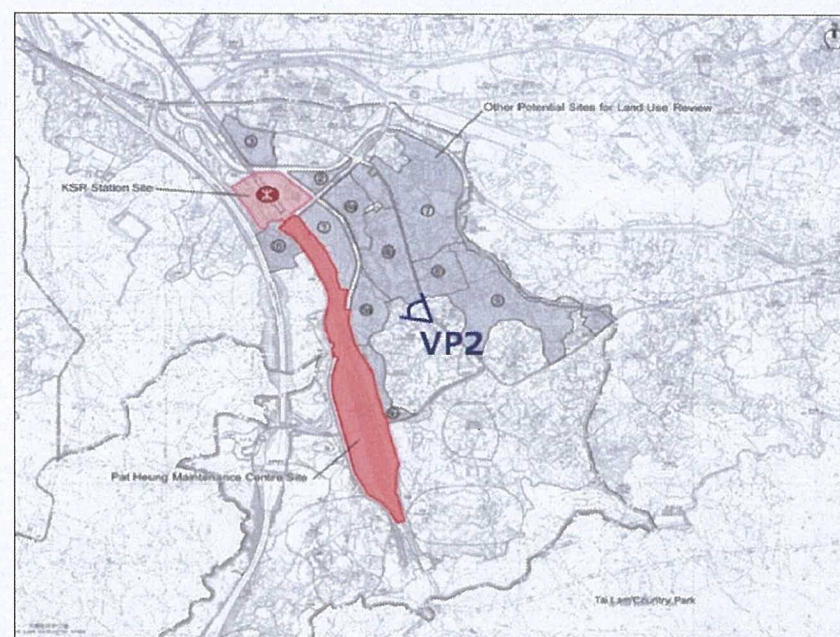
圖 PLAN  
11a



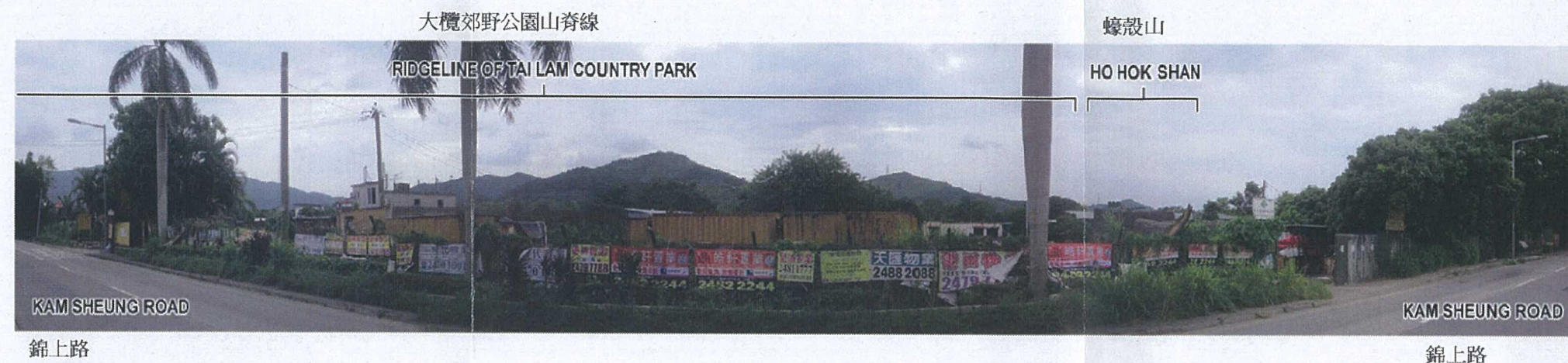
VP2-

Viewpoint at Kam Sheung Road (looking west from south Kam Sheung Road)

於錦上路的瞭望點(由錦上路南望西方向)



Keyplan 位置圖



Before 發展前



After 發展後

- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- ..... Descending Building Height Profile  
樓宇高度下降

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

錦上路站及八鄉維修中心用地的擬議發展的合成照片  
PHOTOMONTAGE FOR THE PROPOSED DEVELOPMENT AT  
KAM SHEUNG ROAD STATION AND  
PAT HEUNG MAINTENANCE CENTRE SITES

規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

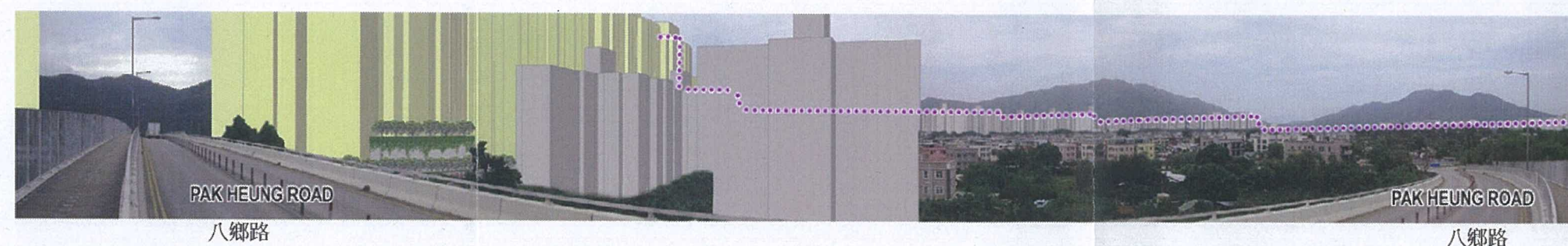
圖 PLAN  
11b



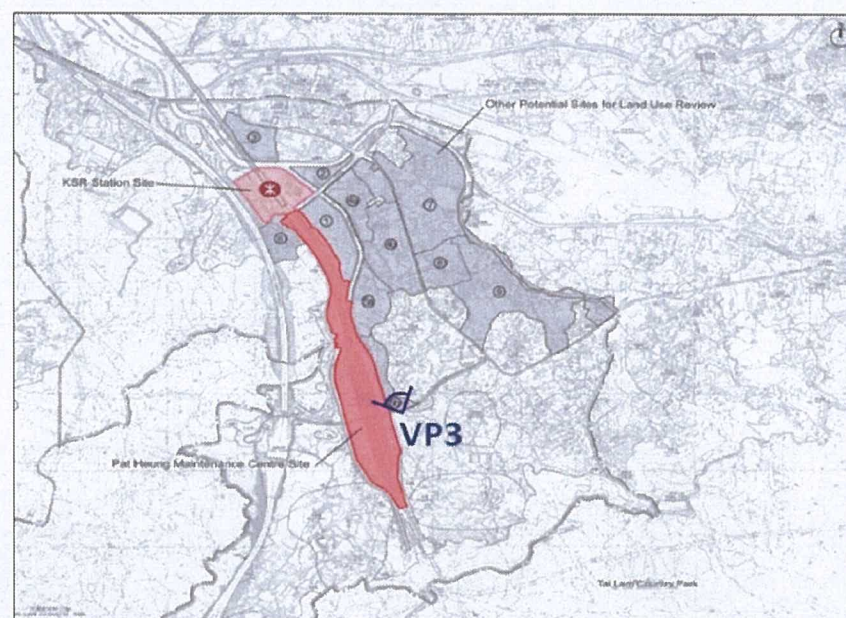
VP3-  
Viewpoint at Pat Heung Road  
於八鄉路的瞭望點



Before 發展前



After 發展後

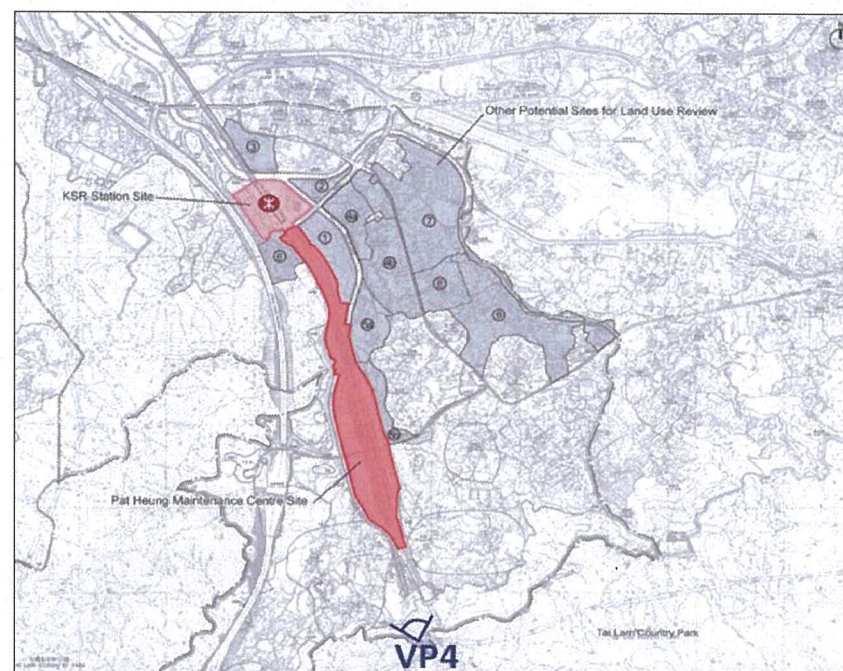


Keyplan 位置圖

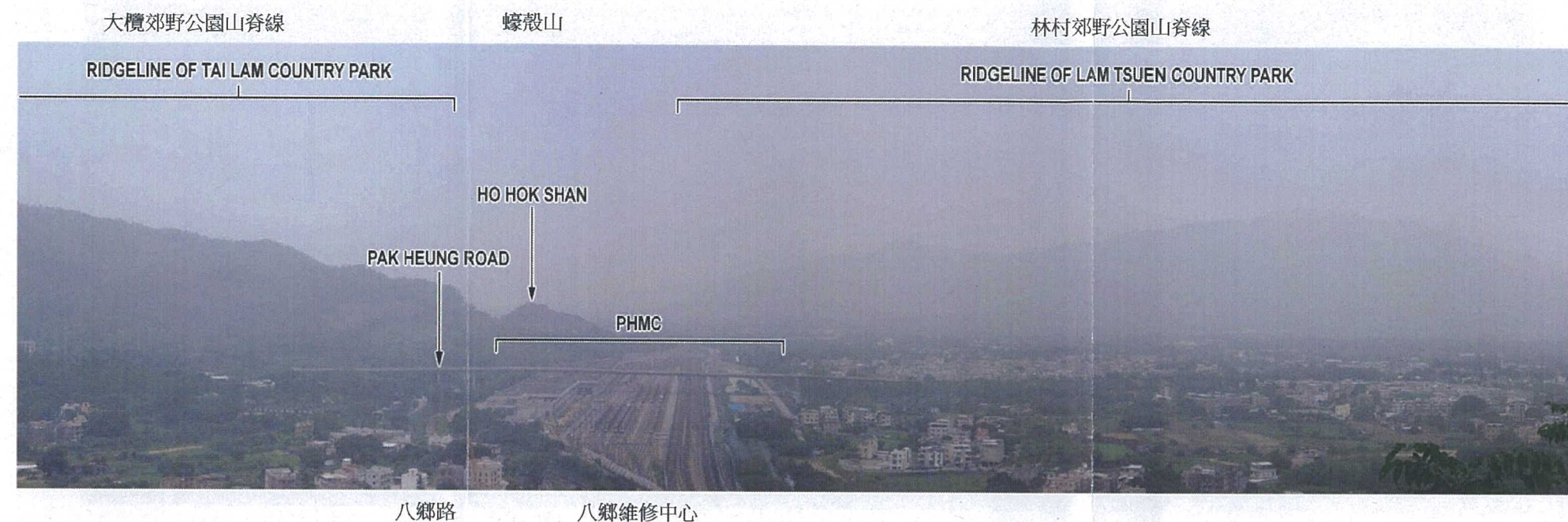
- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- Descending Building Height Profile  
樓宇高度下降



# Viewpoint at Tai Lam Mountain Bike Trail, Ho Pui Section 於大欖越野單車徑(河背段)的瞭望點

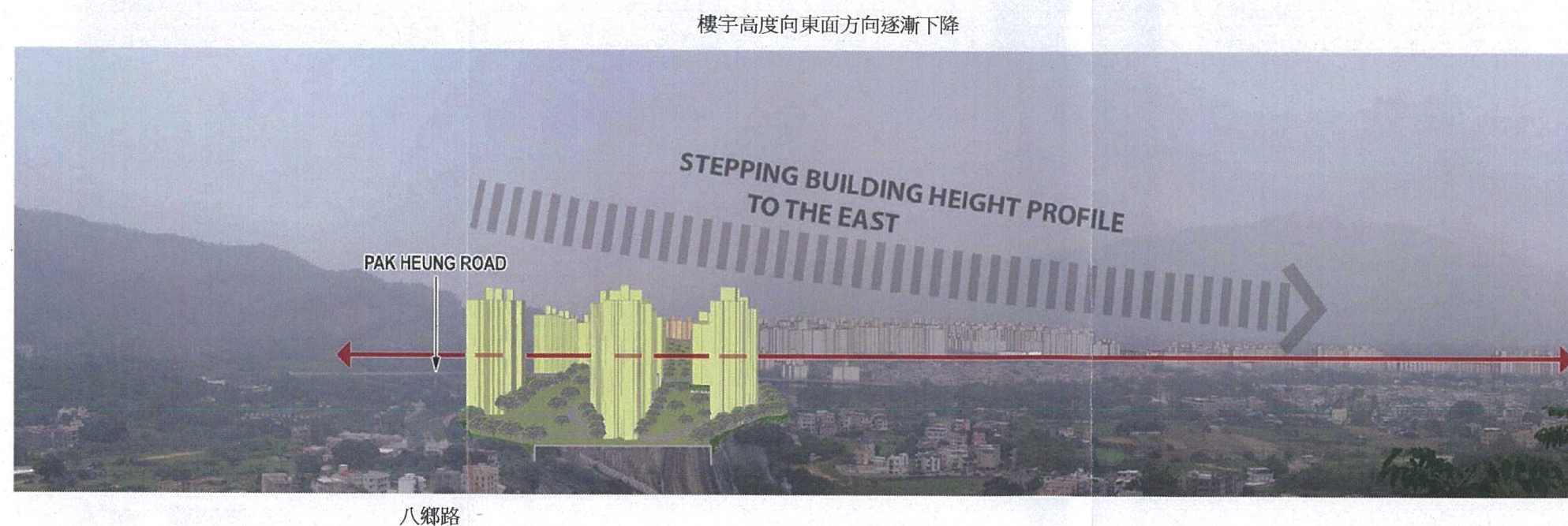


Keyplan 位置圖



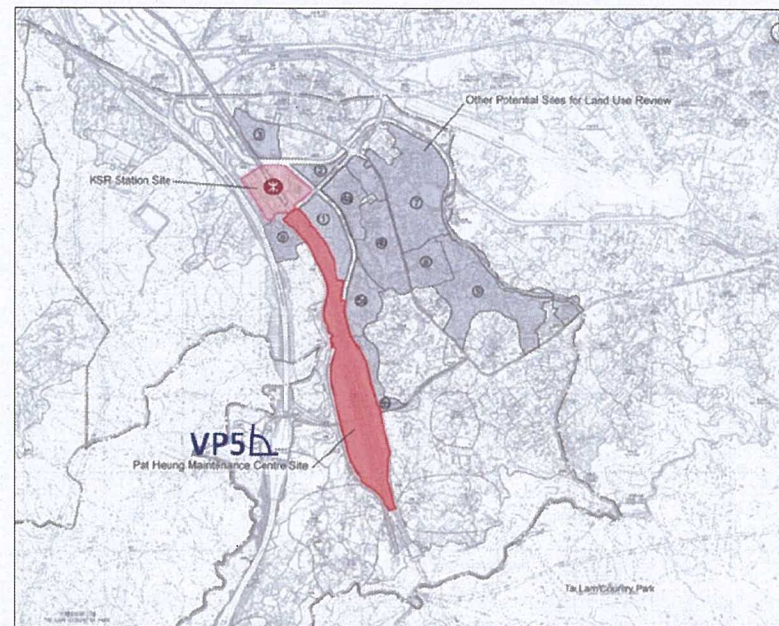
Before 發展前

- Proposed KSR Property Development  
擬議錦上路站物業發展項目
- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- View Corridor  
觀景廊



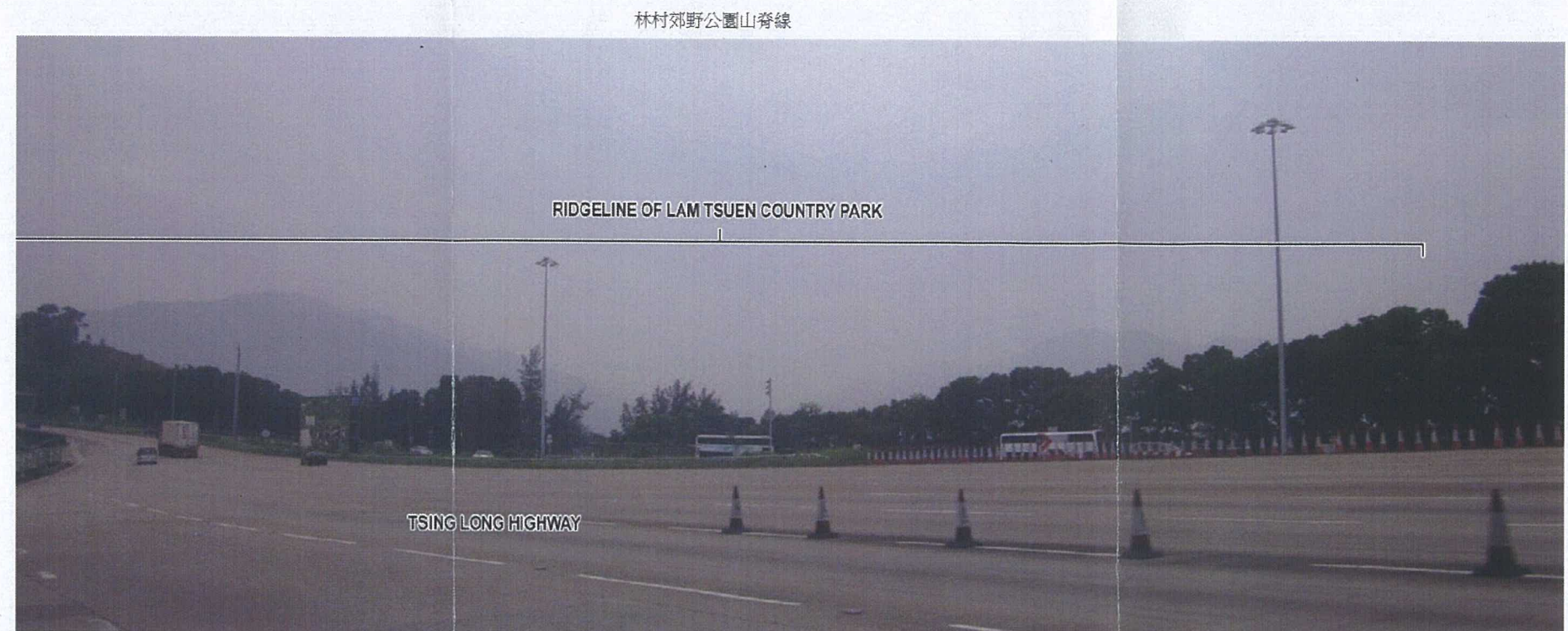


VP5-  
Viewpoint at Tsing Long Highway  
於青朗公路的瞭望點



Keyplan 位置圖

- Proposed PHMC Property Development  
擬議八鄉維修中心物業發展項目
- ..... Descending Building Height Profile  
樓宇高度下降



Before 發展前



After 發展後

本摘要圖於2015年4月27日擬備  
EXTRACT PLAN PREPARED ON 27.4.2015

錦上路站及八鄉維修中心用地的擬議發展的合成照片  
PHOTOMONTAGE FOR THE PROPOSED DEVELOPMENT AT  
KAM SHEUNG ROAD STATION AND  
PAT HEUNG MAINTENANCE CENTRE SITES

規劃署  
PLANNING DEPARTMENT

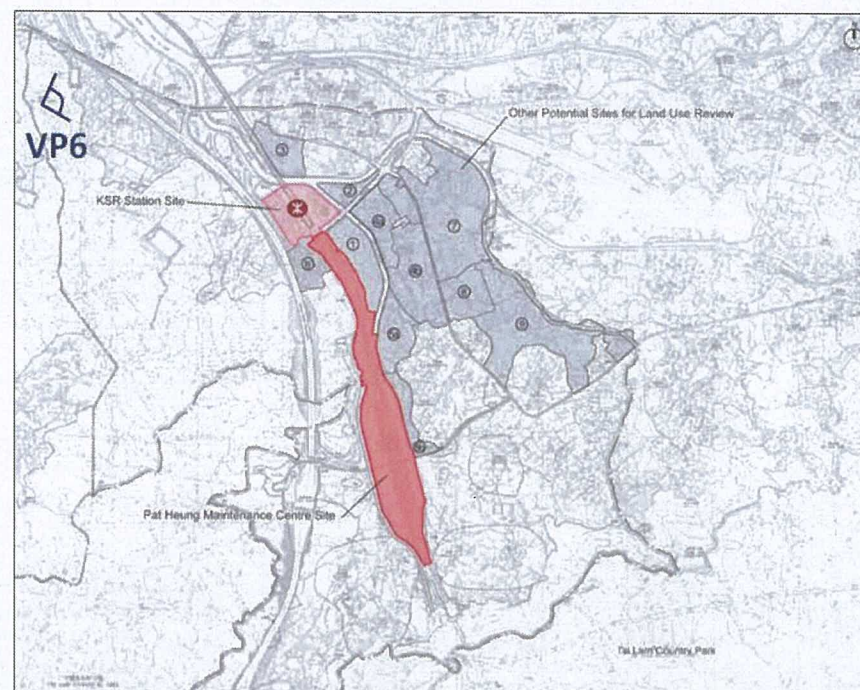


參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
11e



VP6-  
Viewpoint at Ho Hok Shan  
於蠔殼山的瞭望點



Keyplan 位置圖

- Proposed KSR Property Development  
擬議錦上路站物業發展項目
- Other Potential Development Sites  
其他具發展潛力用地
- View Corridor  
觀景廊



Before 發展前



After 發展後

本摘要圖於2015年4月29日擬備  
EXTRACT PLAN PREPARED ON 29.4.2015

錦上路站及八鄉維修中心用地的擬議發展的合成照片  
PHOTOMONTAGE FOR THE PROPOSED DEVELOPMENT AT  
KAM SHEUNG ROAD STATION AND  
PAT HEUNG MAINTENANCE CENTRE SITES

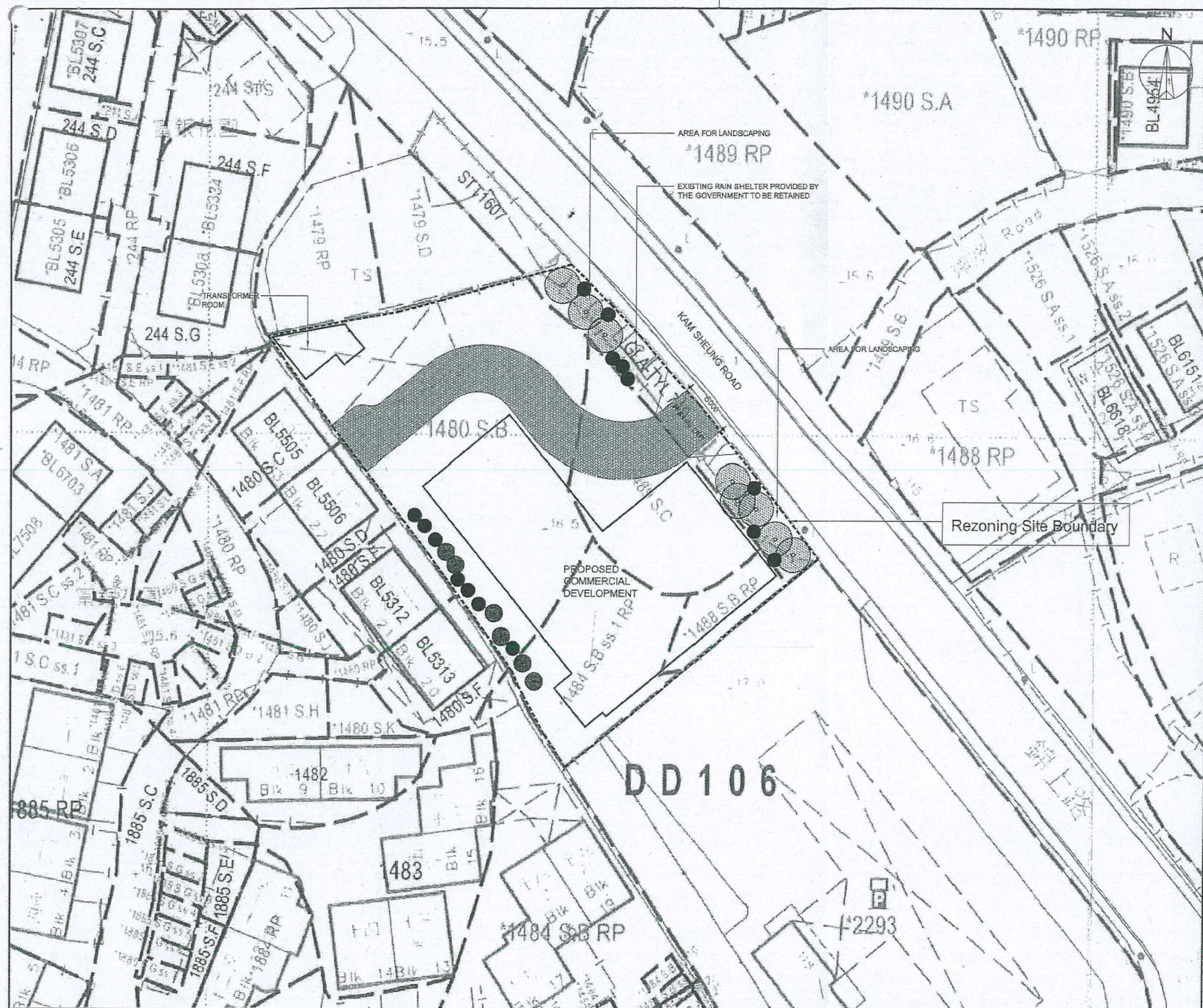
規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

圖 PLAN  
11f





NOTE:  
ALL DIMENSIONS TO BE VERIFIED ON SITE.  
DO NOT SCALE FROM DRAWING.

Rev.	Date	Amendment

K & W ARCHITECTS LTD  
關黃建築師有限公司

**K&W**

Project  
PROPOSED COMMERCIAL  
DEVELOPMENT IN KAM TIN,  
YUEN LONG, N.T.

Title  
**SITE PLAN**

Date MAY, 2013	Scale 1:400	Project Ref. D649
BD Ref.	FSD Ref.	Drawn/Checked by CH/AT
Rev.	Date 11 NOV. 2013	
Dwg No. D649S001		
Cad Ref. X-Project/D649/CAD		
Office Use		

Figure 4A

布局設計作標示用  
LAYOUT FOR INDICATIVE PURPOSE

本摘要圖於2015年4月30日擬備  
EXTRACT PLAN PREPARED ON 30.4.2015

位於錦上路的擬議商業發展計劃  
PROPOSED COMMERCIAL DEVELOPMENT SCHEME  
AT KAM SHEUNG ROAD

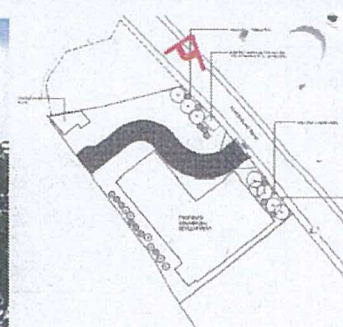
規劃署  
PLANNING DEPARTMENT



參考編號 REFERENCE No.  
M/YLE/15/52

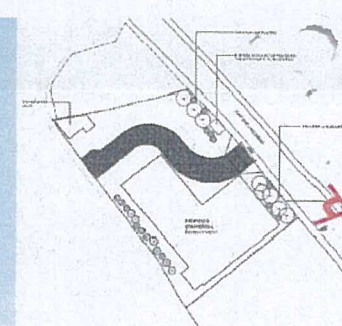
圖 PLAN  
12





Viewpoint A

Figure 9: Photomontages – Viewpoint A



Viewpoint B

Figure 10: Photomontages – Viewpoint B

位於錦上路的擬議商業發展的合成照片  
PHOTOMONTAGES FOR  
THE PROPOSED COMMERCIAL DEVELOPMENT  
AT KAM SHEUNG ROAD

本摘要圖於2015年4月24日擬備  
EXTRACT PLAN PREPARED ON 24.4.2015

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLE/15/52

圖 PLAN  
13