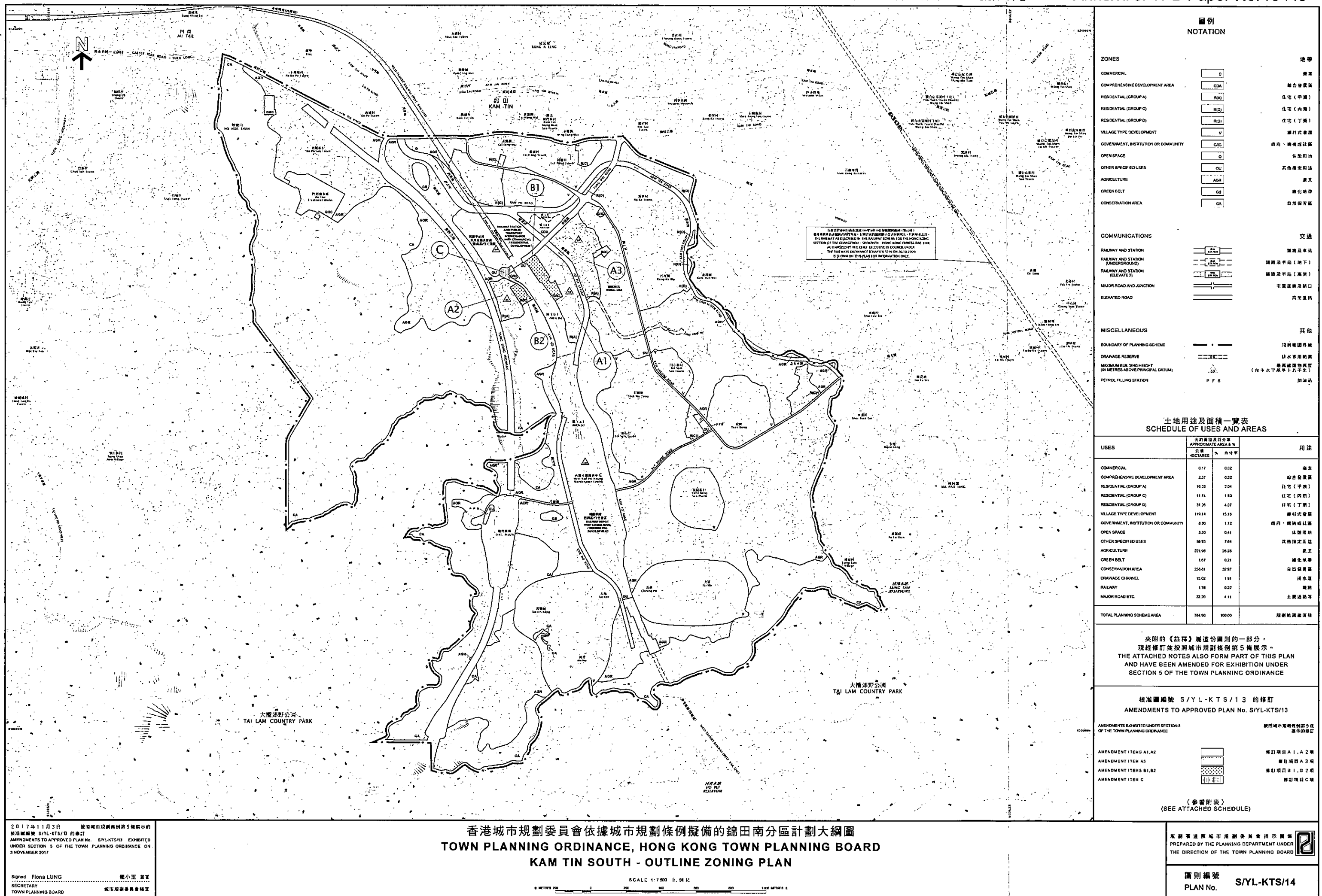




圖例 NOTATION

ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RA(A)
RESIDENTIAL (GROUP C)	RC(C)
RESIDENTIAL (GROUP D)	RD(D)
VILLAGE TYPE DEVELOPMENT	V
GOVERNMENT, INSTITUTION OR COMMUNITY	GICD
OPEN SPACE	O
OTHER SPECIFIED USES	OU
AGRICULTURE	AGR
GREEN BELT	GB
CONSERVATION AREA	CA
COMMUNICATIONS	交通
RAILWAY AND STATION	RAILWAY AND STATION
RAILWAY AND STATION (UNDERGROUND)	RAILWAY AND STATION (UNDERGROUND)
RAILWAY AND STATION (ELEVATED)	RAILWAY AND STATION (ELEVATED)
MAJOR ROAD AND JUNCTION	MAJOR ROAD AND JUNCTION
ELEVATED ROAD	ELEVATED ROAD
MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	BOUNDARY OF PLANNING SCHEME
DRAINAGE RESERVE	DRAINAGE RESERVE
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
PETROL FILLING STATION	PETROL FILLING STATION

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	
COMMERCIAL	0.17	0.02	商業
COMPREHENSIVE DEVELOPMENT AREA	2.51	0.32	綜合發展區
RESIDENTIAL (GROUP A)	16.03	2.04	住宅(甲類)
RESIDENTIAL (GROUP C)	11.74	1.50	住宅(丙類)
RESIDENTIAL (GROUP D)	31.06	4.07	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	116.14	15.16	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	8.80	1.12	政府、機構或社區
OPEN SPACE	3.20	0.41	休憩用地
OTHER SPECIFIED USES	56.93	7.44	其他指定用途
AGRICULTURE	221.90	28.78	農業
GREEN BELT	1.87	0.21	綠化地帶
CONSERVATION AREA	258.81	32.87	自然保育區
DRAINAGE CHANNEL	15.02	1.91	排水渠
RAILWAY	1.78	0.22	鐵路
MAJOR ROAD ETC.	32.20	4.11	主要道路等
TOTAL PLANNING SCHEME AREA	764.90	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/13 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-KTS/13

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEMS A1, A2
AMENDMENT ITEM A3
AMENDMENT ITEMS B1, B2
AMENDMENT ITEM C

(參看附表)
(SEE ATTACHED SCHEDULE)

2017年11月3日 按照城市規劃條例第5條展示的
核准圖編號 S/YL-KTS/13 的修訂
AMENDMENTS TO APPROVED PLAN No. S/YL-KTS/13 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
3 NOVEMBER 2017

Signed Fiona LUNG 龍小玉 簽署
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

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

規劃署遵照城市規劃條例第5條展示
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/YL-KTS/14

**SCHEDULE OF AMENDMENTS TO THE
APPROVED KAM TIN SOUTH OUTLINE ZONING PLAN
NO. S/YL-KTS/13
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. *Amendments to Matters shown on the Plan*

- Item A1 – Rezoning of a piece of land to the south of Tung Wui Road and to the west of Ho Pui Stream from “Agriculture” (“AGR”) to “Residential (Group A)” (“R(A)”) with stipulation of building height restriction.
- Item A2 – Rezoning of a piece of land to the south of Tung Wui Road and to the east of Tsing Long Highway from “AGR” to “R(A)” with stipulation of building height restriction.
- Item A3 – Rezoning of a piece of land to the south of Tung Wui Road and to the east of Ho Pui Stream from “Other Specified Uses” (“OU”) annotated “Rural Use” to “R(A)” with stipulation of building height restriction.
- Item B1 – Rezoning of a piece of land to the south of Tung Wui Road and to the east of Kam Ho Road from “AGR” to “Government, Institution or Community” (“G/IC”).
- Item B2 – Rezoning of a piece of land to the south of Tung Wui Road and to the west of Kam Ho Road from “AGR” to “G/IC”.
- Item C – Rezoning of part of Tung Wui Road and Kam Ho Road from “AGR” to area shown as ‘Road’.

II. *Amendments to the Notes of the Plan*

- (a) Incorporation of a new set of Notes for the “R(A)” zone with stipulation of development restrictions, minor relaxation clause for such restrictions and exemption clause for plot ratio calculation in the Remarks of the Notes.
- (b) Incorporation of an exemption clause for public vehicle park, or Government, institution, community or social welfare facilities, as required by the Government, to be exempted from plot ratio calculation in the Remarks of the Notes for the “R(A)” zone.
- (c) Revision to the exemption clause for plot ratio / gross floor area / site coverage calculation in relation to caretakers’ quarters and recreational facilities in the Remarks of the Notes for the “Comprehensive Development Area”, “Residential (Group C)”, “Residential (Group D)”, “OU(Railway Station and Public Transport Interchange with Commercial/Residential Development)”, “OU(Railway Depot with Commercial/Residential Development)” and “OU(Rural Use)” zones.

Town Planning Board

Lists of Representatives in respect of
the Draft Kam Tin South Outline Zoning Plan No. S/YL-KTS/14
《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》
申述人和提意見人名單

Representers 申述人

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-1	Hover Joy International Limited
TPB/R/S/YL-KTS/14-2	Noble Phoenix Investments Limited
TPB/R/S/YL-KTS/14-3	Masterplan Limited 領賢規劃顧問有限公司
TPB/R/S/YL-KTS/14-4	Chan Chi Cheong
TPB/R/S/YL-KTS/14-5	沈豪傑 (元朗區議員會主席)
TPB/R/S/YL-KTS/14-6	黎偉雄 (元朗區議員)
TPB/R/S/YL-KTS/14-7	蔡月榮 (八鄉錦上路發展關注組村代表, 召集人(水流田村村代表))
TPB/R/S/YL-KTS/14-8	土地正義聯盟
TPB/R/S/YL-KTS/14-9	朱凱迪
TPB/R/S/YL-KTS/14-10	Mr. Leung
TPB/R/S/YL-KTS/14-11	Lai Kwok Ho
TPB/R/S/YL-KTS/14-12	Lai Yick Ching
TPB/R/S/YL-KTS/14-13	Lam Chun Yu
TPB/R/S/YL-KTS/14-14	Lai Wing Lam
TPB/R/S/YL-KTS/14-15	王興
TPB/R/S/YL-KTS/14-16	徐淑琴
TPB/R/S/YL-KTS/14-17	朱淑霞
TPB/R/S/YL-KTS/14-18	黃伯樂
TPB/R/S/YL-KTS/14-19	朱淑芬
TPB/R/S/YL-KTS/14-20	周子浓
TPB/R/S/YL-KTS/14-21	黃倩卿
TPB/R/S/YL-KTS/14-22	羅顯榮
TPB/R/S/YL-KTS/14-23	陳松好
TPB/R/S/YL-KTS/14-24	梁彩蓮
TPB/R/S/YL-KTS/14-25	梁美蓮
TPB/R/S/YL-KTS/14-26	羅方苑

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-27	Ho Wai Ping
TPB/R/S/YL-KTS/14-28	Lai Sai Man
TPB/R/S/YL-KTS/14-29	Lok Kwok Kwan
TPB/R/S/YL-KTS/14-30	Choi Chau Lin
TPB/R/S/YL-KTS/14-31	彭麗
TPB/R/S/YL-KTS/14-32	Chan Chun Yau
TPB/R/S/YL-KTS/14-33	Yuen Xiao Qiao
TPB/R/S/YL-KTS/14-34	Ho Chun Pun
TPB/R/S/YL-KTS/14-35	Yuen Tsun Kit
TPB/R/S/YL-KTS/14-36	Ho Mei Mei
TPB/R/S/YL-KTS/14-37	Yuen Yick Shing
TPB/R/S/YL-KTS/14-38	Ho Leung Kuen
TPB/R/S/YL-KTS/14-39	Ho Chung Yan
TPB/R/S/YL-KTS/14-40	Ho Chung Ling
TPB/R/S/YL-KTS/14-41	Ho Chung Yi
TPB/R/S/YL-KTS/14-42	屈貴芳
TPB/R/S/YL-KTS/14-43	徐代棟
TPB/R/S/YL-KTS/14-44	馮正芝
TPB/R/S/YL-KTS/14-45	曾廣順
TPB/R/S/YL-KTS/14-46	陳春玲
TPB/R/S/YL-KTS/14-47	Tsui Hoi Leong
TPB/R/S/YL-KTS/14-48	Cheung Sze Tung
TPB/R/S/YL-KTS/14-49	梁潤福
TPB/R/S/YL-KTS/14-50	譚文娃
TPB/R/S/YL-KTS/14-51	李立信
TPB/R/S/YL-KTS/14-52	Chan Miu Ling
TPB/R/S/YL-KTS/14-53	謝信良
TPB/R/S/YL-KTS/14-54	譚榮禧
TPB/R/S/YL-KTS/14-55	蔡雪華
TPB/R/S/YL-KTS/14-56	Chan Hoi Shan
TPB/R/S/YL-KTS/14-57	Tang Kong Fai
TPB/R/S/YL-KTS/14-58	Andy Wong
TPB/R/S/YL-KTS/14-59	Au Pui Ling
TPB/R/S/YL-KTS/14-60	Chan Chi Ho Terry
TPB/R/S/YL-KTS/14-61	Chan Chui Fung

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-62	Chan Ka Wai
TPB/R/S/YL-KTS/14-63	Chan Ka Yan
TPB/R/S/YL-KTS/14-64	Chan Ka Yan
TPB/R/S/YL-KTS/14-65	Chan Kai Sun Kenneth
TPB/R/S/YL-KTS/14-66	Chan Kit Shan
TPB/R/S/YL-KTS/14-67	Chan Lai Ping
TPB/R/S/YL-KTS/14-68	Chan Wai Man
TPB/R/S/YL-KTS/14-69	Chang Yin Sheung
TPB/R/S/YL-KTS/14-70	Chankinwa Kin Wa
TPB/R/S/YL-KTS/14-71	Cheng Yu Chai
TPB/R/S/YL-KTS/14-72	Cheng Yu Ching
TPB/R/S/YL-KTS/14-73	Cheng Yu Kiu
TPB/R/S/YL-KTS/14-74	Cheng Yuet Mei
TPB/R/S/YL-KTS/14-75	Cheng Yuk Ho
TPB/R/S/YL-KTS/14-76	Cheuk Tat Kwong
TPB/R/S/YL-KTS/14-77	Cheung Ho Tin
TPB/R/S/YL-KTS/14-78	Cheung Sin Chun
TPB/R/S/YL-KTS/14-79	Cheung Siu Yin
TPB/R/S/YL-KTS/14-80	Cheung Yuk Wah
TPB/R/S/YL-KTS/14-81	Chic Pun Wing Alice
TPB/R/S/YL-KTS/14-82	Chow Hiu Kwan
TPB/R/S/YL-KTS/14-83	Chow Suk Fun
TPB/R/S/YL-KTS/14-84	Chu Kim Wai
TPB/R/S/YL-KTS/14-85	Chui Ch Uk Yin
TPB/R/S/YL-KTS/14-86	Chung Lai Ling
TPB/R/S/YL-KTS/14-87	Chung Yee Mei
TPB/R/S/YL-KTS/14-88	Chung Yuk Yiu
TPB/R/S/YL-KTS/14-89	Doris Lo
TPB/R/S/YL-KTS/14-90	Fok Po Lam
TPB/R/S/YL-KTS/14-91	Fong Mei Fung
TPB/R/S/YL-KTS/14-92	Fong Mei Ha
TPB/R/S/YL-KTS/14-93	Fong Mei king
TPB/R/S/YL-KTS/14-94	Fong Yung
TPB/R/S/YL-KTS/14-95	G Lam
TPB/R/S/YL-KTS/14-96	Ho Kit Yee Carol

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-97	Ho Lui Pik
TPB/R/S/YL-KTS/14-98	Hor Pui Wa Rowena
TPB/R/S/YL-KTS/14-99	Hou Yiu Sheung
TPB/R/S/YL-KTS/14-100	Huang Chuk Sze Tracy
TPB/R/S/YL-KTS/14-101	Hung Siu Yuen
TPB/R/S/YL-KTS/14-102	Ip Ka Man
TPB/R/S/YL-KTS/14-103	Ip Wing Hei
TPB/R/S/YL-KTS/14-104	Kan Man Fung
TPB/R/S/YL-KTS/14-105	Kelly Song
TPB/R/S/YL-KTS/14-106	Ko Shun Yuen
TPB/R/S/YL-KTS/14-107	Kong Chi Eai
TPB/R/S/YL-KTS/14-108	Kong Chi Wai
TPB/R/S/YL-KTS/14-109	Kong Yuen Fan
TPB/R/S/YL-KTS/14-110	Koon Ka Man
TPB/R/S/YL-KTS/14-111	Koon Shun Kwan
TPB/R/S/YL-KTS/14-112	Kwan Wing Chan
TPB/R/S/YL-KTS/14-113	Kwok Sze Wing
TPB/R/S/YL-KTS/14-114	Kwok Wai Yin Circle
TPB/R/S/YL-KTS/14-115	Kylie Chan Ka Yu
TPB/R/S/YL-KTS/14-116	Lai Ericka
TPB/R/S/YL-KTS/14-117	Lai Hoi Ning
TPB/R/S/YL-KTS/14-118	Lai hoi Wing
TPB/R/S/YL-KTS/14-119	Lai Wing Man
TPB/R/S/YL-KTS/14-120	Lai Yu Chung
TPB/R/S/YL-KTS/14-121	Lai Yuk King
TPB/R/S/YL-KTS/14-122	Lam Chi Wing
TPB/R/S/YL-KTS/14-123	Lam Chi Yan
TPB/R/S/YL-KTS/14-124	Lam Chun Wing
TPB/R/S/YL-KTS/14-125	Lam Hing Chim
TPB/R/S/YL-KTS/14-126	Lam Hiu Yeung
TPB/R/S/YL-KTS/14-127	Lam Kit Mun
TPB/R/S/YL-KTS/14-128	Lam Lai Fan
TPB/R/S/YL-KTS/14-129	Lam On Ki
TPB/R/S/YL-KTS/14-130	Lau Chi Ming
TPB/R/S/YL-KTS/14-131	Lau Hoi Tong

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-132	Lau Kwei Fong
TPB/R/S/YL-KTS/14-133	Lau Wai Chiu
TPB/R/S/YL-KTS/14-134	Lee
TPB/R/S/YL-KTS/14-135	Lee Cheuk Wing
TPB/R/S/YL-KTS/14-136	Lee Chung Him
TPB/R/S/YL-KTS/14-137	Lee Mei Yuk
TPB/R/S/YL-KTS/14-138	Lee Mei Yuk
TPB/R/S/YL-KTS/14-139	Lee Shuk Man
TPB/R/S/YL-KTS/14-140	Lee Yin Ping
TPB/R/S/YL-KTS/14-141	Leung Ka Wai
TPB/R/S/YL-KTS/14-142	Leung Lai Sim Candice
TPB/R/S/YL-KTS/14-143	Leung Lok Kwan
TPB/R/S/YL-KTS/14-144	Leung Pui Fong
TPB/R/S/YL-KTS/14-145	Leung Pui Shan
TPB/R/S/YL-KTS/14-146	Leung Shu Tak
TPB/R/S/YL-KTS/14-147	Leung Yiu Ki
TPB/R/S/YL-KTS/14-148	Li Siu Wah
TPB/R/S/YL-KTS/14-149	Li Suk Fun Gloria
TPB/R/S/YL-KTS/14-150	Li Yi On Bianca
TPB/R/S/YL-KTS/14-151	Lin Ho Ching
TPB/R/S/YL-KTS/14-152	Lin Hoi Hing
TPB/R/S/YL-KTS/14-153	Lin Tsui Na
TPB/R/S/YL-KTS/14-154	Liu Nga Yan
TPB/R/S/YL-KTS/14-155	Liu Wai Yip
TPB/R/S/YL-KTS/14-156	Lo Kwok Yu
TPB/R/S/YL-KTS/14-157	Lo Pui Shan
TPB/R/S/YL-KTS/14-158	Luk Ka Man
TPB/R/S/YL-KTS/14-159	Luk Yan Ting
TPB/R/S/YL-KTS/14-160	Ma Man Yuen
TPB/R/S/YL-KTS/14-161	Ma Po Lam
TPB/R/S/YL-KTS/14-162	Mak Siu Lin Daisy
TPB/R/S/YL-KTS/14-163	Mak Sze Suen
TPB/R/S/YL-KTS/14-164	Man Tin Leung
TPB/R/S/YL-KTS/14-165	Mew Tin Wai
TPB/R/S/YL-KTS/14-166	Miss Kwok

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-167	Mui Yee Ming
TPB/R/S/YL-KTS/14-168	Natalie Kwok
TPB/R/S/YL-KTS/14-169	Ng Sai Man
TPB/R/S/YL-KTS/14-170	Ng Siu Kiu
TPB/R/S/YL-KTS/14-171	Ng Wai Chun
TPB/R/S/YL-KTS/14-172	Or Min Ching
TPB/R/S/YL-KTS/14-173	Poon Mei Sze
TPB/R/S/YL-KTS/14-174	Puikeli Li
TPB/R/S/YL-KTS/14-175	Renee Loh
TPB/R/S/YL-KTS/14-176	Samantha Man
TPB/R/S/YL-KTS/14-177	Siu Chiu Kit
TPB/R/S/YL-KTS/14-178	Siu Kwok Wai
TPB/R/S/YL-KTS/14-179	Siu Wing Yan
TPB/R/S/YL-KTS/14-180	Siu Yat Lok
TPB/R/S/YL-KTS/14-181	So Tsz Kwan
TPB/R/S/YL-KTS/14-182	So Yuen Sze
TPB/R/S/YL-KTS/14-183	So Yuk Sze
TPB/R/S/YL-KTS/14-184	Tang Hoi Yu
TPB/R/S/YL-KTS/14-185	Tang Ka Wai
TPB/R/S/YL-KTS/14-186	Tang Kam Sing
TPB/R/S/YL-KTS/14-187	Tang King Ming
TPB/R/S/YL-KTS/14-188	Tang Nga Wa
TPB/R/S/YL-KTS/14-189	Tsang Ka Wai
TPB/R/S/YL-KTS/14-190	Tsang Mei Yi
TPB/R/S/YL-KTS/14-191	Tse Mei Chi Maisy
TPB/R/S/YL-KTS/14-192	Tse Wing Kwong
TPB/R/S/YL-KTS/14-193	Tso Wing Yip
TPB/R/S/YL-KTS/14-194	Tsui Lok Sze
TPB/R/S/YL-KTS/14-195	Tsui Wai Ming
TPB/R/S/YL-KTS/14-196	Tung Ming Hong
TPB/R/S/YL-KTS/14-197	Vivian Cheung
TPB/R/S/YL-KTS/14-198	Wai Siu Kit
TPB/R/S/YL-KTS/14-199	Wan Chai Ho
TPB/R/S/YL-KTS/14-200	Wan Lai Chun
TPB/R/S/YL-KTS/14-201	Wan Peggy

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-202	Wan Po Ki
TPB/R/S/YL-KTS/14-203	Wan Yuen Wo
TPB/R/S/YL-KTS/14-204	Wing Sum Wong
TPB/R/S/YL-KTS/14-205	Wo Man Yee Wendy
TPB/R/S/YL-KTS/14-206	Wong Fung Yi
TPB/R/S/YL-KTS/14-207	Wong Chi In
TPB/R/S/YL-KTS/14-208	Wong Ching Yin
TPB/R/S/YL-KTS/14-209	Wong Ching Yin
TPB/R/S/YL-KTS/14-210	Wong Daisy
TPB/R/S/YL-KTS/14-211	Wong Hei Yin
TPB/R/S/YL-KTS/14-212	Wong In Ping
TPB/R/S/YL-KTS/14-213	Wong Kin Lui
TPB/R/S/YL-KTS/14-214	Wong Lai Ha
TPB/R/S/YL-KTS/14-215	Wong Lai Wing
TPB/R/S/YL-KTS/14-216	Wong Ngo Yin
TPB/R/S/YL-KTS/14-217	Wong Pong Lee
TPB/R/S/YL-KTS/14-218	Wong Shuk Chun
TPB/R/S/YL-KTS/14-219	Wong Siu Yuk
TPB/R/S/YL-KTS/14-220	Wong Suet Mui
TPB/R/S/YL-KTS/14-221	Wong Wai Kwan
TPB/R/S/YL-KTS/14-222	Wong Wai Un
TPB/R/S/YL-KTS/14-223	Wong Yee Hung
TPB/R/S/YL-KTS/14-224	Wong Yin Ping
TPB/R/S/YL-KTS/14-225	Wong Yiu Fu
TPB/R/S/YL-KTS/14-226	Wright Fu
TPB/R/S/YL-KTS/14-227	Wu Ka Yee
TPB/R/S/YL-KTS/14-228	Wu Po Lung
TPB/R/S/YL-KTS/14-229	Wu Tat Man
TPB/R/S/YL-KTS/14-230	Yick Siu Man
TPB/R/S/YL-KTS/14-231	Yip Sau Ling
TPB/R/S/YL-KTS/14-232	Yuen Ho Yi Ruby
TPB/R/S/YL-KTS/14-233	Yuen Suk Yee
TPB/R/S/YL-KTS/14-234	YYY Yin
TPB/R/S/YL-KTS/14-235	田嘉良
TPB/R/S/YL-KTS/14-236	田演霞

Representation No. 申 述 個 案 編 號	Name of 'Representer' 申 述 人 名 稱
TPB/R/S/YL-KTS/14-237	田錦國
TPB/R/S/YL-KTS/14-238	何良偉
TPB/R/S/YL-KTS/14-239	何欣欣
TPB/R/S/YL-KTS/14-240	何莉莉
TPB/R/S/YL-KTS/14-241	何詠詩
TPB/R/S/YL-KTS/14-242	吳惠卿
TPB/R/S/YL-KTS/14-243	吳霞
TPB/R/S/YL-KTS/14-244	李恩慈
TPB/R/S/YL-KTS/14-245	李群珍
TPB/R/S/YL-KTS/14-246	李衛紅
TPB/R/S/YL-KTS/14-247	冼詠茵
TPB/R/S/YL-KTS/14-248	林知勤
TPB/R/S/YL-KTS/14-249	林金燕
TPB/R/S/YL-KTS/14-250	林衍
TPB/R/S/YL-KTS/14-251	林朗兒
TPB/R/S/YL-KTS/14-252	林詠儀
TPB/R/S/YL-KTS/14-253	唐嘉傑
TPB/R/S/YL-KTS/14-254	徐代棟
TPB/R/S/YL-KTS/14-255	徐雪美
TPB/R/S/YL-KTS/14-256	徐樂思
TPB/R/S/YL-KTS/14-257	區國權
TPB/R/S/YL-KTS/14-258	張子健
TPB/R/S/YL-KTS/14-259	張家慈
TPB/R/S/YL-KTS/14-260	張雪雄
TPB/R/S/YL-KTS/14-261	張錦祥
TPB/R/S/YL-KTS/14-262	張賽冰
TPB/R/S/YL-KTS/14-263	曹觀妹
TPB/R/S/YL-KTS/14-264	梁德明
TPB/R/S/YL-KTS/14-265	梁慧兒
TPB/R/S/YL-KTS/14-266	章耀華
TPB/R/S/YL-KTS/14-267	章耀輝
TPB/R/S/YL-KTS/14-268	莊芳珍
TPB/R/S/YL-KTS/14-269	郭順芳
TPB/R/S/YL-KTS/14-270	陳永祥
TPB/R/S/YL-KTS/14-271	陳仲洋

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-272	陳志來
TPB/R/S/YL-KTS/14-273	陳志華
TPB/R/S/YL-KTS/14-274	陳松歡
TPB/R/S/YL-KTS/14-275	陳若琪
TPB/R/S/YL-KTS/14-276	陳倩玉
TPB/R/S/YL-KTS/14-277	陳浩珊
TPB/R/S/YL-KTS/14-278	陳頌恩
TPB/R/S/YL-KTS/14-279	麥穎莊
TPB/R/S/YL-KTS/14-280	黃漢桑
TPB/R/S/YL-KTS/14-281	彭裕康
TPB/R/S/YL-KTS/14-282	彭韻詩
TPB/R/S/YL-KTS/14-283	曾遠承
TPB/R/S/YL-KTS/14-284	馮正芝
TPB/R/S/YL-KTS/14-285	馮佩涼
TPB/R/S/YL-KTS/14-286	馮錦賢
TPB/R/S/YL-KTS/14-287	黃伊玲
TPB/R/S/YL-KTS/14-288	黃伊婷
TPB/R/S/YL-KTS/14-289	黃伊雯
TPB/R/S/YL-KTS/14-290	黃君偉
TPB/R/S/YL-KTS/14-291	黃俊朗
TPB/R/S/YL-KTS/14-292	楊以報
TPB/R/S/YL-KTS/14-293	楊家耀
TPB/R/S/YL-KTS/14-294	葉奕珊
TPB/R/S/YL-KTS/14-295	趙俊充
TPB/R/S/YL-KTS/14-296	趙俊名
TPB/R/S/YL-KTS/14-297	歐陽蓓麗
TPB/R/S/YL-KTS/14-298	歐陽廣榮
TPB/R/S/YL-KTS/14-299	潘國輝
TPB/R/S/YL-KTS/14-300	鄧妙蓮
TPB/R/S/YL-KTS/14-301	鄧森
TPB/R/S/YL-KTS/14-302	鄭善德
TPB/R/S/YL-KTS/14-303	鄭錦珊
TPB/R/S/YL-KTS/14-304	黎一緯
TPB/R/S/YL-KTS/14-305	蕭潔貞
TPB/R/S/YL-KTS/14-306	賴東有

Representation No. 申述個案編號	Name of 'Representer' 申述人名稱
TPB/R/S/YL-KTS/14-307	賴金玲
TPB/R/S/YL-KTS/14-308	賴運芬
TPB/R/S/YL-KTS/14-309	賴潔珍
TPB/R/S/YL-KTS/14-310	賴應洪
TPB/R/S/YL-KTS/14-311	羅惠芳
TPB/R/S/YL-KTS/14-312	羅嘉耀
TPB/R/S/YL-KTS/14-313	羅顯榮
TPB/R/S/YL-KTS/14-314	羅顯榮
TPB/R/S/YL-KTS/14-315	Betty Wong
TPB/R/S/YL-KTS/14-316	Teresa Chiu
TPB/R/S/YL-KTS/14-317	Yip Wing Yan
TPB/R/S/YL-KTS/14-318	Mass Transit Railway Corporation Limited 香港鐵路有限公司
TPB/R/S/YL-KTS/14-319	World Wide Fund for Nature Hong Kong 世界自然基金會香港分會
TPB/R/S/YL-KTS/14-320	Mary

Commenters 提意見人

Comments on Representation No. 意見編號	Name of 'Commenter' 提意見人名稱
TPB/R/S/YL-KTS/14-C1	Hover Joy International Limited
TPB/R/S/YL-KTS/14-C2	Roger Nissim
TPB/R/S/YL-KTS/14-C3	Masterplan Limited 領賢規劃顧問有限公司
TPB/R/S/YL-KTS/14-C4	Ruy Baretto S.C.
TPB/R/S/YL-KTS/14-C5	黎偉雄 (元朗區議員)
TPB/R/S/YL-KTS/14-C6	黃偉賢 (元朗區議員)
TPB/R/S/YL-KTS/14-C7	蔡月榮 (八鄉錦上路發展關注組村代表, 召集人(水流田村村代表))
TPB/R/S/YL-KTS/14-C8	Chan Wai Yee
TPB/R/S/YL-KTS/14-C9	Delight World Limited
TPB/R/S/YL-KTS/14-C10	Keith Au
TPB/R/S/YL-KTS/14-C11	杜嘉倫區議員
TPB/R/S/YL-KTS/14-C12	Chan Miu Chu
TPB/R/S/YL-KTS/14-C13	Yip Yik Shan
TPB/R/S/YL-KTS/14-C14	Lam On Ki
TPB/R/S/YL-KTS/14-C15	Chic Pun Win Alice
TPB/R/S/YL-KTS/14-C16	Hor Pui Wa Rowena
TPB/R/S/YL-KTS/14-C17	Wong In Ping
TPB/R/S/YL-KTS/14-C18	陳耀宗
TPB/R/S/YL-KTS/14-C19	Luk Yan Ting
TPB/R/S/YL-KTS/14-C20	Chan Shek Wah
TPB/R/S/YL-KTS/14-C21	Li Pui Kei
TPB/R/S/YL-KTS/14-C22	Wong Ho Wah
TPB/R/S/YL-KTS/14-C23	So Yim Ching Loretta
TPB/R/S/YL-KTS/14-C24	Siu Ka Hung
TPB/R/S/YL-KTS/14-C25	Yeung Lap Kai
TPB/R/S/YL-KTS/14-C26	Kwok Siu Kit
TPB/R/S/YL-KTS/14-C27	Ho Chung Yan
TPB/R/S/YL-KTS/14-C28	Lee Nga Fan
TPB/R/S/YL-KTS/14-C29	Lai Ka Chung
TPB/R/S/YL-KTS/14-C30	Wong Hiu Tung

Comments on Representation No. 意見編號	Name of 'Commenter' 提意見人名稱
TPB/R/S/YL-KTS/14-C31	Ho Wai Ling
TPB/R/S/YL-KTS/14-C32	劉凱文
TPB/R/S/YL-KTS/14-C33	Kong Yuen Fan
TPB/R/S/YL-KTS/14-C34	Lam Tak Shing
TPB/R/S/YL-KTS/14-C35	Mok Wing Lam
TPB/R/S/YL-KTS/14-C36	Renee Loh
TPB/R/S/YL-KTS/14-C37	Tam Kai Hei
TPB/R/S/YL-KTS/14-C38	Leung Shing Yan
TPB/R/S/YL-KTS/14-C39	Cheung Shuk Fong
TPB/R/S/YL-KTS/14-C40	Ms. Fok Sin Ying
TPB/R/S/YL-KTS/14-C41	Chan Ka Yu
TPB/R/S/YL-KTS/14-C42	Chan Kit Shan
TPB/R/S/YL-KTS/14-C43	Lau Kwei Fong
TPB/R/S/YL-KTS/14-C44	Tsang Pui Sheung
TPB/R/S/YL-KTS/14-C45	潘詠詩
TPB/R/S/YL-KTS/14-C46	Chung Ka Wing
TPB/R/S/YL-KTS/14-C47	Wai Siu Kit
TPB/R/S/YL-KTS/14-C48	Patrick Tam
TPB/R/S/YL-KTS/14-C49	Cheng Hok Leung
TPB/R/S/YL-KTS/14-C50	Hui Wai Man Yuko
TPB/R/S/YL-KTS/14-C51	Tang Ming Chun
TPB/R/S/YL-KTS/14-C52	Kung Wing Ha
TPB/R/S/YL-KTS/14-C53	朱薇
TPB/R/S/YL-KTS/14-C54	Ng Yuk Ying
TPB/R/S/YL-KTS/14-C55	姚婉玲
TPB/R/S/YL-KTS/14-C56	杜卓軒
TPB/R/S/YL-KTS/14-C57	Or Min Ching
TPB/R/S/YL-KTS/14-C58	Wong Suet Mui Elly
TPB/R/S/YL-KTS/14-C59	Tsang Yuen Shing
TPB/R/S/YL-KTS/14-C60	Chui Chi Hung
TPB/R/S/YL-KTS/14-C61	Lau Meow Wah
TPB/R/S/YL-KTS/14-C62	Vicky Chan
TPB/R/S/YL-KTS/14-C63	Mandy Cheung
TPB/R/S/YL-KTS/14-C64	Ben Cheung
TPB/R/S/YL-KTS/14-C65	Ada Ho

Comments on Representation No. 意見編號	Name of 'Commenter' 提意見人名稱
TPB/R/S/YL-KTS/14-C66	Daisy Lee
TPB/R/S/YL-KTS/14-C67	Ko Lap Sam
TPB/R/S/YL-KTS/14-C68	So Tsz Kwan Fatima
TPB/R/S/YL-KTS/14-C69	Tang Kwan Ho
TPB/R/S/YL-KTS/14-C70	Cheung Yuk Wah
TPB/R/S/YL-KTS/14-C71	Jo Chui
TPB/R/S/YL-KTS/14-C72	Andrew Chak Yan Fung
TPB/R/S/YL-KTS/14-C73	楊培玲
TPB/R/S/YL-KTS/14-C74	梁德明
TPB/R/S/YL-KTS/14-C75	潘倩敏
TPB/R/S/YL-KTS/14-C76	Tang Kam Sing
TPB/R/S/YL-KTS/14-C77	鄧鋼輝
TPB/R/S/YL-KTS/14-C78	徐淑琴
TPB/R/S/YL-KTS/14-C79	馮芷芝
TPB/R/S/YL-KTS/14-C80	徐代棟
TPB/R/S/YL-KTS/14-C81	Tsui Hoi Leong
TPB/R/S/YL-KTS/14-C82	Cheung Sze Tung
TPB/R/S/YL-KTS/14-C83	張思賢
TPB/R/S/YL-KTS/14-C84	陳凱姿
TPB/R/S/YL-KTS/14-C85	Samuel Lai
TPB/R/S/YL-KTS/14-C86	Yeung Wing Chi
TPB/R/S/YL-KTS/14-C87	KY Chan
TPB/R/S/YL-KTS/14-C88	區國權
TPB/R/S/YL-KTS/14-C89	Ng Chek Hang
TPB/R/S/YL-KTS/14-C90	Joanne Tsang
TPB/R/S/YL-KTS/14-C91	Clara Tam
TPB/R/S/YL-KTS/14-C92	Siu Tin
TPB/R/S/YL-KTS/14-C93	Chan Shui Fai
TPB/R/S/YL-KTS/14-C94	Ka Lok
TPB/R/S/YL-KTS/14-C95	Rita
TPB/R/S/YL-KTS/14-C96	Peter Wong
TPB/R/S/YL-KTS/14-C97	Jason Chan
TPB/R/S/YL-KTS/14-C98	Ivan Lam
TPB/R/S/YL-KTS/14-C99	Vivian Cheung
TPB/R/S/YL-KTS/14-C100	Yiu Wai Tung

Comments on Representation No. 意見編號	Name of 'Commenter' 提意見人名稱
TPB/R/S/YL-KTS/14-C101	Chung Ka Wing
TPB/R/S/YL-KTS/14-C102	Cherry Wong
TPB/R/S/YL-KTS/14-C103	Cherry
TPB/R/S/YL-KTS/14-C104	Chan Wai Sum
TPB/R/S/YL-KTS/14-C105	Mole Yeung
TPB/R/S/YL-KTS/14-C106	梁日信
TPB/R/S/YL-KTS/14-C107	曹觀妹
TPB/R/S/YL-KTS/14-C108	YYY Yin
TPB/R/S/YL-KTS/14-C109	Cheng Yu Ching
TPB/R/S/YL-KTS/14-C110	Cheng Yu Chai
TPB/R/S/YL-KTS/14-C111	Cheng Yuet Mei
TPB/R/S/YL-KTS/14-C112	Cheng Yuk Ho
TPB/R/S/YL-KTS/14-C113	Cheng Yu Kiu
TPB/R/S/YL-KTS/14-C114	Lam Hiu Yeung
TPB/R/S/YL-KTS/14-C115	陳志來
TPB/R/S/YL-KTS/14-C116	陳志華
TPB/R/S/YL-KTS/14-C117	張錦祥
TPB/R/S/YL-KTS/14-C118	馮佩涼
TPB/R/S/YL-KTS/14-C119	李群珍
TPB/R/S/YL-KTS/14-C120	賴金玲
TPB/R/S/YL-KTS/14-C121	賴應洪
TPB/R/S/YL-KTS/14-C122	李衛紅
TPB/R/S/YL-KTS/14-C123	彭裕康
TPB/R/S/YL-KTS/14-C124	彭韻詩
TPB/R/S/YL-KTS/14-C125	羅惠芳
TPB/R/S/YL-KTS/14-C126	張賽冰
TPB/R/S/YL-KTS/14-C127	何詠詩
TPB/R/S/YL-KTS/14-C128	田錦國
TPB/R/S/YL-KTS/14-C129	田嘉良
TPB/R/S/YL-KTS/14-C130	田演霞
TPB/R/S/YL-KTS/14-C131	Sergey Chay
TPB/R/S/YL-KTS/14-C132	Mary Mulvihill
TPB/R/S/YL-KTS/14-C133	Green Sense 環保觸覺

**Summary of Representations and Comments on Representations and Planning Department's Responses
in respect of the Draft Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/14**

Representation No. (TPBRS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
R1	R1 Hover Joy International Limited	Oppose to all Items which should be removed from the draft OZP. <u>Major Grounds of Representations</u> <i>LUR - Public Engagement and Technical Assessments</i> (a) The proposed amendments are based on the recommendations of the Land Use Review for Kam Tin South and Pat Heung (LUR) which covered a study area of about 785 ha from which 152 ha was identified as developable area. According to the recommendation of the LUR, there will be a total of 33,701 flats for a total population of about 92,800. The proposed development is comparable to a New Development Area (NDA). (b) The LUR had not followed the study process of development of similar nature (e.g. Northeast New Territories, Hung Shui Kiu, Lok Ma Chau Loop, Yuen Long South and Tung Chung new town extension). There was no 3-stage public engagement exercise for the LUR, only limited and selective local consultations/briefings had been conducted. Also, only broad technical assessments (but not engineering feasibility study (EFS)) had been undertaken to	<i>LUR</i> (a) The LUR was a district-based land use review and had been completed in 2014. In 2015, the two West Rail sites were subsequently rezoned for residential development to meet the pressing demand for housing supply. During the publication period of the relevant OZP amendments, representations raising similar concerns on the LUR, such as low development intensity, piecemeal rezoning, and lack of public engagement were received. After consideration of the representations, the Board decided not to uphold the representations. The draft OZP No. S/YL-KTS/12 was approved by the Chief Executive-in-Council (CE in C) on 30.8.2016. For the current OZP amendment, it is to take forward the proposed public housing and GIC developments at Sites 1, 4a and 6. Development of the remaining potential housing sites identified in the LUR does not form part of the current OZP amendments. <i>LUR - Public Engagement</i> (a) When preparing for development/planning studies and land

Representation No. (TPB/RS/ML-KIS/14)	Representer	Gist of Representation	Responses to Representation
		comprehensively and holistically assess and confirm the technical feasibility of the proposed development in the LUR. (c) There was no publication of the study process of the LUR. The LUR and its technical assessments are not available at Planning Department (PlanD)'s public enquiry counter nor attached to the relevant Town Planning Board (TPB) Paper for public's inspection.	use reviews, the Government will work out appropriate public consultation arrangements for collecting public views in the light of the individual situation of the project and taking into account factors such as the planning objectives, study area, land uses, scale and implementation programme of the project, etc. Depending upon the circumstances of individual planning study or land use review, public consultation can be carried out in different forms, including public forums, community workshops, briefing sessions, focus group meetings and collection of written submissions. (b) The Kam Tin/Pat Heung area has not been identified as a NDA. The LUR was a district-based land use review to assess the development potential of sites adjoining the Kam Sheung Road Station (KSRS), rather than a planning and engineering study for NDA. The consultations arranged by the Government for the consultations undertaken for the LUR thus mainly covered local stakeholders, including District Council (DC), Rural Committees (RCs) and resident/concern groups. On 11.4.2014, the findings and recommendations of the LUR were reported to the Town Planning Board (the Board). Since, then, a public consultation with stakeholders, including the Yuen Long District Council (YLDC), Kam Tin RC (KTRC), Pat Heung RC (PHRC), key YLDC members, local farmers, villagers,

Representation No. (TPB/RS/XL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		<i>LUR - Environmental Impact Assessment (EIA)</i> (a) According to Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO), EFS with a study area of more than 20ha or a population of more than 100,000 is a designated project. As such, the urban development projects identified in the LUR (cover more than 20 ha) should be a designated project and go through the	green groups and concern groups was conducted between April and December 2014. <i>LUR - Technical Assessments</i> (a) The main report of the LUR, including a summary of technical assessments had been attached to the relevant TPB Paper and submitted for TPB's consideration in 2014. A full set of the main report and technical assessments (including Traffic Impact Assessment, Sewerage Impact Assessment, Drainage Impact Assessment, Visual Impact Assessment, Air Ventilation Assessment, Preliminary Environment Review, Ecological Assessment, Urban Design Assessment, etc.) had been deposited at the Secretariat for Board members' reference. Subsequently, the full set of the main report and technical assessments were made available for public inspection at Planning Department (PlanD)'s enquiry counters. <i>LUR - Environmental Impact Assessment (EIA)</i> (a) The LUR was a district-based planning exercise (instead of an EFS), mainly to examine the development potential of the KSRs and Pat Heung Maintenance Centre (PHMC) as well as the feasibility of using their adjoining land for housing development. It did not constitute a Major Designated Project Requiring Environmental Impact Assessment Report

Representation No. (TPBRS/YL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		statutory procedures under the ELAO. The Director of Environmental Protection owes a duty to take enforcement action pursuant to s.3(3) of the ELAO and the Board should not accept the proposed amendments. <i>LUR - Role of Mass Transit Rail Corporation Limited (MTRCL)</i> (a) The Government by-pass the normal procedures of recruiting consultants to conduct the LUR through open tender but engaged MRTCL with clear conflict of interest. MTRCL is a major land developer, in addition to the railway operations. In view of its substantial interests (in relation to West Rail, KSRS, and PHMC), the engagement of MTRCL in the LUR involved a conflict of interest and has tainted the impartiality of the assessments and recommendations of the LUR.	under Schedule 3 of the ELAO. In addition, the proposed housing developments at the two West Rail sites and Sites 1, 4a and 6 are not designated projects under the ELAO. Technical assessments including preliminary environmental assessment have been conducted and confirmed that no insurmountable environmental impact is envisaged with implementation of appropriate mitigation measures. For future studies and works for the remaining potential housing sites identified in the LUR, Environmental Protection Department (EPD) would be consulted on the potential designated projects under the ELAO when the scope of the relevant studies and works are defined in due course. <i>LUR - Role of MTRCL</i> (a) West Rail property development projects, including the property development at KSRS and PHMC, are implemented by the Kowloon-Canton Railway Corporation (KCRC) and the MTRCL serving as KCRC's agent based on the model of the West Rail property development. The LUR was undertaken by PlanD, assisted by the MTRCL. In this regard, PlanD with technical support from the MTRCL had completed the LUR based on the technical data that had been collected.

Representation No. (TPB/RS/ML-KTS/14)	Representer	Gist of Representation	Responses to Representation
		LUR - Piecemeal Development (a) 14 potential housing sites had been identified and recommended under the LUR. However, amendments to the OZP were under a piecemeal approach with the two West Rail sites rezoned as the first batch in 2015, followed by the current amendments for the three public housing sites. Such approach gave the Board and the public an incomplete and inadequate planning and implementation picture. It also deprived the Board and the public the opportunity to consider the development projects in a holistic and comprehensive manner.	LUR - Piecemeal Development (a) The LUR, which was completed in March 2014, was a district-based planning exercise, mainly examining the development potential of the West Rail KSRS and the PHMC, as well as the feasibility of using their adjoining land for housing development. A total of 14 potential housing sites have been identified. Public consultation of the LUR had been conducted (see responses under sub-heading 'LUR – Public Engagement' above). Based on the findings of the LUR, five sites, including the concerned public housing Sites 1, 4a and 6 around the KSRS are proposed to be taken forward to meet the pressing housing demand and capitalize on the strategic location in proximity to the rail network. The remaining 9 potential housing sites under the LUR would be subject to further study on provision of supporting infrastructures, and there is no implementation plan taking into account the infrastructure constraints, particularly the capacity of the sewage treatment facilities. Technical assessment has not yet been conducted to support the rezoning of the remaining sites.
		Technical Assessments & Implementation of Mitigation Measures (a) The concerned sites (i.e. two West Rail sites and Sites 1, 4a and 6) were rezoned to "Other Specified Uses" ("OU")	Technical Assessments & Implementation of Mitigation Measures (a) To ascertain the technical feasibility of the proposed public housing and GIC developments at Sites 1, 4a and 6 (including

Representation No. (TPBR/SYL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		and "Residential (Group A)" ("R(A)") zones with commercial and residential developments under Column 1 and no planning permission is required from the Board. Planning control are of fundamental importance as no EFS or detailed technical assessment of the entire area had been conducted. For the current proposed amendments for the three public housing sites, the relevant technical assessments revealed numerous fundamental constraints such as insufficient road capacity, infrastructure constraints, etc. There is no enforcement mechanism through the zoning over the implementation of the recommended mitigation measures.	the site formation and infrastructure works), technical assessments on traffic, environmental, visual and air ventilation, ecological, landscape, sewerage, drainage and water supply have been conducted by the Civil Engineering and Development Department (CEDD) and Housing Department (HD). It is confirmed that the proposed developments would not cause insurmountable problems on traffic and other infrastructural capacity as well as the environmental aspects. CEDD will provide supporting infrastructure including road works, sewerage, drainage, etc. which is necessary for the housing developments. (b) In the detailed design stage, HD will refine the development scheme of the public housing developments and carry out necessary technical assessments. Agreement from respective government departments/authorities on the technical assessments and recommended mitigation measures will be sought. The necessary practicable mitigation measures will be incorporated as required. Planning brief(s) for the public housing developments will also be prepared to set out the planning parameters and the design requirements of individual sites as well as the detailed technical studies to be undertaken by the HD at the detailed design stage.

Representation No. (TPB/RS/YL-KTS/14-)	Representer	Gist of Representation	Responses to Representation
R2	R2 Noble Phoenix Investments Limited	The objection site (the Site) comprises Lots 547 RP(Part), 550RP and 551 in DD106 and adjoining Government Land (GL) (Plan H-6a). Re-grant of Resumed Land for Development (a) R2 states that it was always R2's intention to develop the Site for private housing. Whilst R2 is the landowner of the concerned private lots (4,934m²/ 46.3%), the adjoining GL portion of the Site (5,713m²/53.7%) was previously owned by R2 since 1970 but was resumed by the Government on 25.8.2001 under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). R2 expected Government to re-grant the concerned land back to him (as per s.37 of Cap 370) and an application for re-grant was submitted to the District Lands Office/ Yuen Long, Lands Department (DLO/YL, LandsD) on 9.9.2004. Private Housing Development (a) R2 had submitted a planning application for proposed private flat and house development (with PR 0.4) at the Site, but was rejected by the Rural and New Town	Re-grant of Resumed Land for Development (a) According to the existing land administrative policy, for the resumed land under the Roads (Works, Use and Compensation) Ordinance, the Government will give proper consideration but is not obliged to offering the land back to the person from whom it was resumed. R2 had applied to the Government for re-granting the land formerly resumed for the Eastern Access Road project. The re-grant application was unsuccessful. Public Housing Demand (a) As advised by HD, the public housing demand is acute. As at end-March 2018, there were about 153,300 general applications for public rental housing, and about 119,000

Representation No. (TPB/RS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		Planning Committee (RNTPC) on 27.10.2017. It was always R2's intention to develop the Site for private residential use. (b) On 13.10.2017, the RNTPC decided to rezone the Site to "R(A)". The planning intention for public housing development neglects the landowner's intention to develop the Site for private housing. The rejection of the planning application was unfair to the landowner.	non-elderly one-person applications under the Quota and Point System. The average waiting time¹ for general applicants is 5.1 years. Based on the latest projection under the Long Term Housing Strategy (LTHS) Annual Progress report 2017, the Government's public housing target is 280,000 units for the ten year period from 2018-19 to 2027-28, and the split between public rental housing (PRH) and subsidized sale flat (SSF) is 200,000 and 80,000 units respectively. To meet the acute public housing demand, the concerned public housing developments at Sites 1, 4a and 6 are required to produce about 9,000 units. Assuming that all potential public housing sites identified (including the public housing developments at Sites 1, 4a and 6) can be smoothly delivered on time for housing developments, they would produce about 237,000 public housing units for the ten-year period from 2018-19 to 2027-28, which still lags behind the ten-year supply target of 280,000 units. The Hong Kong Housing Authority (HKHA)/HD is still in dire need of sufficient land for public housing development to meet the LTHS's public housing target and there is a genuine need to use the three public housing sites for public housing purpose.

¹ Waiting time refers to the time taken between registration for PRH and first flat offer, excluding any frozen period during the application period (e.g. when the applicant has not yet fulfilled the residence requirement; the applicant has requested to put his/her application on hold pending arrival of family members for family reunion; the applicant is imprisoned, etc.) The average waiting time for general applicants refers to the average of the waiting time of those general applicants who were housed to PRH in the past 12 months.

Representation No. (TPB/RS/VL-KTS/14)	Representer	Gist of Representation	Responses to Representation
			Private Housing Development (a) The Site is located within Site 4a (Item A3) (Plan H-6a). A planning application was submitted by R2 for proposed flat and house development at the Site and was rejected by the Board on review on 8.6.2018 mainly on the consideration that approval of the application would jeopardize the implementation of the public housing development and affect the supply of housing flats. (b) While R2 stated in the representation that there is a shortage of private housing supply, the proposed private residential development at the Site would jeopardize the implementation of the public housing developments at Site 4a. Together with Sites 1 and 6 in the vicinity of Site 4a, the area could be developed comprehensively to meet the pressing needs of public housing in Hong Kong, and could generate synergy effect for better integration and provision of GIC facilities. The planned public housing developments seek to optimize the development potential of the area through comprehensive development. The public housing developments will bring about planning gain in terms of new supply of public housing and shortening the queuing time for public housing in the long-run. Balance should be struck between private development right and public interest, and it is considered that provision of public housing on the Site is in the public

Representation No. (TPB/RS/NL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		<i>Public-private Joint Development</i> (a) There is shortage of private housing supply. As the landowner of the concerned private lots, R2 could start quickly the private housing development. R2 was willing to participate in public-private joint development scheme and allocate a certain percentage of the complete domestic units for public housing use. Details of joint venture agreement would be subject to further discussion with Government.	interest. The planning of Site 4a is already at an advanced stage with the completion of the required technical assessments and the rezoning process initiated and a private housing development at the Site would undermine the public housing flat supply to address the severe public housing demand. The proposed private residential development would frustrate the proposed public housing development and is against the public interest. <i>Public-private Joint Development</i> (a) Regarding R2's proposed public-private joint development scheme with a certain percentage of the complete private domestic units to be allocated for public housing, it would reduce the site area and flat production of the public housing development, as well as affect the public housing design and delay the overall development programme of public housing development at Kam Tin South. The technical assessments conducted by concerned departments for the public housing developments have not taken into account a private residential development at Site 4a. The Development Bureau also comments that since the feasibility and details of Public-Private Partnership (PPP) Scheme have yet to be established, it would be premature to evaluate R2's proposal from the perspective of the PPP Scheme.

Representation No. (TPB/RS/YL-KTS/14-)	Representer	Gist of Representation	Responses to Representation
		S.16 Application (a) The Government seems to catch up the time to seek agreement from the RNTPC for the public housing development (i.e. RNTPC meeting on 13.10.2017) just one meeting before consideration of the s.16 application (RNTPC meeting on 27.10.2017). Also, the rejection reason of the s.16 application is based on information not stated in the approved OZP No. S/YL-KTS/13 at the time of consideration of the s.16 application as the planning intention for public housing development at the Site was only stated in the draft OZP No. S/YL-KTS/14 published after the s.16 application.	S.16 Application (a) To take forward the planned public housing developments at Sites 1, 4a and 6, CEDD and HD have completed the relevant technical assessments and consultations with the KTRC, PHRC and YLDC were conducted on 26.7.2017, 2.8.2017 and 5.9.2017 respectively. To meet the acute demand of public housing, it was aimed to submit the proposed amendments to the RNTPC for consideration as soon as practicable after consultation with the RCs and DC. As such, the RNTPC meeting for consideration of the proposed amendments to the OZP for the public housing developments was held on 13.10.2017. (b) The s.16 application submitted by R2 was first received by the Board on 13.1.2016. Upon requests of the applicant to allow more time to address departmental comments, the application was deferred four times. The applicant has also submitted twelve further information (FIs) to address departmental comments. The RNTPC meeting of the s.16 application (i.e. 27.10.2017) was scheduled within the 2 months upon the receipt of the last FI received on 29.8.2017 in accordance with the relevant Town Planning Board Guidelines. (c) In consideration of an application, it is essential for the

Representation No. (TPBRS/YL-KIS/14)	Representer	Gist of Representation	Responses to Representation
			RNTPC to consider all relevant factors. Other than those under the OZP, e.g. proposed use, planning intention, development restrictions, etc., other factors including the surrounding context, departmental comments, planned use and planned infrastructure/ road projects in the area are also essential factors in considering the application. For the review application submitted by R2, the Board considered that as planning was a continuous process, it should be reasonable for the Board to take into account the latest planning intention of the Site in the making of its decision in order to meet the changing development needs, even though the amended OZP incorporating such planning intention might not yet be published.
R3	R3 Masterplan Limited	Objected all amendment items, except Item C. LUR - Development Intensity (a) The LUR identified 14 potential housing sites. The proposed development intensities of the potential housing sites (with plot ratio (PR) ranging from 3 to 0.8) are too low. Kam Tin South is currently served by West Rail and will be served by the Northern Link (NOL). Higher development intensities should be considered. Whilst there is no proposed change to the PR 3 for Sites 1, 4a and 6, R3 proposes that all other housing sites in the LUR be	LUR - Development Intensity (a) Development in the area is subject to various development constraints including limited infrastructure capacities (such as road capacity and sewage treatment capacity), Shek Kong Airfield Height Restriction (SKAHR), environmental implications (in particular noise impact from West Rail Line, PHMC, Shek Kong Airfield and major roads, air ventilation and visual impacts) and ecological considerations. The proposed development intensity has been worked out by

Representation No. (IPB/RS/ML-KTS/14)	Representer	Gist of Representation	Responses to Representation
		rezoned either to "R(A)" with PR 3 or "R(B)" with PR 2.1 to optimize the flat yield. A comprehensive EFS should be undertaken for a higher development density option. The proposal on PR and the proposed notes of the "R(B)" zone submitted by R3 are attached at Drawing H-1 and Annex VIII.	taking into account these development constraints, relevant planning considerations and compatibility with the surrounding developments (including rural settlements and villagers). As a result, a PR of 3 is considered as the optimum development limit, which has been adopted for the two West Rail sites and five public housing sites at and around KSRS. In the current round of OZP amendments, the three public housing sites at Sites 1, 4a and 6 are rezoned to "R(A)" with a PR 3. For the remaining potential housing sites, PR of 0.8 to 2.1 have been adopted with reference to the urban design concept with stepped height profile and the low to medium density development in the vicinity. Technical assessments have also been undertaken to confirm that there should be no insurmountable problem for the development proposals. (b) In R3's proposal, there is no proposed change to the zoning and PR of Sites 1, 4a and 6 (i.e. "R(A)" and PR 3), while Sites 2, 3, 4c and part of Sites 7, 8 and 9 are proposed to increase from PR 2.1 in the LUR to PR 3 and Sites 5b and part of 7, 8 and 9 to increase from PR 0.8/1.5 to PR 2.1/3 under "R(A)" or "R(B)" zones (Drawing H-1). Further increase in development intensity of these sites should be subject to technical assessments. In particular, increase in development intensity would likely worsen the traffic

Representation No. (TPB/RS/VL-KTS/14-)	Representer	Gist of Representation	Responses to Representation
		<i>Transit-oriented Development (TOD) – Planning & Design Framework for Kam Tin South</i> (a) R3 submitted an ‘Alternative Framework Map’ for Kam Tin South to be developed as a transit-oriented neighborhood with high density development (PR 3) within 1km radius (walking distance) of the KRSR. The key elements of the framework include a district centre (around the KRSR and the adjacent “Comprehensive Development Area” (“CDA”) site which is outside the amendment items) and two local centers as focal points for development. One of the local centres is located within Site 4a (selected as it is sited at junction of two watercourses which can be turned into public space), and another one is located outside the amendment items (selected due to the presence of a heritage building).	condition and road performance. Further traffic impact assessment has to be carried out to identify the impact and hence the required traffic improvement measures. Other upgrading of infrastructural facilities, such as Kam Tin Sewerage Pumping Station and the existing drainage and water supply system, is likely to be required for the increase in development intensity, subject to relevant technical assessments. However, no technical assessments have been included in the representation to support the PR proposal. <i>Transit-oriented Development (TOD) – Planning & Design Framework for Kam Tin South</i> (a) The recommendation of the LUR has already considered and analyzed the site context, opportunities and constraints of the area and wider district in formulating the land use planning framework. The convenience offered by the KRSR and infrastructural capacity have been taken into account. Also, measures to promote sustainable developments such as district wind corridors, eco-corridors and view corridors, green space network and building height profile have been recommended in formulating the overall urban design framework. Preliminary technical assessments on air ventilation, environment, ecology, cultural heritage, traffic, sewerage, drainage, utilities, landscape and visual aspects have also been conducted in the LUR. Under the LUR, with

Representation No. (TPBRS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		Private housing developments are proposed around the district/local centres with public housing located further away. R3 comments that the framework map demonstrate a comprehensive vision for future development in Kam Tin South. Drawings H-2 and H-3 show the proposed 'Alternative Framework Map' and 'Alternative OZP'. (b) As compared with the amendment items, under R3's proposed 'Alternative Framework Map', Sites 1 and 6 are still retained for public housing development (with PR 3) as per the amendment items whilst Site 4a is proposed partly for public housing and partly for private housing development with a local centre and open space. No technical assessments have been submitted by R3 to support the planning and design framework.	the KSRS being the focal point of future development, the two West Rail sites are proposed for residential/ commercial developments and five sites around the KSRS are proposed for public housing development so as to capitalize the strategic location in proximity to the rail network. The remaining potential housing sites are located further away from the KSRS and the development would respect and integrate with the adjoining low-rise and low-density rural settlements. (b) Under R3's 'Alternative Framework Map', most of the land use and PR proposal are not related to the amendment items. Sites 1 and 6 are proposed for public housing development with PR 3 (as per the current zoning amendments), while Site 4a is proposed partly for public housing and partly for private housing with a local centre and open space (Drawing H-2). R3's proposal for Site 4a would jeopardize the implementation of public housing development thereat. It should be noted that the HKHA/HD is in dire need of sufficient land for public housing development to meet the LTHS's public housing target, and the public housing at Site 4a is required to meet the demand. Under HD's conceptual layout, retail facilities are proposed at Sites 1 and 4a along Tung Wui Road near the KSRS (Plan H-9). Also, there is no technical assessment in R3's submission to support the

Representation No. (TPB/R/S/VL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		<i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) All 14 sites identified in the LUR should be rezoned in one-go. The land to be implemented by stages, but not rezoning by stages. (b) If higher densities are designated for the identified housing sites in Kam Tin South and all potential sites be rezoned now, there is no need to sacrifice any part of the country park. <i>'Starter Homes'</i> (a) A proportion of land of the 14 housing sites in the LUR should be dedicated for 'starter home' to cater for the stratum of people who are not eligible for PRH/subsidized housing and are unable to buy flat in the private property market. As the details of the 'Starter Home' scheme is not yet worked out by the Government, it is suggested that	feasibility of the proposed alternative framework, including traffic, infrastructural, visual and air ventilation aspects. Responses under sub-heading 'Public Housing Demand' and 'Private Housing Development' of R2 above, and under sub-heading 'LUR - Development Intensity' of R3 above are also relevant. <i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) Please refer to the responses under sub-heading 'LUR - Piecemeal Development' of R1 above. <i>'Starter Homes'</i> (a) The Government will, on top of the Home Ownership Scheme, introduce the 'Starter Homes' Pilot Scheme for Hong Kong Residents (Pilot Scheme), so as to provide families with higher income the opportunity to become home owners in the face of hiking private property prices. Given the limited land supply for public housing, 'Starter

Representation No. (TPB/RS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		the housing type for the sites identified in the LUR be decided later to allow flexibility to implement the scheme. <i>Public-private Joint Development</i> (a) Kam Tin South has a large amount of agricultural land, some of which are held by developers. 'Public-Private Partnership' (PPP) model could be considered for the area. If the PPP model is adopted for the agricultural land, this would ease the need for development within country park.	Homes' units will be provided on the premise that the public housing supply will not be affected. The Government will finalise details of the Pilot Scheme for announcement in mid-2018, and launch the Pilot Scheme by end-2018 using a residential site at Anderson Road, Kwun Tong to provide about 1,000 'Starter Homes' units. <i>Public-private Joint Development</i> (a) Please refer to the responses under sub-heading 'Public Housing Development' and 'Public-private Joint Development' of R2 above.
R4	R4 Chan Chi Cheong	<i>LUR - Piecemeal Development</i> (a) Under the LUR, 14 potential housing sites were identified for housing development. However, infrastructural constraint has restricted land use planning and high intensity land use development potential. Also, rezoning of the concerned sites was undertaken in a piecemeal approach which would lead to uncertainty for development of the rural township. (b) A comprehensive planning for Kam Tin South to be gazetted as per the recommendations of the LUR should	<i>LUR - Piecemeal Development</i> (a) Please refer to the responses under sub-heading 'LUR - Piecemeal Development' of R1 above. (b) The Explanatory Statement for the OZP is intended to assist an understanding on the draft OZP. It reflects the planning intention and objectives for various land use zonings of the OZP. The information on the LUR and phased development have been set out in the relevant TPB Paper for the proposed amendments to the Kam Tin South OZP.

Representation No. (TPB/RS/YL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		be recommended with phased development clearly earmarked in the Explanatory Statement of the OZP. <i>Public-private Joint Development</i> (a) Private development should be encouraged under the PPP mechanism to speed up housing supply.	<i>Public-private Joint Development</i> (a) Please refer to the responses under sub-heading 'Public-private Joint Development' of R2 above.
R5	R5 沈豪傑 Chairman of Yuen Long District Council (YLDC)	YLDC generally supports the Government to increase the public housing supply. However, DC members raised the following concerns : <i>Impact on Transport Infrastructure</i> (a) Various development projects in Yuen Long district (including Wang Chau (Phase 1), Yuen Long South, Kam Tin South & Pat Heung and Hung Shui Kiu NDA) would cause adverse traffic impact. DC members strongly requested the Government to improve the overall transport network and GIC facilities for the community. (b) The existing roads and road junctions in Yuen Long (including Pok Oi Interchange, Au Tau Interchange and Kam Tin Road Interchange) are overcrowded. The West Rail also reaches its capacity. To cater for the increased	Noted <i>Impact on Transport Infrastructure</i> (a) A Traffic Impact Assessment (TIA) has been conducted for the proposed public housing and GIC developments at Sites 1, 4a and 6. To cater for the increase in traffic due to the proposed developments, the TIA has proposed local road widening and junction improvement works, including widening of sections of Kam Ho Road, Kam Po Road and Kam Tin Road (Plan H-8). The TIA has concluded that no insurmountable traffic impact is envisaged at all road links (including Tai Lam Tunnel²) and junctions within the area of influence due to the proposed developments with the implementation of the proposed improvement measures.

² According to the TIA, the traffic condition of Tai Lam Tunnel is still manageable in Year 2031 taken into account the proposed public housing and GIC developments at Sites 1, 4a and 6 after the implementation of the proposed road improvement works. There is no plan for upgrading works for Tai Lam Tunnel at this stage.

Representation No. (TPB/RS/ML-KTS/14)	Representer	Gist of Representation	Responses to Representation
		population from the proposed housing development, various measures should be undertaken : (i) widened Kam Sheung Road, Kam Tin Road and Lam Kam Road; and (ii) new road link such as a direct link with Tsing Long Highway, cycle track connecting Kam Ho Road and Route 3 Public Transport Interchange. (c) Provision of sufficient parking spaces should be provided.	CEDD will implement the proposed road improvement works by phases to tie-in with the proposed residential developments. (b) According to the TIA, there is no strong justification to widen Kam Sheung Road to cater for the proposed public housing and GIC developments at Sites 1, 4a and 6. While the TIA has confirmed there will be no unacceptable traffic impact due to the proposed developments, in response to YLDC's and local concerns, CEDD is carrying out a feasibility study on improvement of Kam Sheung Road and connection road(s) to major strategic route, and the review of cycling track facilities in the vicinity. The study commenced in December 2017 and is targeted for completion tentatively in mid-2019. CEDD will continue to liaise with the relevant DC and RCs and update them with the progress of the study as appropriate. Besides, the Highways Department (HyD) is undertaking an investigation study for the proposed improvement of a section of Kam Tin Road and Lam Kam Road, subject to detailed design. (c) To meet the local demand for public car parking spaces, TD and relevant government departments would review the provision of public vehicle parks at the proposed public housing and GIC developments at Sites 1, 4a and 6 at

Representation No. (TPB/RS/YL-KIS/14-)	Representer	Gist of Representation	Responses to Representation
		<i>Provision of Supporting GIC Facilities</i> (a) Provision of sufficient supporting community facilities such as wet market, sports centre, school, swimming pool, ball courts, etc. should be provided. The implementation of the GIC facilities should be in tandem with the public housing development.	detailed design stage. In order not to affect the supply of public housing flats, there is provision of exemption clause for public vehicle park, as required by the Government, from PR calculation for the “R(A)” zone. <i>Provision of Supporting GIC Facilities</i> (a) Adequate GIC facilities including kindergartens and primary schools would be provided at Sites 1, 4a and 6 to serve the need of the future population arising from the proposed development. An area of 1 ha (Item B1) is planned to accommodate a GIC complex (including a clinic and other GIC facilities) and a sports centre. In addition, the “G/IC” sites under Items B1 and B2 are planned for two primary schools. The Social Welfare Department (SWD) will review the feasibility to incorporate welfare facilities (such as facilities for the elderly, children/youth and mentally/physically handicapped persons) in the proposed GIC complex and public housing developments, where appropriate. In order not to affect the supply of public housing flats, there is provision of exemption clause for GIC or social welfare facilities, as required by the Government, from PR calculation for the “R(A)” zone. (b) Regarding the provision of GIC facilities in Kam Tin South (Annex IX), there is a shortfall of about 21 classrooms for

Representation No. (TPBR/SYL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		(b) Opportunity should be taken to revitalize the Kam Tin Market.	primary school (or about one primary school) and 46 classrooms for secondary school (or about one/two secondary school) in Kam Tin South. The shortfall can be addressed by schools available in the Yuen Long District in the long term. The Secretary for Education (SED) has no objection to the rezoning proposals. For the requirements of hospital beds (a deficit of 345 beds), the provision of such facilities is on a regional basis. It would need to be carefully planned by the relevant authorities/bureaux to address the deficit at a regional level. (c) The Food and Environmental Hygiene Department (FEHD) has no plan to revitalize Kam Tin Market at the moment. Nevertheless, they are in closely liaison with other concerned departments for upkeep the market facilities to improve its business environment. Further, Market Management Consultative Committee (MMCC) meetings are held regularly to discuss a wide range of issues such as management matters, market improvement measures and market vibrancy enhancement. MMCC members are composed of YLDC members and representatives of market stalls. They are welcome to suggest improvement works to enhance the market viability during MMCC meetings. If the suggested improvement work is supported by MMCC members, FEHD will seek advice from concerned

Representation No. (TPBRS/VL-KTS/14-)	Representer	Gist of Representation	Responses to Representation
		<i>Traffic Noise Impact</i> (a) Mitigation measures to address the traffic noise impact of Tsing Long Highway on the public housing development should be provided.	departments to conduct feasibility study before implementation. <i>Traffic Noise Impact</i> (a) CEDD and HD have undertaken relevant environmental assessments (including road traffic noise assessment) for rezoning of the public housing and GIC developments at Sites 1, 4a and 6. The results demonstrated that the development of the three sites would be feasible without insurmountable problems. In the detailed design stage, HD will refine the development scheme of the public housing developments and carry out necessary technical assessments. Agreement from respective government departments/authorities on the technical assessments and recommended mitigation measures will be sought. With incorporation of the necessary practicable noise mitigation measures, the relevant Hong Kong Planning Standards and Guidelines (HKPSG) requirement on road noise impact can be met. <i>Land for "V" Zone</i> (a) The proposed amendments do not affect "V" zone.
		<i>Land for "Village Type Development" ("V") Zone</i> (a) Land should be reserved for "V" zone for Small House development.	

Representation No. (TPBRS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
R6 and R7	R6 黎偉雄 (YLDC Member) R7 蔡月榮(八鄉錦上路發展關注組村代表/召集人, 水流田村村代表)	Impact on Transport Infrastructure (a) The existing Kam Sheung Road was a sub-standard village road built in the 1960s. The proposed public housing development would worsen the existing traffic problem and further endanger pedestrian safety. (b) From 2014 to 2017, PlanD had consulted PHRC and YLDC on the Kam Tin and Pat Heung housing development. At all these consultation meetings, RC and DC opposed the development unless there was widening of Kam Sheung Road and provision of new road before development. (c) The Government should address the concerns and requests of the RC and DC.	Impact on Transport Infrastructure (a) Please refer to the responses under sub-heading 'Impact on Transport Infrastructure' of R5 above.
R8 to R314	R8 土地正義聯盟 R9 朱凱迪 (Legislative Councilor)	Object all Items A1, A2, A3, B1, B2 and C or parts of them. LUR - Public Engagement (a) The proposed scale of development under the LUR was comparable to a new town development. However, there was no public engagement for the LUR. (R8)	LUR - Public Engagement (a) Please refer to the responses under sub-heading 'LUR- Public Engagement' of R1 above.

Representation No. (TPBRS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
	R10 to R314 305 Individuals (Names of Representers are shown at Annex III)	Public Consultation of the Proposed Public Housing Development (a) There is lack of transparency and time in public consultation for the rezoning of Sites 1, 4a and 6. The Government should consult the local community/affected villagers as the RC and DC failed to represent the affected residents and posting in newspaper/ website is not efficient. The public consultation process should be open and the consultation period should be extended. (R10, R15, R26, R39 to 41, R53, R62, R226) LUR - Piecemeal Development (a) The rezoning was undertaken in a piecemeal manner with the first round of rezoning for KSRS and PHMC sites to provide about 8,700 private housing flats and current rezoning involved three public housing sites for 9,000 flats. (R8) Local Employment Opportunity (a) There were only limited local employment opportunities. Over 90% of the local resident had to commute to other	Public Consultation of the Proposed Public Housing Development (a) Regarding the current OZP amendments, the KTRC, PHRC and YLDC were consulted on 26.7.2017, 2.8.2017 and 5.9.2017 respectively prior to the submission of the proposed amendments for consideration by the RNTPC, and also on 29.11.2017, 6.12.2017 and 22.12.2017 respectively upon gazette of the draft OZP. The statutory and administrative procedures in consulting the public on the proposed amendments have been duly followed. In addition, the exhibition of the draft OZP for public inspection and the provisions for submission of representations/comments form part of the statutory consultation process under the Town Planning Ordinance (the Ordinance). LUR - Piecemeal Development (a) Please refer to the responses under sub-heading 'LUR - Piecemeal Development' of R1 above. Local Employment Opportunity (a) The supporting commercial and community facilities at the two West Rail sites and Sites 1, 4a and 6 would generate

Representation No. (TPBR/SYL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		districts for work and spent much time commuting. The Government should first address the lack of local jobs. (R8, R14, R21, R23 to R26, R55 to R105, R107 to R132, R134 to R146, R148 to R190, R192 to R205, R207, R210 to R225, R227 to R246, R248 to R250, R252 to R259, R261 to R282, R284 to R285, R287 to R289, R291 to R293, R295 to R300, R302 to R314) <i>Impact on Transport Infrastructure</i> <i>Road Capacity</i> (a) The Transport Department (TD) estimated that with the completion of Route 11, the southbound hourly vehicular flow of Tai Lam Tunnel during morning peak hour would reach 6,100 in year 2036, which would exceed the designed capacity. The traffic in Pat Heung is already overloaded and the Government should not accommodate more population in Pat Heung. (R9, R15, R20, R21, R23, R24, R25, R26, R55 to R102, R104 to R105, R107 to R132, R134 to R165, R167 to R207, R210 to R282, R284 to R285, R287 to R310, R312 to R314) (b) The housing development would bring in more population which would aggregate the traffic problem. Most of the existing roads are single-lane and the Tai Lam Tunnel and the West Rail are overcrowded during peak hour. The	new job opportunities. Besides, the Hung Shui Kiu NDA near Kam Tin and Pat Heung would also generate about 150,000 job opportunities. This will bring more jobs closer to residents in the North West New Territories (NWNT) region and help redress the current imbalance in the spatial distribution of population and jobs in the territory. <i>Impact on Transport Infrastructure</i> <i>Road Capacity</i> (a) Please refer to the responses under sub-heading 'Impact on Transport Infrastructure' of R5 above.

Representation No. (TPB/RS/VL-KTS/14-)	Representer	Gist of Representation	Responses to Representation
		Government should improve the transport services (such as increase the number of car of the West Rail), implement road widening (including Kam Sheung Road) and use other suitable area for road before development. Without any improvement to the transport facilities, the housing development would only worsen the traffic conditions. (R8, R12, R14, R15, R16, R21, R25, R31, R42, R45, R49, R63, R140, R188, R215, R256) <i>Rail Capacity</i> (c) West Rail has already reached its capacity. Even with the addition of car from 7 to 8, the capacity could only be increased by 14% which could hardly accommodate the additional population of 0.4 million under the Hung Shui Kiu and Yuen Long South development. (R9, R15, R20, R21, R23, R24, R25, R26, R52, R55 to R102, R104 to R105, R107 to R132, R134 to R165, R167 to R207, R210 to R282, R284 to R285, R287 to R289, R291 to R310, R312 to R314)	<i>Rail Capacity</i> (a) Starting from 2016, trains of the West Rail Line (WRL) have been progressively changing from 7-car to 8-car, representing an increase in at least 14% capacity comparing with the capacity in 2015. After mid-2019, subject to the actual patronage, the fleet size of the West Rail can be further increased until reaching its ultimate capacity by operating with 8-car trains with an hourly frequency of 28 at each direction. On this basis, the carrying capacity of the West Rail will increase by 60% comparing with the capacity in 2015. Taking into account all the major planned developments in the NWNT, it is estimated that the patronage of WRL would be about 59,000 passengers per hour per direction during morning peak hour in 2031. Based on an assumption of 4 or 6 person per sqm, and hourly frequency of 28 at each direction, the carry capacity of WRL will be about 53,000/hr or.

Representation No. (TPB/RS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		(d) Parking issue at the public transport interchange should be addressed. (R304)	75,000/hr respectively. (b) Upon completion of the three new railway projects, i.e. NOL and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kui Station, the WRL service will be able to meet the demands during the peak hours at the busiest section (i.e. from KSRS to Tsuen Wan West Station) of the WRL. (c) For the longer term, the Government will take forward the 'Strategic Studies on Railways and Major Roads beyond 2030' in light of the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' (HK2030+) Study to carry out studies on whether it is necessary to construct a new heavy rail to directly connect NWNT to urban areas to meet the rail service demand. (d) The public transport interchange at the KSRS is outside the boundary of the amendment items. For provision of parking space, please refer to the responses under sub-heading 'Impact on Transport Infrastructure' of R5 above.

Representation No. (TPB/RS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		<i>Affected Local Villagers/Residents, Farmers and Agricultural Land</i> <i>Affected Local Villagers/Residents</i> (a) The proposed development would destroy the existing rural character/environment and local community. Many residents (most were elderly) had been living in the area for a long time. They could not afford the high property price and rent would become homeless. Besides, some could hardly get used to the new living environment after relocation. The existing rural character of the area should be preserved. (R8 to R39, R42 to R51, R55 to R62, R64 to R145, R147 to R158, R160 to R190, R192 to R205, R207, R209 to R289, R291 to R293, R295 to R314) <i>Affected Farmers and Agricultural Land</i> (a) Active agricultural land in Yuen Long is decreasing. Kam Tin and Pat Heung are important agricultural areas in Hong Kong. In 2014, there were 57 accredited organic farms in Kam Tin and Pat Heung (about 50% of all organic farms in Hong Kong). Due to the proposed housing development, the local farmers would force to be relocated and lose their farmland.	<i>Affected Local Villagers/Residents, Farmers and Agricultural Land</i> (a) Sites 1, 4a and 6 around the KSRs are proposed for public housing developments so as to capitalize the strategic location in proximity to the rail network. It would provide about 9,000 public housing flats to meet the pressing demand. It is estimated that the proposed public housing and GIC developments would affect about 166 existing structures and 4.8 ha of active agricultural land³ (exact number of structures and area of agricultural land affected are subject to detailed survey). (b) The Government will offer compensation, Ex-gratia Allowances and/or rehousing arrangement to the eligible affected parties in accordance with prevailing policies. The compensation and rehousing arrangements for affected landowners, households and farmers are outside the scope of the subject OZP, which is to show the broad land use framework and planning intention of the area, and should be dealt with separately by the Government. That said, the Government announced on 10.5.2018 proposed

³ Based on CEDD's Site Formation and Infrastructural Works for the Initial Sites at Kam Tin South, Yuen Long – Investigation, Design and Construction.

Representation No. (TPBR/SYL-KIS14)	Representer	Gist of Representation	Responses to Representation
		(b) Under the New Agricultural Policy, the Government would undertake, amongst others, Agricultural Park (Agri-Park) and Agricultural Priority Area, to protect agricultural land to ensure its sustainable development. The Government should not implement large-scale development that is contrary to the concerned agricultural policy. The Government should preserve/retain the agricultural land. (R8 to R13, R17 to R21, R23 to R26, R55 to R62, R64 to R190, R192 to R207, R209 to R289, R291 to R293, R295 to R314) <i>Compensation and Rehousing</i> (a) No proper compensation/ rehousing was provided. The current rehousing and compensation policy was out-dated/harsh. Many local villagers and farmers would lose their homes and agricultural land. (R9 to R10, R12, R15, R23 to R26, R38 to R41, R55 to R62, R64 to R145, R147 to R158, R160 to R190, R192 to R205, R207, R209 to R289, R291 to R293, R295 to R296, R298 to R314) (b) The Government should discuss with the affected villagers on compensation and rehousing arrangements.	enhancements to the general ex-gratia compensation and rehousing arrangements for eligible domestic occupants in squatters and business undertakings affected by Government's development clearance exercises. The enhanced arrangements are formulated to pragmatically address the needs of different groups of people, while balancing the use of public money and public housing resources, principles of fairness, and expectations of affected clearances as well as the wider community. (c) According to CEDD's assessment³, about 4.8 ha of active agricultural land (mainly falls within Site 1) would be affected. It is estimated that there are about 28 ha of fallow agricultural land to the south of Pat Heung Road/ Kam Sheung Road currently zoned "AGR" on the OZP. Such land, subject to further assessment and willingness of landowners to lease out their land, may have potential for agricultural rehabilitation purpose. Under the existing Agricultural Land Rehabilitation Scheme, The Agriculture, Fisheries and Conservation Department (AFCD) may provide assistance including low-interest rate loan, rental of farming tools/machineries, technical support, etc. Besides, the Agri-Park, which primarily is meant to facilitate knowledge transfer in agro-technology and agro-business management with a view to enhancing productivity, may also serve to

Representation No. (TPB/RS/YL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		Reasonable compensation and suitable rehousing should be provided (based on updated number of affected residents). Rehousing for the elderly should be arranged before development. Rehousing should not be subject to asset assessment and residents be rehoused in the same area. (R10, R15, R39-41, R286, R287, R289, R309) <i>Provision of Supporting GIC Facilities</i> (a) There is insufficient supporting facility, such as shopping centre, education facility, clinic and hospital. (R52) (b) The Northern Link (NOL) will be extended from the West Rail Line. The area may be included in the Guangdong-Hong Kong-Macao Bay Area project, which would attract more people from mainland to Hong Kong and occupy the resources in Hong Kong. (R80) <i>Impact on Adjacent Kindergarten and Students in the Area</i> (a) The public housing development in Site 4a is close to the existing kindergarten (Plan H-6a) and will affect the children/ teachers. Also, the long construction time for the housing developments and dust and noise generated may affect students in the area (R105, R193, R206 and R244)	accommodate farmers displaced by government development projects that happen to take place within the same time-frame. <i>Provision of Supporting GIC Facilities</i> (a) Please refer to the responses under sub-heading 'Provision of Supporting GIC Facilities' of R5 above. For retail facilities, under HD's conceptual layout, retails/shopping centre are proposed at Sites 1 and 4a (Plan H-9). <i>Impact on Adjacent Kindergarten and Students in the Area</i> (a) Appropriate mitigation measures would be implemented to ameliorate the impacts from construction and operation of the public housing developments upon the neighbourhood areas, including the existing kindergarten.

Representation No. (TPB/R/SYL-KJS/14)	Representer	Gist of Representation	Responses to Representation
		<i>Other Sources of Housing Supply</i> (a) Development on the rezoning sites was subject to airport height restriction of the nearby Shek Kong Airfield, which would provide limited number of flats and render an inefficient use of land. (R17, R18, R19) (b) The Government should first develop fallow agricultural land, fishpond, vacant land, brownfield sites, golf course and vacant school, etc. Urban renewal could also turn the old buildings for public housing (R10, R22, R26, R50, R51, R290) <i>Amendment Item A3</i> (a) R38 proposes to adjust the boundary of Item A3 to exclude their lot(s). However, R38 has not provided information on the concerned lot(s).	<i>Other Sources of Housing Supply</i> (a) The Government adopts a multi-pronged approach to increase land supply, and is pressing ahead with various initiatives to meet the land requirements. These initiatives include land use reviews, urban renewal projects, and development of brownfield sites, etc. Whilst the Government would continue to identify other potential housing sites, the current OZP amendments are to take forward the three public housing sites to provide a total of about 9,000 flats to meet the pressing public housing demand. The planning of these sites is already at an advanced stage with its rezoning process initiated, and its flat yield is vital to meet the public housing production target. <i>Amendment Item A3</i> (a) While R38 has not provided information on the concerned lot(s), exclusion of R38's site from Site 4a would jeopardize the implementation of the public housing developments at Site 4a. It would reduce the site area and delay the overall development programme of public housing developments. Please also refer to the responses under sub-heading 'Public Housing Demand' and 'Private Housing Development' of R2 above.

Representation No. (TPB/RS/YL-KIS/14)	Representer	Gist of Representation	Responses to Representation
		<i>LUR - Development Intensity</i> (a) R89 proposes to maintain low-density development of not more than 3-storey in the New Territories.	<i>LUR - Development Intensity</i> (a) Please refer to the responses under sub-heading 'LUR - Development Intensity' of R3 above.
R318	R318 Mass Transit Railway Corporation Limited (MTRCL)	No objection to the amendments. <i>Address Railway Noise Impact</i> (a) The proposed public housing sites (Items A1 and A2) are located within noise sensitive locations and could be susceptible to noise impacts from railway operations. (b) The HKHA has conducted an Environmental Assessment including a Railway Noise Impact Assessment for the proposed development and various mitigation measures such as single aspect building design, building set back, fixed glazing, architectural fins and acoustic balconies have been identified. (c) HKHA should provide the necessary and appropriate noise mitigation measures at the development sites and ensure that the future residents would not be exposed to noise impacts by implementing adequate noise mitigation measures at their own cost. Relevant development requirements should be imposed through planning briefs, statutory plans and/or land administration documents.	Noted. <i>Address Railway Noise Impact</i> (a) CEDD and HD have undertaken relevant environmental assessments (including Railway Noise Impact Assessment) for rezoning of the public housing and GIC developments at Sites 1, 4a and 6. The results demonstrated that the development of the three sites would be feasible without insurmountable problems. In the detailed design stage, HD will refine the public housing development scheme and carry out further Environmental Assessment Study (EAS) on the potential rail noise impact with proposed mitigation measures. With incorporation of the necessary practicable noise mitigation measures, the relevant HKPSG requirement on railway noise impact can be met.

Representation No. (TPBR/S/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
R319	R319 World Wild Fund for Nature Hong Kong	Provide comments on Items A1, A2, B1 and B2. Urban Farming (a) The project proponent should plan for urban farming and provide land for agricultural activities such as community-based agriculture and hobby farming in the sites. Ho Pui Stream (a) Ho Pui Stream (passing through Items A1 and A3) (Plan H-1) should be restored in terms of its water quality and ecological value. The project proponent should work with concerned departments such as Drainage Services Department (DSD) and CEDD to consider rehabilitation of the river channels into natural states that will benefit wildlife usage and ardeids in the Deep Bay area. Wetland Mitigation Measures (a) A potential compensation wetland (situated to the east of Mitigation Wetland Parcel D) falling within the "AGR" zone on the Kam Tin North OZP (Plan H-7) should be properly managed with the establishment of a sustainable management scheme. The concerned site should be rezoned to conservation-related zoning.	Noted. Urban Farming (a) Possible community farming at the three public housing sites could be considered as appropriate during the detailed design stage. Ho Pui Stream (a) Ho Pui Stream is located between items A1 and A3 which is outside the boundary of the amendment items. Currently, the Government has no planned programme to rehabilitate Ho Pui Stream. Wetland Mitigation Measures (a) The potential compensation wetland and other existing mitigation wetlands fall outside the boundary of the amendment items. The potential compensation wetland is proposed to be created by CEDD in order to compensate for the loss of existing mitigation wetlands parcels G & H and a minor portion of Parcel J, which would be affected by road widening under the project "Site Formation and

Representation No. (TPB/RS/YL-KTS/14)	Representer	Gist of Representation	Responses to Representation
		(b) Opportunity should be taken to enhance the function of all the mitigation wetlands in and around the project sites for constructing the Kam Sheung Road section of the West Rail Line. A comprehensive management plan should be formulated for connecting the mitigation wetland, with priority given to parcels A to J, to create an ecological corridor for the wildlife, particularly the egrets and herons.	Infrastructural Works for Development at Kam Tin South, Yuen Long- Advance Works". The re-provisioned wetland parcel which is located adjacent to parcel D would have a better connection with existing wetlands created under the West Rail Project (Plan H-7). The re-provision wetland together with the existing wetlands created under the West Rail Project will be/are under the management and maintenance of KCRC/MTRCL.
R320	R320 Mary	<i>Open Space and GIC Facilities</i> (a) There might not be sufficient open space and GIC facilities provided as recommended under the HK2030+. <i>Elderly Facilities</i> (a) There must be provision of sufficient 'Elderly-Ageing-in-Place' and other facilities. Hospitals cannot cope with both regular services plus the provision of elderly care residential services.	(a) The Hong Kong 2030+ is an on-going study to review the territorial development strategy for Hong Kong. The proposed strategic direction, including the future open space and GIC land targets, are generally visionary in nature, and may be subject to refinement prior to its incorporation into relevant standards and guidelines. Besides, the actual implementation of the proposed strategic directions and actions must also be balanced against other material considerations, and in commensurate with local circumstances. It is not applicable to the current zoning amendments on the Kam Tin South. (b) For the provision of GIC facilities, please refer to the responses under sub-heading 'Provision of Supporting GIC facilities' of R5 above. Regarding the provision of open

Representation No. (TPB/RS/VL-KTS/14)	Representer	Gist of Representation	Responses to Representation
			space in Kam Tin South (Annex IX), although there will be a deficit of about 3.07ha of district open space, there will be a surplus of about 1.5ha of local open space 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. Besides, the proposed amendments to the OZP in respect of the public housing and GIC developments in Sites 1, 4a and 6 would not result in loss of open space provision in the area. Sufficient self-contained local open space (with a minimum of 1 m² per person) would be provided within the public housing development sites in accordance with the HKPSG for enjoyment of the future residents.

Remarks: R315 to R317 have not provided view on the proposed amendments

Comments On Representations (Comments)

Comment No. (TPB/RS/ML-KTS/14)	Commenters	Gist of Comment	Responses to Comments
C1	C1 Hover Joy International Limited (also R1)	Support R3 to R8, R12, R16, R26, R30, R39 to R42, R45, R49, R52, R53, R55, R318 and R320 <i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) The overall plan of the LUR was rezoned in stages which failed to represent a total vision of the future. (b) 14 sites were identified suitable for housing development but the proposed low densities of the sites due to infrastructural constraints were not well justified. The current gazette is bias to the infrastructure limitation and restricts high intensity land use development potential. (c) Piecemeal rezoning and ad hoc approach would lead to uncertainty for the development of the proposed rural township. Whilst two sites had been upzoned in 2015, the remaining sites should be upzoned in the same round of amendment. It was recommended a comprehensive planning for Kam Tin South to be gazetted as per the recommendation of the LUR as a whole. (d) To ensure proper planning of Kam Tin Valley, a	<i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) Please refer to the responses under sub-heading 'LUR - Piecemeal Development' and 'LUR - Development Intensity' of R1 and R3 above respectively.

Comment No. (TPBR/S/XL-KIS/14)	Commenters	Gist of Comment	Responses to Comments
		comprehensive EFS should be undertaken for higher density option. This was not a desirable approach for planning of a NDA. This approach only happened in Kam Tin South but not in other NDAs. <i>LUR – Public Engagement</i> (a) The planning process lack of public consultation and transparency. The Government had failed to follow usual practice to conduct a 3-stage public consultation. <i>Impact on Transport Infrastructure & Provision of Supporting GIC Facilities</i> (a) The overall traffic issue and community facilities in the areas should be considered and addressed comprehensively and holistically with the proposed housing developments in the planning process. <i>Address Rail Noise Impact</i> (a) HKHA should ensure that the future residents of the development would not exposed to noise impacts by implementing adequate noise mitigation measures at their own costs and to the satisfaction of the EPD.	<i>LUR – Public Engagement</i> (a) Please refer to the responses under sub-heading ‘LUR – Public Engagement’ of R1 above. <i>Impact on Transport Infrastructure & Provision of Supporting GIC Facilities</i> (a) Please refer to responses under sub-heading ‘Impact on Transport Infrastructure’ and ‘Provision of Supporting GIC Facilities’ of R5 above. <i>Address Rail Noise Impact</i> (a) Please refer to responses under sub-heading ‘Address Rail Noise Impact’ of R318 above.

Comment No. (TPB/RS/AL-KIS/14)	Commenters	Gist of Comment	Responses to Comments
C2	C2 Roger Nissim	Support R3 <i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) A comprehensive approach should be adopted to rezone all potential housing sites identified under the LUR to make the best use of the land. <i>LUR - Development Intensity</i> (a) The proposed development intensity is too low. Given Kam Tin is served by West Rail and will also be served by NOL later, the PR should be slightly increased from 2.1 to 3 to better utilize the scarce land resources. It would help relieve the development pressure on country parks and Fanling Golf Course. There is no need for the Government to undertake the feasibility study of country park nearby. (b) Taking into account the high costs of land resumption, time required for land resumption procedures and site clearance, etc., the development intensities of the land should be optimized. As a PR of 6.5 has been allowed for NDA development, R3's proposal to increase the development intensity of Kam Tin area was totally justified.	<i>LUR - Piecemeal Development/ Rezoning of all Potential Sites in One-go</i> (a) Please refer to responses under sub-heading 'LUR - Piecemeal Development' of R1 above. <i>LUR - Development Intensity</i> (a) Please refer to responses under sub-heading 'LUR - Development Intensity' of R3 above.

Comment No. (TPBR/SYL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
C3	C3 Masterplan Limited (also R3)	Support R2 <i>Private Housing Development and Public-private Joint Development</i> (a) There was a serious shortage of private housing supply. Measures should be adopted to increase private housing supply so that more housing stock may help reduce the price of private housing. (b) Joint public-private housing is a feasible and quick way to provide private and public housing. Apart from avoiding long time required for land resumption, it would also respect the private property rights and enable the private land owners to contribute to providing both public and private housing within the same development site. <i>Gist of Representation</i> (a) The gist of representation uploaded onto the TPB website was very brief and many points made by R3 have not been included in the gist. It is inconvenience for the public to go to the Public Enquiry Counter of PlanD to read the representations in order to make comments. This defeated the purpose of the public consultation process.	<i>Private Housing Development and Public-private Joint Development</i> (a) Please refer to responses under sub-heading 'Public Housing Demand', 'Private Housing Development' and 'Public-private Joint Development' of R2 above. <i>Gist of Representation</i> (a) The Gist of Representations is to provide a quick reference for the general public on the main points of the representations to facilitate public inspection and to provide comments. The representations and their proposals are grouped in accordance with the amendment items and the nature of representations. Details of individual representations are available for public inspection at the Planning Enquiry Counters of the Planning Department.

Comment No. (TPB/R/S/XL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
C4	C4 Ruy Barretto	Support R3 <i>LUR - Development Intensity</i> (a) The PR for the housing sites was too low and a waste of land resources. This was contrary to current Government policies and public interest in zoning for affordable housing which was the priority. Enough infrastructure existed/would exist to serve an increased development intensity. (b) Slightly increasing the densities will relieve the development pressure on the countryside, "Conservation Area" ("CA") and "Green Belt" ("GB") and Country Parks and reduce the demand to rezone the nearby Tai Lam Country Park. The general planning intention would be met by providing more affordable housing whilst protecting the nearby countryside environment.	<i>LUR - Development Intensity</i> (a) Please refer to responses under sub-heading 'LUR - Development Intensity' of R3 above.
C5	C5 黎偉雄 (YLDC member) (also R6)	Not specified the related representation. <i>Impact on Transport Infrastructure</i> (a) The existing Kam Sheung Road was a sub-standard village road. The proposed public housing development would worsen the existing traffic problem and further endanger pedestrian safety.	<i>Impact on Transport Infrastructure</i> (a) Please refer to responses under sub-heading 'Impact on Transport Infrastructure' of R5 above.

Comment No. (TPBRS/YL-KIS/14)	Commenters	Gist of Comment	Responses to Comments
		(b) From 2014 to 2017, PlanD had consulted PHRC and YLDC on the Kam Tin and Pat Heung housing development. At all these consultation meetings, RC and DC opposed the development unless there was widening of Kam Sheung Road and provision of new road before development. (c) The Government should address the concerns and requests of the RC and DC. (d) Raised concerns on the traffic impact. Request to widen Kam Sheung Road and provision of new road link before the implementation of the proposed development.	
C6	C6 黃偉賢 (YLDC member)	Not specified the related representation (a) YLDC objects to the proposed amendments. The Board should respect YLDC's comments and reject the proposed amendments.	(a) Please refer to responses to R5 submitted by the Chairman of YLDC above.
C7	C7 蔡月榮 (八鄉錦上路發展關注組村代表)	Not specified the related representation <i>Impact on Transport Infrastructure</i> (a) The existing Kam Sheung Road was a sub-standard road	<i>Impact on Transport Infrastructure</i> (a) Please refer to responses under sub-heading 'Impact on

Comment No. (TPBR/SYL-KTS/14- 表)	Commenters	Gist of Comment	Responses to Comments
	召集人, 水流 田 村 村 代 表(also R7)	built in the 1960s. The road has limited capacity and lack of drainage facility. (b) Raised concerns on the traffic impact of the proposed development. Request to widen Kam Sheung Road to standard road link and provision of new road link before the implementation of the proposed development.	Transport Infrastructure' of R5 above.
C8	C8 Chan Wai Yee	Support R8 <i>Impact on Transport Infrastructure & Provision of Supporting GIC Facilities</i> (a) Both West Rail and the existing road network were already overloaded. The transport problem (which was the primary problem of the district), should be addressed before any significant increase of housing. (b) Kam Tin district is lack of retail, public amenities and recreational facilities.	<i>Impact on Transport Infrastructure & Provision of Supporting GIC Facilities</i> (a) Please refer to responses under sub-heading 'Impact on Transport Infrastructure' and 'Supporting GIC Facilities' of R5 above. For retail facilities, under HD's conceptual layout, retails/shopping centre are proposed at Sites 1 and 4a (Plan H-9).
C9	C9 Delight World Limited	Support R5 to R317 on adverse traffic impacts and insufficient road capacity. Object all proposed amendments. <i>Traffic Impact Assessment</i> (a) The TIA was based on obsolete data and fallacious	Please refer to responses under sub-heading 'Impact on Transport Infrastructure' of R5 above (a) The TIA commenced in 2015, and its model input

Comment No. (TPB/RS/XL-KIS/14)	Commenters	Gist of Comment	Responses to Comments
		assumptions and had failed to consider relevant possible and/or permissible development scenarios. (b) All traffic data, assumptions, basis of assessments and calculations adopted in planning studies should be made available for public reference and use in the planning applications for private projects for consistency and proper monitoring by the public. (c) Traffic survey data adopted in the TIA (obtained in January 2015) were outdated. The assessment results were not reliable as only two planned West Rail sites, but not other development with planning approvals had been taken into account. (d) TD in considering the planning applications for Kam Tin area, the TIA should take into account all planning applications being processed by the Board (even with no approval) to assess the cumulative traffic assessment. Such approach was not required for Kam Tin South TIA. TD should provide justifications for such inconsistent approach. The same standards should apply in considering all projects, whether government projects or private projects.	assumptions have already taken into account the latest territorial planning and employment data at the time of conducting the TIA, strategic highway and railway network assumptions for design year 2031, which have included all major developments in the vicinity of the concerned sites, and have been agreed by departments concerned. (b) The traffic model was developed based on the model input assumptions and calibrated with the survey data collected in 2015. To verify the performance of the traffic model, the model results for 2018 traffic demand were extracted and compared with observed traffic flow in 2018. The results revealed that the traffic model results are on the conservative side and thus the TIA assumptions are considered valid.

Comment No. (TPB/RS/YL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
		<i>Adoption of fallacious assumptions</i> (a) The TIA had adopted a uniform flat size of 69m² and 70m² respectively for two West Rail sites for assessing the cumulative traffic generation. Under the HKPSG, parking provision ratios vary with flat size. Variation of flat size mix can have a significant impact on the parking space provision and the traffic generation. The parking space provisions for the two West Rail sites adopted in the TIA were on the low-side and had underestimated the cumulative traffic impact. (b) TD had applied much higher standards of approval in planning applications for private housing project by requiring the adoption of more conservative flat size mix scenario and high trip generation rates. If these same high standards of approval were applied to the Kam Tin South TIA, it should not have been accepted by the Government. <i>Omission of Traffic Impact of Public Vehicle Park</i> (a) To address the local demand and acute shortage of public car parking space in Kam Tin South, TD has no objection for a review on the provision of public vehicle park at the housing and "G/IC" sites at detailed design stage. However, the potential increase in traffic due to the	(a) The design parameters (including flat size) for the two West Rail sites were based on the available information at the time of conducting the TIA. It should be noted that the developments of KSRS Phase 2 and the PHMC are still subject to detailed design. The TIA assumptions and findings have been agreed by departments concerned. (a) If additional public vehicle parks at Sites 1, 4a and 6 would be provided upon review at detailed design stage, further traffic impact assessment to ascertain the feasibility and scale of provision of public car park would be carried out by department(s) concerned.

Comment No. (TPB/RS/YL-KIS/14)	Commenters	Gist of Comment	Responses to Comments
C10		provision of public vehicle park has not been addressed in the TIA.	
C10 Keith Au		Object R3 <i>Impact on Transport Infrastructure</i> (a) Further increase of development intensity and rezoning sites for development could not address the local employment problem and traffic problem. More local villagers and farmers would be affected. (b) West Rail has already reached its capacity. Even with the addition of car from 7 to 8, the capacity could only be increased by 14% which could hardly accommodate the additional population of 0.4 million under the Hung Shui Kiu and Yuen Long South development. (c) TD estimated that with the completion of Route 11, the southbound hourly vehicular flow of Tai Lam Tunnel during morning peak hour would reach 6,100 in year 2036, which would exceed the designed capacity. The morning traffic in Pat Heung is already overloaded and the Government should not accommodate more population in Pat Heung.	<i>Impact on Transport Infrastructure</i> (a) Please refer to responses under sub-heading 'Local Employment Opportunity' and 'Impact on Transport Infrastructure' of R5 and R8 to R314 above.

Comment No. (TPB/RS/XL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
C11 to C130	120 Individuals (Names of Commenters are shown at Annex III)	Support R306 and/or object R3. Object all amendment items. <i>Local Employment Opportunities</i> (a) There were only limited local employment opportunities. Over 90% of the local resident had to commute to other districts for work and spent much time commuting. (C11 to C37, C39 to C45, C47 to C58, C60, C62 to C80, C82 to C130) <i>Impact on Transport Infrastructure</i> (a) West Rail has already reached its capacity. Even with the addition of car from 7 to 8, the capacity could only be increased by 14% which could hardly accommodate the additional population of 0.4 million under the Hung Shui Kiu and Yuen Long South development. (b) TD estimated that with the completion of Route 11, the southbound hourly vehicular flow of Tai Lam Tunnel during morning peak hour would reach 6,100 in year 2036, which would exceed the designed capacity. The traffic in Pat Heung is already overloaded and the Government should not accommodate more population in Pat Heung. (C11 to C14, C16 to C37, C39 to C58, C60, C62 to C80, C82 to C130)	<i>Local Employment Opportunities</i> (a) Please refer to responses under sub-heading 'Local Employment Opportunities' of R8 to R314 above. <i>Impact on Transport Infrastructure</i> (a) Please refer to responses under sub-heading 'Impact on Transport Infrastructure' of R5 above.

Comment No. (TPBRS/YL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
		<i>Affected Local Villagers/Residents, Farmers and Agricultural Land</i> <i>Affected Farmers and Agricultural Land</i> (a) Kam Tin and Pat Heung are important agricultural areas in Hong Kong. In 2014, there were 57 accredited organic farms in Kam Tin and Pat Heung (about 50% of all organic farms in Hong Kong). The local farmers would force to be relocated and lose their farmland. (b) Under the New Agricultural Policy, the Government would undertake, amongst others, Agri-Park, and Agricultural Priority Area, to protect agricultural land to ensure its sustainable development. The Government should not implement large-scale development that is contrary to the concerned agricultural policy. The Government should preserve/retain the agricultural land. (C11 to C58, C60 to C80, C82 to C83) <i>Affected Local Villagers/Residents and Compensation and Rehousing</i> (a) The current rehousing and compensation policy was out-dated/harsh. Many local villagers and farmers would lose their homes and agricultural land. (C11, C13 to C60,	<i>Affected Local Villagers/Residents, Farmers and Agricultural Land</i> (a) Please refer to responses under sub-heading 'Affected Local Villagers/Residents, Farmers and Agricultural Land' of R8 to R314 above.

Comment No. (TPB/R/S/ML-K/IS/14)	Commenters	Gist of Comment	Responses to Comments
		C62 to C66, C68 to C83) (b) The Government should discuss with the affected villagers and farmers on rehousing arrangements and provide reasonable compensation. (C14) <i>Other Sources of Housing Supply</i> (a) The Government should first develop brownfield sites, golf course and vacant school, etc. Urban renewal could also turn the old buildings for public housing. (C14) <i>Provision of Supporting GIC Facilities</i> (a) The NOL will be extended from the West Rail Line. Since NOL may connected to the border and future 'visa-free' special area in the North East New Territories NDA in future, the NOL will be overcrowded with mainland people or occupy the resources in Hong Kong. (C70) (b) Retain the open space adjoining West Rail for farmer market and recreational space for the locals. (C77)	<i>Other Sources of Housing Supply</i> (a) Please refer to responses under sub-heading 'Other Sources of Housing Supply' of R8 to R314 above. <i>Provision of Supporting GIC Facilities</i> (a) Please refer to responses under sub-heading 'Provision of Supporting GIC Facilities' of R5 above. (b) The open space adjoining the West Rail is outside the boundary of the amendment items.
C131	C131 Sergey Chay	Support R2, object R5 and provide comment on R319. (a) Whether other potential sites have been considered. If yes, why this site is the most suitable one.	(a) Please refer to responses under sub-heading 'Other Sources of Housing Supply' of R8 to R314 above.

Comment No. (TPBR/SL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
C132	C132 Mary Mulvihill (also R320)	Not specified the related representation. (a) The two West Rail sites should be developed for public housing.	Noted. (a) According to the LUR, the two West Rail sites are not proposed for public housing. The LUR identified five public housing sites adjacent to the two West Rail sites. The current OZP amendments involve three public housing sites and the supporting GIC facilities.
C133	C133 Green Sense	Agreed with those representations having reserve comment on the amendments. (a) No objection to public/subsidized housing development. (b) Development in Yuen Long South, Hung Shui Kiu NDA and Tuen Mun would overload the West Rail. (c) Rezoning the "AGR" zone was in conflict with the principles of protection of local farm land, food safety and increase of self-sufficiency in agricultural products. (d) There was other potential housing land such as military site, golf course, etc. (e) Development intensity should be lowered to avoid making the same planning mistakes in Tin Shui Wai development.	 (a) Noted. (b) Please refer to responses under sub-heading 'Impact on Transport Infrastructure' of R5 above. (c) Please refer to responses under sub-heading 'Affected Local Villagers/Residents, Farmers and Agricultural Land' of R8 to R314 above. (d) Please refer to responses under sub-heading 'Other Source of Housing Supply' of R8 to R314 above. (e) Please refer to responses under sub-heading 'LUR - Development Intensity' of R3 above. The proposed

Comment No. (TPB/RS/YL-KTS/14)	Commenters	Gist of Comment	Responses to Comments
			development intensity of PR 3 for the three public housing sites is lower than the public housing development in Tin Shui Wai.

二零一七年十月十三日城市規劃委員會鄉郊及新市鎮規劃
小組委員會會議記錄的摘錄

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 7

[Open Meeting]

Proposed Amendments to the

Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/13

(RNTPC Paper No. 8/17)

44. The Secretary reported that the proposed amendments were in the Kam Tin South (KTS) area and involved rezoning of three sites for public housing development by the Housing Department (HD), which was the executive arm of the Hong Kong Housing Authority (HKHA) and AECOM Asia Company Ltd. (AECOM) was the technical consultant for the proposed amendments. The following Members had declared interests on the item:

Mr Raymond K.W. Lee <i>as the Director of Planning</i>	- being a member of the Strategic Planning Committee (SPC) and the Building Committee of the HKHA;
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Mr Martin W.C. Kwan <i>as the Chief Engineer (Works), Home Affairs Department</i>	- being an alternate member for the Director of Home Affairs who was a member of the SPC and Subsidised Housing Committee of HKHA;
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| Ms Janice W.M. Lai | - having current business dealings with HKHA and AECOM; and her family member owning a property at Cheung Po Tsuen, KTS; |
| Mr H.F. Leung | - being a member of the Tender Committee of HKHA; |
| Dr. C.H. Hau | - having current business dealings with HKHA and AECOM; |
| Mr Alex T.H. Lai | - his firm having current business dealings with HKHA and AECOM; |
| Mr Ivan C.S. Fu | - having current business dealings AECOM and past business dealings with HKHA; and |
| Mr Stephen L.H. Liu | - having past business dealings with HKHA. |

45. The Secretary reported that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments for public housing developments were the subject of amendments to the outline zoning plan (OZP) by the Planning Department (PlanD), the interests of the Chairman and Members in relation to HKHA mentioned above only needed to be recorded and they could stay in the meeting. The Committee agreed to this arrangement. The Committee also noted that Ms Janice W.M. Lai and Mr Martin W.C. Kwan had already left the meeting.

46. The following representatives from PlanD and the Civil Engineering and Development Department (CEDD) were invited to the meeting at this point:

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| Ms Maggie M.Y. Chin | - District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE), PlanD |
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- | | |
|---------------------|---|
| Ms Ivy C.W. Wong | - Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE), PlanD |
| Mr Tony K.L. Cheung | - Chief Engineer/New Territories West 3 (New Territories West) (CE/NTW3(NTW)), CEDD |
| Ms W.C. Cheung | - Senior Engineer/4 (New Territories West) (SE/4(NTW)), CEDD |

47. The Chairman extended a welcome and invited the Government's representatives to brief Members on the Paper. With the aid of a PowerPoint presentation, Ms Maggie M.Y. Chin, DPO/FSYLE, presented the proposed amendments as detailed in the Paper and covered the following main points:

Background of the Proposed Amendments

- (a) in March 2014, PlanD completed the Land Use Review for Kam Tin South and Pat Heung (LUR) covering the planning scheme area of the KTS OZP. A total of 14 potential housing sites had been identified for public and private housing developments under the LUR. Broad technical assessments had also been undertaken confirming that there would be no insurmountable problem subject to the provision of adequate infrastructure. The LUR had been submitted and considered by the Board in April 2014. Under the LUR, three sites (Sites 1, 4a and 6), located immediately south of the West Rail Kam Sheung Road Station (KSRS), were identified for public housing development, providing a total of 9,000 flats;

Proposed Amendments to Matters shown on the Plan

- (b) Amendment Items A1 and A2 – rezoning of Sites 1 (about 6.21 ha) and 6 (about 2.76 ha) from “Agriculture” (“AGR”) to “Residential (Group A)” (“R(A)”) with a maximum total plot ratio (PR) of 3 and a maximum building height (BH) of 69 mPD;

- (c) Amendment Item A3 – rezoning of Site 4a (about 7.06 ha) from “Other Specified Uses” annotated “Rural Use” (“OU(RU)”) to “R(A)” with a maximum total PR of 3 and a maximum BH of 69 mPD;
- (d) Amendment Items B1 and B2 – rezoning of two pieces of land to the east and west of West Rail railway track respectively at Sites 1 and 6 (about 1.73 ha and 0.73 ha) from “AGR” to “Government, Institution or Community” (“G/IC”);
- (e) Amendment Item C – rezoning of a section of the existing Kam Ho Road and its roundabout to the south of West Rail KSRS from “AGR” to an area shown as ‘Road’ (about 0.7 ha) to reflect the existing road;

Technical Assessments

- (f) various technical assessments on traffic, environmental, visual, air ventilation, ecological, tree and landscape, sewerage, drainage, water supply and geotechnical engineering had been conducted for the proposed public housing and GIC developments, which confirmed that the proposed developments would not cause insurmountable problems on traffic and other infrastructural capacity as well as environmental aspects ;

Proposed Amendments to the Notes of the OZP

- (g) incorporation of a new set of Notes for the “R(A)” zone, including incorporation of ‘Public Vehicle Park (excluding container vehicles)’ use as a Column 1 use and incorporation of exemption clause for public vehicle park, GIC or social welfare facilities, as required by the Government, from PR calculation taking into account the strong local demand for such facilities while not affecting the public housing flat supply;
- (h) revision to the exemption clause for PR / Gross Floor Area / site coverage calculation in relation to caretaker’s quarters in the Remarks of the Notes for the “Comprehensive Development Area”, “Residential (Group C)”,

“Residential (Group D)”, “OU(Railway Station and Public Transport Interchange with Commercial/Residential Development)”, “OU(Railway Depot with Commercial/Residential Development)” and “OU(RU)” zones;

Departmental Consultation

- (i) relevant government bureaux and departments consulted had no objection to or no adverse comments on the proposed amendments;

Consultation with Rural Committees (RCs) and District Council

- (j) the Kam Tin and Pat Heung RCs and the Yuen Long District Council (YLDC) were consulted on 26.7.2017, 2.8.2017 and 5.9.2017 respectively regarding the proposed amendments to the OZP. The two RCs and YLDC noted the importance of providing public housing flats to meet the acute public housing demand, but raised concerns/comments on potential adverse traffic impact and strongly requested a definite implementation programme for widening/upgrading of Kam Sheung Road, Kam Tin Road, a section of Lam Kam Road and/or provision of new slip road to address traffic problem in the area before implementation of housing development. The two RCs and YLDC also requested the provision of adequate car parking spaces, GIC facilities and raised concerns on land resumption/compensation arrangements; and
- (k) the Pat Heung RC passed a motion and YLDC passed two motions urging the Government to implement the road improvement works of Kam Sheung Road, Kam Tin Road and a section of Lam Kam Road before developing the Kam Tin/Pat Heung south area. The Governments’ responses were detailed in paragraph 13.3 of the Paper.

[Mr H.F. Leung and Mr Stanley C.F. Lau left the meeting at this point.]

48. The Chairman and some Members raised the following questions:

- (a) noting the proposed amendments involved rezoning of areas zoned "AGR" for residential use, the arrangements for farmers affected by the proposed rezoning;
- (b) noting that the total PR of 3 was proposed for the public housing development, whether there was scope to increase the PR;
- (c) noting that the proposed public housing developments would provide 9,000 flats accommodating an estimated population of 25,200 persons, whether there would be adverse traffic impact to the area;
- (d) whether there were any objections to the proposed amendments from the local community; and
- (e) the ratio of private and public housing identified in the LUR and whether the infrastructures, facilities and GIC provision in the area were sufficient to support the future population.

49. In response, Ms Maggie M.Y. Chin, DPO/ FSYLE, made the following main points:

- (a) for the proposed amendments, about 12 ha of land would be rezoned from "AGR" to "R(A)" and "G/IC", of which about 4.8 ha were active agricultural land. With regard to the arrangement of agricultural land affected by the rezoning, farmers could find suitable land in the areas, such as area to the south of Pat Heung Road/ Kam Sheung Road with about 112 ha of land currently zoned "AGR" within the KTS OZP, to continue their farming activity. Under the established practice, the Agriculture, Fisheries and Conservation Department and Lands Department could offer assistance to the farmers to continue farming elsewhere as appropriate. In addition, an Agricultural Park (Agri-Park) in Kwu Tung South was proposed under the New Agricultural Policy. Construction works for Phase 1 of the Agri-Park (about 11 ha) was scheduled for commencement tentatively in 2019 and the Agri-Park could accommodate eligible farmers

displaced by Government development projects that happened to take place within the same time-frame;

- (b) the KTS area was subject to the Shek Kong Airfield Height Restriction. The proposed BH restriction of 69mPD for the "R(A)" zone, including rooftop structures was the highest that could be achieved under such restriction. HD had explored whether there was scope to increase the PR but had advised that a total PR of 3 was the maximum achievable PR under the circumstances. Taking into account the strong local demand for public vehicle park, GIC or social welfare facilities, an exemption clause for these uses, as required by the Government, from PR calculation was incorporated into the Notes of the "R(A)" zone to allow flexibility while not affecting the provision of flat supply to meet the acute demand for public housing;
- (c) During consultation with Pat Heung and Kam Tin RCs and YLDC, road traffic was of the utmost concern and they urged for improvements to the road traffic in the Kam Tin/Pat Heung south area. In this regard, the traffic impact assessment (TIA) conducted for the proposed public housing and GIC developments had recommended road improvement works, including road junction improvements, road widening works and new bus lay-bys. CEDD would also carry out a study to review the traffic condition in the area, particularly on Kam Sheung Road, and formulate improvement options, where appropriate. Under the subject study, opportunity would be taken to consider any improvements to the existing cycle tracks to better connect the KSRS to other parts of the area;
- (d) the consulted local community also expressed concern on the provision of GIC facilities in the area and land resumption/compensation arrangements. For provision of GIC facilities, land had been reserved for two primary schools, a GIC complex (including a clinic) and a sports centre in the proposed "G/IC" zones. The types of GIC facilities could be further refined taking into account the local's views at the detailed design stage. With regard to concerns on compensation and rehousing arrangement for those affected by the proposed developments, the Government would offer

compensation, Ex-gratia Allowances and/or rehousing arrangements to the eligible affected parties in accordance with prevailing policies;

- (e) the LUR had identified 14 potential housing sites for public and private housing developments. Under the LUR, the ratio of private and public housing flats was 50:50. Two sites at West Rail KSRS and Pat Heung Maintenance Centre (PHMC) were identified for private housing development and the rezoning of these two sites was completed in 2016. Some of the remaining sites were also proposed for private housing developments; and
- (f) to serve the community in the area, a public transport interchange, retail facilities and a kindergarten would be provided in the future private residential development at West Rail KSRS and other GIC facilities would be provided in the public housing and GIC developments in Sites 1, 4a and 6, thus forming the core area of KTS. In order to maximise the opportunity for all residents of the area to enjoy those facilities, enhancement to the cycle tracks would be explored to facilitate easy access to the core area. In addition, possible heritage trails to various cultural heritage sites were considered to connect with the core area near KSRS.

50. After deliberation, the Committee decided to :

- “(a) agree to the proposed amendments to the approved Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/13 and that the draft Kam Tin South OZP No. S/YL-KTS/13A (to be renumbered as S/YL-KTS/14) at Attachment II of the Paper and its Notes at Attachment III of Paper are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Kam Tin South OZP No. S/YL-KTS/13A (to be renumbered as S/YL-KTS/14) 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.”

[The Chairman thanked Ms Maggie M.Y. Chin, DPO/FSYLE, Ms Ivy C.W. Wong, STP/FSYLE, Mr Tony K.L. Cheung, CE/NTW3(NTW), CEDD and Ms W.C. Cheung SE/4(NTW), CEDD for their attendance to answer Members' enquiries. They left the meeting at this point.]

51. The Chairman suggested to advance Agenda Item 28 for consideration.

Fanling, Sheung Shui and Yuen Long East District

[Ms Maggie M.Y. Chin, District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE), and Ms Emily P.W. Tong, Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE), were invited to the meeting at this point.]

Agenda Item 28

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-NSW/241 Proposed Comprehensive Development of an Outlet Mall with Commercial Uses (Including 'Shop and Services' and 'Eating Place'), 'Agricultural Use' (Commercial Fish Ponds), 'Excavation of Land' and 'Filling of Land' in 'Other Specified Uses' annotated "Comprehensive Development to include Wetland Restoration Area" Zone, Lots 8 RP (Part), 14 S.B RP (Part), 45 and 1740 S.A RP in D.D. 107 and Adjoining Government Land, to the South of Pok Wai and Wing Kei Tsuen, Yuen Long
(RNTPC Paper No. A/YL-NSW/241E)

52. The Secretary reported that the application was submitted by King Garden Limited, which was a subsidiary of Sun Hung Kai Properties Limited (SHK). Llewelyn-Davies Hong Kong Limited (LD), AECOM Asia Company Limited (AECOM), AGC Design Limited (AGC), Black & Veatch Hong Kong Limited (B&V), Ramboll Environ Hong Kong Limited (Environ) and Urban Limited (Urbis) were six of the consultants of the

二零一七年十一月廿九日錦田鄉事委員
會會議記錄的摘錄

錦田鄉事委員會

諮詢《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》所載的修訂
會議紀錄

日期：2017 年 11 月 29 日(星期三)

時間：下午三時半至四時半

地點：錦田鄉事委員會 (元朗錦田錦田公路 133 號)

出席者

主席： 鄧賀年主席(泰康圍居民代表)
副主席： 鄧乾德副主席(水頭村原居民代表)
副主席： 鄧水倫副主席 (高埔村原居民代表)
委員： 鄧卓然先生 (水尾村居民代表)
鄧柏良先生(水尾村原居民代表)
鄧英揚先生(永隆圍原居民代表)
鄧聯光先生(永隆圍居民代表)
鄭偉超先生(錦田城門新村居民代表)
鄭英明先生(錦田城門新村原居民代表)
鄧焯森先生(祠堂村原居民代表)
鄧國祺先生(吉慶圍原居民代表)
鄧永基先生(吉慶圍原居民代表)
蔡佩玲女士(逢吉鄉居民代表)
鄧坤寶先生(高埔村居民代表)
鄧偉強先生(水頭村居民代表)
鄧世裕先生(吉慶圍居民代表)

特別會員

鄧國豐先生
鄧國榮先生
鄧子文先生
鄧英華先生

本會顧問

王威信先生
鄭樹明先生
鄧仲明先生
鄧民權先生
鄧國邦先生

黃紹聰先生
文權立先生
鄧錦全先生
鄧霆鈞先生 (泰康圍村民)
何曉雯 (鄧賀年議員辦事處秘書)

讀假者

鄧錦良先生(水頭村居民代表)
鄧錫銘先生(泰康圍原居民代表)
伍國全先生(沙埔村居民代表)
伍世傑先生(沙埔村原居民代表)
鄧藉南先生(祠堂村居民代表)

列席者

陳漢鈞先生	元朗民政事務處高級聯絡主任
羅鳳新女士	元朗民政事務處聯絡主任主管(鄉郊四)
張曉紅女士	元朗民政事務處聯絡主任(鄉郊四)
錢敏儀女士	規劃署粉嶺、上水及元朗東規劃專員
黃楚娃女士	規劃署粉嶺、上水及元朗東規劃處 高級城市規劃師/元朗東 2
張家亮先生	土木工程拓展署新界西拓展處總工程師/新界西 3
張慧中女士	土木工程拓展署新界西拓展處高級工程師/4
陳慧儀女士	房屋署規劃師(14)

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1. 鄧賀年主席歡迎相關政府部門代表出席鄉事委員會會議，並邀請部門代表介紹有關議題。

2. 錢敏儀女士介紹有關《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》(下稱「大綱圖」)所載的修訂(詳情見有關的錦田鄉事委員會文件)。她表示規劃署、土木工程拓展署(土拓署)及房屋署已於 2017 年 7 月 26 日就改劃第 1、6 及 4a 號地盤作公營房屋及政府、機構或社區發展向錦田鄉事委員會諮詢。委員會原則上支持對大綱圖的擬議修訂，但主要提出對交通、社區設施及學校的關注。就社區設施及學校方面，第 1 及 6 號地盤分別約有 1.73 及 0.73 公頃的土地劃作「政府、機構或社區」地帶，預計會提供一所社區綜合大樓(包括診所)、一個體育中心及兩所學校等設施。此外，有關的公營房屋最早於 2025/26 年落成，視乎地區人士及居民的需要，在公營房屋及政

府、機構或社區發展的詳細設計時，會探討提供其他社區設施例如濕街市及公眾泊車位的可行性。

3. 張家亮先生首先就土拓署負責的元朗錦田南發展計劃工地平整和基礎設施工程－前期工程(前期工程)向委員會作出匯報。有關前期工程主要包括於錦上路增建 4 個巴士停車灣、擴闊錦河路、改善錦田路迴旋處、錦上路/東匯路、錦上路/八鄉路和八鄉路/三號幹線的路口以及相關渠務工程。土拓署曾於 2016 年 3 月就前期工程諮詢委員會，委員會表示並不反對有關工程。土拓署現已完成詳細設計，並準備於 2018 年 1 月向立法會申請撥款，以期早日展開有關工程。他強調上述前期工程下的道路工程能改善現有錦田/八鄉一帶的交通情況。此外，尤其是前期工程於錦上路增建的 4 個巴士停車灣及相關路口改善工程，加上路政署現增建 5 個巴士停車灣，將令錦上路的行車更為暢順。因此，希望委員支持前期工程申請撥款。另外，為回應地區人士對錦上路交通的關注，土拓署亦將進行錦上路交通改善方案的可行性研究。土拓署正進行聘請顧問工作，預計於 2017 年年底或 2018 年 1 月展開研究。當研究開展後，土拓署會連同顧問一同到訪委員會收集有關改善錦上路的意見。

4. 鄧賀年主席表達對公共污水收集系統的關注和再次詢問有關部門是否會於第二季報告排污工程的進展。

5. 鄧民傑顧問詢問政府將如何善用人口增長，帶動交通發展。他認為政府應全面及整體檢視元朗區的交通網絡，不應只局限錦田區。他亦建議政府應詳細考慮善用西鐵站和交通轉換站，並提出要有安全設計。

6. 王威信顧問表示對街市的關注及查詢會否提供公眾街市。另外，他又提出區內泊車位不足會導致車輛需要在路旁停泊，因而影響交通安全，並詢問是次發展會否針對公眾泊位比例的準則作出調整。最後，他指出是次定修定主要着重在錦田南而忽視元朗整體車流疏導和交通需求的改善方案，並促請相關部門研究改善交通建議。

7. 鄧卓然議員表示對交通問題的關注，同時認為政府應交代確實的交通改善建議落實時間表。他亦提出應活化舊街市及不應邊緣化舊區。此外，他詢問為何要保留蒙養學校旁的濕地。最後，他詢問錦河路到蒙養學校的道路是否會轉為四線行車。

8. 錢敏儀女士感謝主席及各位委員的意見，並作出以下回應：

- 有關對街市的關注，根據房屋署的初步計劃，有關的公營房屋會提供零售設施。至於會否提供濕街市，房屋署將在詳細設計時再研究，而食物環境衛生署(食環署)表示現階段沒有計劃於錦田南興建新街市。錢敏儀女士表示會再向食環署反映委員的意見及訴求。
- 有關公眾泊車位，在詳細設計時，可探討在第 1、6 及 4a 號地盤的公營房屋及政府、機構或社區發展中提供公眾泊車位的可行性，而運輸署亦對此建議表示支持。此外，在考慮提供車位數目時，房屋署亦會參考「香港規劃標準與準則」的規定。
- 為加強現有村落和鐵路站之間的聯繫，並方便現有村民和新居民享用社區設施，土拓署即將展開錦上路改善研究，包括檢討錦田八鄉一帶的單車徑設施。
- 有關蒙養學校旁的濕地，漁農自然護理署認為有關的「自然保育區」仍具生態價值，因此不支持改劃作其他對生態價值有負面影響的用途。

9. 張家亮先生回應，有關前期工程只涉及道路及渠務改善工程，不包括為建屋而進行的土地平整工程。該工程需另外申請撥款，並會另行諮詢委員會。他希望委員支持前期工程於 2018 年 1 月向立法會申請撥款。如獲立法會批准撥款，土拓署計劃於 2018 年年中展開前期工程，並於 2021 年年底完成。另外，土拓署已聯同渠務署及環境保護署(環保署)於八月就錦田公共污水收集系統向主席交代進度，渠務署及環保署計劃於明年第二季就改善錦田一帶公共污水收集系統再向委員會作諮詢。

10. 鄧民權顧問認同土拓署先進行前期工程作為改善交通的第一步，之後再考慮改善錦田其他地方的交通。同時，亦需要在錦上路西鐵站提供足夠的公眾泊車位。對於排污問題，他指出由於錦田區沒有公共污水收集系統主幹渠，很多污染物都被排進錦田河，因此做成嚴重的污染問題。對此，他重申政府應該正視舊河污染問題。另外，他亦希望政府改善村內的通道。最後，他建議把蒙養學校旁的濕地公

園化。

11. 王威信顧問認為政府的規劃工作應具備前瞻性，擔心現在的發展建議最終會對錦田公路做成很大的交通問題。對此，他建議政府考慮可興建道路接駁青朗公路，從而疏導車輛流量。

12. 鄧英揚委員提出對錦田詳細藍圖的問題，鄧賀年主席建議會後再與規劃署跟進。

13. 鄧賀年主席總結表示，錦田鄉事委員會支持《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》所載的修訂和支持土拓署就前期工程到立法會申請撥款。他表示發展鄉郊對區內的影響深遠，政府在發展時應落實委員會提出的意見，包括改善交通、提供足夠的社區設施、街市及公眾泊車位等，活化舊區，改善村民的生活環境。他並要求相關部門就公共污水收集系統在明年第二季諮詢委員會。

錦田鄉事委員會

二零一七年十一月

二零一七年十二月六日八鄉鄉事委員會
會議記錄的摘錄

八鄉鄉事委員會
第25屆第14次執行委員會暨
第5次全體村代表會員聯席會議紀錄

日期：2017年12月6日(星期三)

時間：上午10時正

地點：本會會議廳

主席：八鄉鄉事委員會主席鄧瑞民

紀錄：八鄉鄉事委員會鄭運宏書記

出席：(村代表共38位)

鄧瑞民主席	鄧志光村代表	范開宏村代表	簡成標村代表
黎永添村代表	羅建安村代表	鄧觀佑村代表	鄧鈞德村代表
曾文靖村代表	謝桂平村代表	梁志輝村代表	蔡月榮村代表
楊禮榮村代表	楊金鏗村代表	張鶴齡村代表	張運球村代表
李家榮村代表	張庚仁村代表	胡錦基村代表	曾亞來村代表
鄧華安村代表	徐發堅村代表	胡偉德村代表	張新強村代表
張貴軒村代表	梁榮光村代表	胡有發村代表	黎偉雄村代表
郭振雄村代表	馮精能村代表	張婉嫦村代表	鄧瑞強村代表
鄧天為村代表	鄧少榮村代表	孫月蓮村代表	羅顯宗村代表
鄭偉康村代表	簡郁文村代表		

特別會員：蔡天財、梁蔭福(2位)

增選執行委員：鄧書光 鄧華耀 黃培吉(3位)

顧問：鄧偉明 黃榮元 鄧俊翹(3位)

區議員：八鄉南黎偉雄區議員(兼村代表)

全部出席村代表會員合共46位

(排名不分先後)

來訪嘉賓：

1. 到會諮詢政府部門

規劃署：錢敏儀規劃專員(粉嶺、上水及元朗東)
房屋署：陳慧儀女士(規劃師(14))
土木工程拓展署：張家亮先生(總工程師/新界西 3)
張慧中女士(高級工程師/4)

2. 元朗民政事務處

元朗民政事務處助理專員吳力堯先生
元朗民政事務處高級聯絡主任陳漢鈞先生(鄉郊)
元朗民政事務處聯絡主任主管陳偉強先生(鄉郊 1)
元朗民政事務處聯絡主任(鄉郊一)劉鎮強先生(鄉郊 1)

3. 八鄉警署

八鄉分區指揮官王家強總督察
八鄉警署麥國華警署警長
元朗警區警民關係組社區聯絡主任葉耀東警長

議 程

鄧瑞民主席政開會詞：

各位嘉賓、各位村代表早晨。今日是召開第 14 次執行委員會暨第 5 次全體村代表會員聯席會議，首先歡迎元朗民政事務處助理專員吳力堯先生到訪本會，而高級聯絡主任陳漢鈞先生、聯絡主任主管陳偉強先生及聯絡主任劉鎮強先生的蒞臨及工作報告。同時感謝八鄉分區指揮官王家強總督察、麥國華警長及元朗警民關係組葉耀東警長到來作工作報告。

今次會議主要目的是規劃署及有關部門官員再次到來講解有關《錦田南分區計劃大綱核准圖編號 S/YL-KTS13》所載的修訂進行諮詢。政府官員將在稍後時間到來本會講解上述規劃的修改發展情況，歡迎各位村代表提問及表達意見。

2.3. 元朗民政處工作報告

元朗民政事務處聯絡主任主管陳偉強先生報告：

有關鄉郊居民代表選舉範圍修訂圖，將由2017年12月27日至2018年1月16日刊登及供查閱。是次修訂是根據2017年10月份的範圍修訂來處理，其他則沒有變動。

蔡月榮村代表發言：

錦上路因部分重鋪瀝青未有重雙白線及不清晰，要重新掃色。另有些路段也可以增加雙白線，路旁野草過長也要修剪。

胡有發村代表發言：

馬鞍崗村旱公廁已在2007年拆除，因未有適當地方未能建造，現在本村已覓得適當地方，並已去信民政處及食環署，希望民政政處早日協助建公廁。近來遊客及行山人士增加，更迫切需要公廁，本人已將有關建造公廁的相關資料送交民政處，請貴處盡快建造。

范開宏執行委員發言：

河背村亦有公廁問題，因現時的旱廁部分佔用私人用地，業主經常催促何時歸還土地。但政府遲遲未有答覆，又說必須先拆公廁後才會再起新的，也因地方問題，政府說不可。本村恐怕像馬鞍崗村一樣，拆除公廁後再建公廁遙遙無期，引致村民及郊遊人士不便。政府部門為何不能變通，改變一下政策呢？現在懇請民政處盡快協助建新公廁。

劉鎮強聯絡主任回應：

元朗民政處將再跟進上述三項事情，希望加快進度，日後再回覆。

(三) 規劃署諮詢會

諮詢《錦田分區計劃大綱核准圖編號S/YL-KTS/13》所載的修訂

鄧瑞民主席發言：

本人首先介紹出席諮詢會各位官員給各位認識，歡迎各位村代表提問及表達意見，在提問前，先請各位說出村落名稱及村代表姓名才發言，方便政府部門及本會作會議紀錄之用。

錢敏儀規劃專員(粉嶺、上水及元朗東)發言：

多謝主席及各位村代表會員出席今次會議，上次8月2日的諮詢會議中各位主要提出對公共設備的關注，如學校、診所、康樂設備及

單車徑等設施。就社區設施方面，第1及6號地盤分別約有1.73及0.73公頃的土地劃作「政府、機構或社區」地帶，預計會提供一所社區綜合大樓(包括診所)、一個體育中心及兩所學校設施。此外，有關的公營房屋最早於2025年/26年落成，視乎地區人士及居民的需要，在公營房屋及政府、機構或社區發展詳細設計時，會探討提供其他社區設施例如濕街市及公眾泊車位的可行性。

土木工程拓展署張家亮總工程師發言：

首先就委員會關注的錦上路交通改善方案的可行性研究的最新進展作出匯報。土木工程拓展署正進行聘請顧問工作，預計於2017年年底或2018年1月展開研究。當研究開展後，土拓署會連同顧問一同到訪委員會收集有關改善錦上路的意見。此外，亦就元朗錦田南發展計劃工地平整和基礎設施工程-前期工程(前期工程)向委員會作出匯報。有關前期工程主要包括於錦上路增建4個巴士停車灣、擴闊錦河路、改善錦田路迴旋處、錦上路/東匯路、錦上路/八鄉路和八鄉路/三號幹線的路口以及相關渠務工程。土拓署曾於2016年3月就前期工程諮詢委員會，委員會表示並不反對有關工程。土拓署現已完成詳細設計，並準備於2018年1月向立法會申請撥款，以期早日展開有關工程。

本人強調上述前期工程下的道路工程能改善現有錦田/八鄉一帶的交通情況。此外，尤其是前期工程於錦上路增建4個巴士停車灣及相關路口改善工程，加上路政署現增建5個巴士停車灣，將令錦上路的行車更為暢順。因此，希望委員支持前期工程申請撥款。

范開宏執行委員發言：

政府現時提出的發展只是修修補補，與上次8月2日諮詢會相同，現在提出建造四個巴士灣，這麼小工程，希望我們支持錦田南的發展，是一個陷阱，我們反對建造四個巴士灣。

另一方面，明明這次發展地區有三分之二是八鄉地方，為什麼不寫「八鄉南分區發展」而寫「錦田南分區發展」己是不妥善了。

水流田村代表蔡月榮表發言：

錦上路有甘大的發展，日後會多幾萬人居住，影響很大。我們只要求將不合標準的錦上路擴闊，及新建一條新道路舒緩交通，現在政

府有大量盈餘都不去做，如果政府不答允，我們反對前期工程。

黎偉雄區議員發言：

本鄉事會已多作出次反對，元朗區議會也否決規劃。政府只要先行擴闊錦上路及加建一條新道路，去解決錦上路的交通阻塞，才談發展錦田南分區的發展也辦不到，我們怎樣可以相信政府。好像 2013 年會完成擴闊錦田公路，後來又沒有下文，現在只進行少少工程，有何意義？我們沒有理由給你通過。

元崗新村村代表楊金葬發言：

政府有心做一件大工程，現在庫房有大量盈餘整條村都可以搬來做工程，連立法會議員都贊成擴闊錦上路，發展局同意研究擴闊錦上路，政府還是充耳不聞，現在少修少補是得不到民心。

黎永添執行委員發言：

其實政府比市民的信心不大，例如上村村民租田給高鐵發展，到頭來得不償失，現在弄得農民無地可耕，賠償不足，政府出爾反爾。你們說是前期工程，如果贊成的話，政府對擴闊錦上路及加建一條新路日後可能不會跟進去做，令人不相信政府。

上村村代表謝桂平發言：

政府給我們的印象是缺乏誠信的，我們認為如果政府不先行擴闊錦上路及加建一條新路去舒緩錦上路交通，本人敢代表上村四位村代表反對到底。

土木工程拓展署張家亮總工程師補充發言：

路政署將在 2018 年展開錦田公路勘測工作。有關前期工程只涉及道路及渠務改善工程，而不包括為進行建屋的土地平整工程。該些工程需另外申請撥款，並會另行諮詢委員會。展開前期工程與大綱圖的擬議修訂為分開議題，因此支持前期工程並不影響委員對修訂大綱圖發表贊成或反對意見。如前期工程於錦上路交通改善方案的可行性研究有結果後才推展，即 2019 年後，將延遲了前期工程對交通改善帶來裨益，所以希望委員能支持前期工程能盡快長開。

錢敏儀規劃專員(粉嶺、上水及元朗東)補充發言：

就委員對擴闊錦上路的訴求，規劃署已向運輸署、路政署及發展局反映地區人士的意見。鑑於社會對公營房屋需求的逼切性，希望能

夠得到八鄉鄉事委員會對改劃大綱圖的支持，以推展相關的公營房屋發展。

黎偉雄區議員發言及提出動議：

本人徵得各位村代表會議簽署同意和議，現提出動議：

「本會強烈要求政府在發展八鄉南之前，必須落實全面規劃擴闊錦上路成為一條標準道路，及開闢新道路，解決大量居住人口遷入而對八鄉南造成的交通壓力和擠迫，否則本會會堅決反對到底。」

隨後將已有各位村代表會議簽署的動議信交予錢敏儀規劃專員收及存檔。

遞交動議信後，黎偉雄議員與幾位村代表即時離開本會會議廳。

元朗民政事務處高級聯絡主任陳漢鈞先生(鄉郊)發言：

明白各位委員提出的意見，但認為公營房屋是需要道路改善前期工程的配合。而經過委員會多次爭取，政府已落實推展錦上路交通改善方案的可行性研究，以制定長遠的錦上路的改善措施，而有關前期工程亦可作短期措施以改善交通情況。張家亮先生亦在今次會議中清楚交待前期工程凡進展。擴闊錦上路或加建道路的研究是事在必行，故並不希望將有關前期工程和《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》諮詢網綁處理。本人明白委員會的動議，但希望委員考慮支持有關前期工程撥款，以盡快改善區內交通情況。

隨即陳漢鈞高級聯絡主任陪同吳力榮助理專員離開本會會議廳。

其後各位村代表就前期工程繼續發言：(綜合意見)

1. 部分村代表會員對前期工程多建造四個停車灣是支持的，更希望早日完成；
2. 本鄉事會期望土木工程拓展署能向路政署反映鄉事會期望路政署按現時工程進度，在 2018 年第四季完成早前由本會申請的五個巴士停車灣，令各位村代表會相信對政府。

鄧瑞民主席總結發言：

委員就前期工程及擴闊錦上路發表了意見。有委員贊成就前期工程申請撥款以盡早展開工程，亦有委員建議在有具體錦上路交通改善

方案後才支持申請撥款。明白規劃署和土木工程拓展署在是次諮詢的努力，但同時亦希望署方能夠體會村民的關注。本人希望署方能夠藉著是次諮詢聽取村民的意見並作出跟進。本人邀請土拓署於下次委員會會議時再作出匯報。

元崗新村楊禮榮村代表提問：

有關近元崗新村村口，規劃署在有關土地範圍貼上告示，以公布一宗提交城市規劃委員會的申請，作擬議宗教機構(清真寺連附屬設施、社區會堂及機構宿舍)及學校。本村未有即時收到告示，反而地盤收到快過村，到本村收到告示後，反對時間又短暫。因影響太多，種族不同引起大迴響，我們堅決反對，現在情況如何？

錢敏儀規劃專員回應：

有關申請人已撤銷申請。

元崗新村楊禮榮村代表回應：

多謝專員的合作，但是他們現時還圍住太高的圍板，當打風或殘舊時會倒塌，危害過路的居民生命，希望限令他們早日拆掉圍板。

規劃署及土木工程拓展署人員隨即離開本會會議廳。

(四)通過事項

4.1. 通過第 25 屆第 13 次執行委員會會議紀錄；(附件 1)

議決：由簡成標村代表提議，馮精能村代表和議通過第 25 屆第 13 次執行委員會會議紀錄。

4.2. 通過第 25 屆第 4 次全體村代表會議紀錄。(附件 2)

議決：由簡成標村代表提議，馮精能村代表和議通過第 25 屆第 4 次全體村代表會議紀錄

八鄉鄉事委員會第 25 屆第 14 次執行委員會暨

第 5 次全體村代表會員聯席會議

會議日期：2017 年 12 月 6 日

會議時間：早上 10 時

會議地點：八鄉鄉事委員會會議室

諮詢《錦田南分區計劃大綱核准圖編號 S/YL-KTS/13》

第 1、6 及 4a 號地盤作公營房屋及相關發展所載的修訂

政府計劃發展八鄉南，興建公營及私營房屋，大量居住人口將遷入八鄉南區，增加錦上路的交通負荷。本會強烈要求政府在發展八鄉南之前，必須落實全面規劃擴闊錦上路成為一條合標準道路，及開闢新道路，解決大量居住人口遷入而對八鄉南造成的交通壓力和擠迫，否則本會會堅決反對到底。

動議：

鄧瑞民 黎偉雄 黃榮元

和議：

楊金岸 鄧觀佑
李家榮 楊社榮
鄧榮雄 李耀新 何有文 馮精能
梁志輝 鄧瑞臨 梁志輝 鄧瑞臨
張康仁 張婉婷
黃培吉 胡偉德 鄧瑞臨 鄧瑞臨
鄧瑞臨 鄧瑞臨 鄧瑞臨 鄧瑞臨

會議記錄於 2018 年 2 月 13 日獲通過，無需修訂。

二零一七年十二月廿二日元朗區議會
會議記錄的摘錄

元朗區議會二零一七年度第六次會議記錄

日期：二零一七年十二月二十二日(星期五)

時間：上午九時三十分至下午一時四十五分

地點：元朗橋樂坊二號元朗政府合署十三樓元朗區議會會議廳

<u>出席者</u>	<u>出席時間</u>	<u>離席時間</u>
主席：沈豪傑議員	(會議開始)	(會議結束)
副主席：王威信議員, MH	(會議開始)	(會議結束)
議員：湛家雄議員, BBS, MH, JP	(會議開始)	(會議結束)
陳美蓮議員	(會議開始)	(下午 01:15)
陳思靜議員	(會議開始)	(會議結束)
張木林議員	(會議開始)	(會議結束)
程振明議員	(會議開始)	(會議結束)
趙秀嫻議員, MH	(會議開始)	(會議結束)
周永勤議員	(會議開始)	(會議結束)
郭慶平議員	(會議開始)	(下午 01:00)
郭強議員, MH	(會議開始)	(會議結束)
鄭俊宇議員	(上午 09:50)	(下午 01:05)
黎偉雄議員	(會議開始)	(會議結束)
劉桂容議員	(會議開始)	(會議結束)
李月民議員, MH	(會議開始)	(會議結束)
梁志祥議員, SBS, MH, JP	(會議開始)	(正午 12:00)
梁福元議員	(會議開始)	(會議結束)
梁明堅議員	(會議開始)	(會議結束)
陸頌雄議員	(會議開始)	(下午 12:30)
馬淑燕議員	(會議開始)	(會議結束)
麥業成議員	(會議開始)	(會議結束)
文光明議員	(會議開始)	(上午 11:50)
文炳南議員, MH	(會議開始)	(正午 12:00)
蕭浪鳴議員	(會議開始)	(正午 12:00)
鄧焯謙議員	(會議開始)	(下午 12:35)
鄧卓然議員	(會議開始)	(會議結束)
鄧慶業議員, BBS	(會議開始)	(會議結束)
鄧賀年議員	(會議開始)	(下午 01:00)
鄧家良議員	(會議開始)	(會議結束)

鄧勵東議員	(會議開始)	(上午 11:30)
鄧瑞民議員	(會議開始)	(下午 12:05)
杜嘉倫議員	(會議開始)	(會議結束)
曾樹和議員	(會議開始)	(會議結束)
黃卓健議員	(會議開始)	(下午 01:30)
黃煒鈴議員	(會議開始)	(會議結束)
姚國威議員	(會議開始)	(會議結束)
楊家安議員	(會議開始)	(會議結束)
袁敏兒議員	(會議開始)	(會議結束)

秘 書：江國彪先生
 助理秘書：黃敏婷女士

元朗民政事務處高級行政主任(區議會)
 元朗民政事務處一級行政主任(區議會)

列席者 袁嘉諾先生, JP
 吳力桑先生
 麥嘉盈女士
 陳漢鈞先生
 張麗華女士
 劉永錦先生
 鄭英偉先生
 張培仲先生
 李偉文先生
 李伯豪先生
 詹玉娟女士
 陳雪貞女士
 吳炳棠先生
 龍麗嫦女士
 林智文先生
 朱詠賢女士
 許家耀先生

元朗民政事務專員
 元朗民政事務助理專員(一)
 元朗民政事務助理專員(二)
 元朗民政事務處高級聯絡主任(鄉郊)
 元朗民政事務處高級聯絡主任(市區)
 土木工程拓展署總工程師/新界西 1(新界西)
 教育局總學校發展主任(元朗)
 食物環境衛生署元朗區環境衛生總監
 香港警務處元朗警區指揮官
 香港警務處元朗警區警民關係主任
 房屋署物業管理總經理(屯門及元朗)
 地政總署地政專員(元朗地政處)
 地政總署行政助理/地政(元朗地政處)
 康樂及文化事務署元朗區康樂事務經理
 規劃署屯門及元朗西規劃專員
 社會福利署元朗區福利專員
 運輸署總運輸主任(新界西北)

議程第二項
 錢敏儀女士
 黃楚娃女士
 李倩儀女士

規劃署粉嶺、上水及元朗東規劃專員
 規劃署高級城市規劃師/元朗東 2
 房屋署高級規劃師 1

張家亮先生
張慧中女士

土木工程拓展署總工程師/新界西 3
土木工程拓展署高級工程師 4

議程第三項

潘銳秋先生
朱婉雯女士
王呂強先生
程寶添先生
劉國富先生
黎健文先生
劉耀聲先生
余嘉麒先生

發展局助理秘書長(屋宇)3
屋宇署總屋宇測量師/強制驗樓 2
屋宇署署理高級結構工程師/C3
屋宇署高級屋宇測量師/防火規格 6
消防處署理高級消防區長(樓宇改善課)2
消防處署理助理消防區長(樓宇改善課)2
市區重建局樓宇復修高級經理
市區重建局高級經理(社區發展)

<u>缺席者</u>	呂 堅議員, MH	(因事請假)
	鄧鎔耀議員	(因事請假)
	黃偉賢議員	(因事請假)

* * * * *

歡迎詞

主席歡迎各位議員及部門代表出席元朗區議會二零一七年度第六次會議。

2. 主席特別歡迎新任元朗民政事務專員袁嘉諾先生, JP 出席會議。袁專員接替麥震宇先生, JP 的工作, 他代表元朗區議會感謝麥先生過去協助區議會的工作。

3. 袁嘉諾先生, JP 表示, 他首次出席元朗區議會會議, 希望與議員緊密合作, 令元朗區成為一個更美好的社區。

4. 另外，主席歡迎新任警務處元朗區指揮官李偉文總警司。李偉文總警司接替區展秋總警司的工作，主席代表元朗區議會感謝區展秋總警司過去協助區議會的工作。

5. 主席亦特別歡迎新任地政專員/元朗(元朗地政處)陳雪貞女士。陳女士接替趙莉莉女士的工作，主席代表元朗區議會感謝趙女士過去協助區議會的工作。

6. 主席歡迎以下部門代表出席會議：

康樂及文化事務署元朗區康樂事務經理 龍麗嫦女士
(代表總康樂事務經理(新界北)黃樹恩先生出席會議)

7. 在議程方面，主席建議將陳美蓮議員、黃偉賢議員、鄭俊宇議員、麥業成議員、杜嘉倫議員建議討論的「區議會撥款停止贊助即棄樽裝水項目」事項，交由財委會處理。

8. 另外，主席建議將李月民議員、MH 建議討論的「於私人屋苑公眾地方增設單車停泊位」事項，以及黃偉賢議員、麥業成議員、陳美蓮議員、杜嘉倫議員、鄭俊宇議員建議討論的「要求政府就元朗區內各項發展項目的「交通影響評估」及「環境影響評估」提交文件諮詢區議會」事項，交由城委會處理。

9. 最後，主席建議將張木林議員建議討論的「要求改善元朗朗漢路交通問題」事項，交由交委會處理。

10. 議員對議程沒有異議。

第一項：通過元朗區議會二零一七年度第五次會議記錄

11. 議員通過二零一七年度第五次會議記錄。

第二項：諮詢《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》所載的修訂

(區議會文件 2017/第 76 號)

12. 主席請議員參閱第 76 號文件，內容是規劃署、土木工程拓

展署以及房屋署諮詢議員對《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》所載修訂的意見；亦請議員參閱在席上傳閱，黎偉雄議員於 2017 年 12 月 13 日致元朗區議會主席的信。

13. 主席歡迎以下部門代表出席會議：

規劃署

粉嶺、上水及元朗東規劃專員
高級城市規劃師/元朗東 2

錢敏儀女士
黃楚娃女士

房屋署

高級規劃師(1)

李倩儀女士

土木工程拓展署

總工程師/西 3
高級工程師/4

張家亮先生
張慧中女士

14. 錢敏儀女士表示，在 2017 年 9 月 5 日，規劃署、土木工程拓展署及房屋署就改劃《錦田南分區計劃大綱核准圖編號 S/YL-KTS/13》中三幅位於西鐵錦上路站以南的用地以作公營房屋及「政府、機構或社區」發展諮詢元朗區議會。當局感謝元朗區議會一直以來支持香港的房屋發展，並了解區議會和地區人士對交通和社區設施尤其是公眾泊車位的關注。稍後相關部門代表會簡介跟進工作。在 2017 年 10 月 13 日，規劃署把區議會的意見連同改劃分區計劃大綱圖的建議，一併提交城市規劃委員會（城規會）轄下鄉郊及新市鎮規劃小組委員會（小組委員會）考慮。經商議後，小組委員會同意有關圖則修訂建議。有關的《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》（大綱草圖）已於 2017 年 11 月 3 日刊憲，供公眾查閱。她繼而簡介該大綱草圖的修訂項目 A1、A2 及 A3，即第 1、6 及 4a 號地盤改劃為「住宅(甲類)」地帶作公營房屋發展，以及修訂項目 B1 及 B2 即第 1 及 6 號地盤改劃為「政府、機構或社區」地帶作相關發展，和修訂項目 C 的技術性修訂。

15. 張慧中女士簡介土木工程拓展署為配合發展而進行的交通評估和道路改善工程，並匯報該署即將展開一項可行性研究，檢視錦田南發展的道路基礎設施，研究改善錦上路及連接路至主要幹道以疏導交通，以及檢視周邊的單車徑設施。可行性研究的顧問遴選工作已

接近完成，預計會於 2017 年年底或 2018 年年初展開，為期 18 個月。當研究展開後，土木工程拓展署會連同顧問諮詢地區人士及區議員，收集有關改善錦上路的意見，並適時匯報有關研究進度。

16. 錢敏儀女士補充，即將展開的可行性研究涉及三個範疇，包括研究改善錦上路，同時因應在過去諮詢議員時聽到的意見，探討興建一些連接路或繞道以全面改善錦田南的交通。此外，部門會審視如何善用鄉郊的單車徑以建立單車徑網絡。在進行研究時部門會與地區人士緊密合作，討論有關的交通改善方案。在上次諮詢區議會時，部門聽到議員就社區設施方面的意見包括設置公營街市、體育設施等。因應這些意見，房屋署在推展公營房屋計劃時，會根據《香港規劃標準與準則》和相關部門的意見，提供合適的社區設施。在第 1 及 6 號地盤亦有預留用地，預計會提供社區綜合大樓及體育中心等設施。當局在落實詳細設計時會再諮詢區議會。此外，當局亦在第 1 及 6 號地盤預留用地興建兩所小學，就議員提出興建一所中學的意見會向教育局反映。至於公眾泊車位，在大綱草圖的「政府、機構或社區」和「住宅（甲類）」地帶，公眾停車場是第一欄「經常准許的用途」，以預留彈性提供有關設施。相關部門就提供公眾泊車位的可行性會在詳細設計階段作進一步探討。另外，在「住宅（甲類）」地帶提供政府規定的公眾停車場，或政府、機構、社區或社會福利設施，可豁免地積比率，以配合社區的需要。現時預計最早可在 2025/26 年完成第一批公營房屋單位。城規會已於 2017 年 11 月 3 日，根據《城市規劃條例》（第 131 章）展示有關大綱草圖以供公眾查閱直至 2018 年 1 月 3 日。議員可於這日期前就有關大綱草圖向城規會提出書面申述。

17. 主席表示，收到黎偉雄議員、周永勤議員、鄧瑞民議員在席上提出動議，並獲湛家雄議員，BBS, MH, JP、陳美蓮議員、陳思靜議員、程振明議員、趙秀嫻議員，MH、郭慶平議員、郭強議員，MH、劉桂容議員、李月民議員，MH、梁志祥議員，SBS, MH, JP、梁福元議員、梁明堅議員、陸頌雄議員、馬淑燕議員、麥業成議員、文光明議員、文炳南議員，MH、鄧焯謙議員、鄧卓然議員、鄧慶業議員，BBS、鄧賀年議員、鄧家良議員、鄧勵東議員、杜嘉倫議員、曾樹和議員、黃煒鈴議員、姚國威議員、楊家安議員及袁敏兒議員和議。動議的內容如下：

「本會強烈反對錦田南分區計劃大綱草圖編號 S/YL-KTS/14，為免規劃發展將帶來大量居住人口遷入而對

八鄉南造成的交通壓力和擠迫，本會強烈要求政府在發展八鄉南之前，必須落實全面規劃擴闊錦上路成為一條合標準道路，及開闢新道路，落實後再到本會進行諮詢。」

18. 主席建議進行合併討論。議員並無異議。

19. 副主席表示，他關注更多人口遷入錦田南，對元朗區的交通造成影響。他反映現時博愛交匯處的交通擠塞嚴重，擠塞的情況甚至漫延至凹頭交匯處，若車流再增加，擠塞情況會更加惡化。他在早前的元朗交通及行人擠塞問題工作小組會議中提議當局興建一條連接屯門的支路，令向屯門方向車輛無需經過博愛交匯處，有關工程必須配合錦田南的發展。關於泊車位的問題，他表示若當局按照《香港規劃標準與準則》提供錦田和八鄉的泊車位，該處將會缺乏泊車位，可能會出現很多違泊的情況。他建議當局不要硬性套用《香港規劃標準與準則》提供泊車位，應以更多彈性規劃泊車位的數目。此外，不少村民向他反映，希望當局在錦田南和八鄉設置公營街市，而規劃署可探討興建新的公營街市或活化錦田市原有的街市。他希望當局的規劃更加全面，令更多市民從有關的公營房屋發展中受惠。

20. 湛家雄議員, BBS, MH, JP表示，大部分議員是支持政府在新發展區興建房屋，但卻就元朗區的長遠交通規劃有很大的意見。他認為土木工程拓展署和運輸署有責任檢視整個元朗區的交通問題。在這個分區計劃大綱圖所涵蓋的範圍，有一些道路例如由錦田至凹頭的一段道路，時速限制是每小時 50 公里，日後未必可以容納車流的增加，當局需要考慮擴闊有關的路段。此外，在錦田公路近蒙養學校的交匯處亦經常出現擠塞，必須進行改善工程。他希望有關部門在即將進行的可行性研究，探討改善上述道路和錦上路。此外，他在上次部門諮詢區議會時提到，凹頭交匯處和博愛交匯處是車流前往各區的樽頸位。雖然早年土木工程拓展署在博愛交匯處興建一條行車天橋以疏導交通，但是現在人口和車輛不斷增加，交通擠塞情況又再出現。若當局不作出長遠的交通規劃，將來的交通問題會影響整個元朗區。目前已見到在早上繁忙時間，大欖隧道向汀九橋的出口出現擠塞，原因是車輛數量增加，而該處是沿屯門公路和三號幹線出九龍的車輛的樽頸位。若當局不興建新的幹線，將來不斷增加的交通流量必定會對元朗區對外和區內的交通造成嚴重影響。他表示議員支持政府覓地興建房屋，但前提是必須以長遠的角度徹底解決交通問題。

21. 黎偉雄議員表示，在 2014 年至 2017 年，規劃署就錦田南和八鄉的發展諮詢鄉事委員會和區議會，但遭到兩者的反對。議員明白香港市民對房屋有需求，亦支持房屋發展。但自 2014 年起，議員已經促請當局必需落實擴闊錦上路成為標準道路以及開闢新道路。否則，議員的立場是反對發展。他認為有關諮詢文件是在 2014 年提出的，現在只是再將修訂文件諮詢區議會。他感謝土木工程拓展署會進行為期 18 個月的可行性研究，全面檢討錦田南及八鄉的交通，並指出落實興建的四個避車處會由路政署負責，不屬這次修訂內容。他表示在這數年議員不斷向規劃署提出爭取擴闊錦上路及開闢新道路的訴求，但是規劃署卻沒有回應鄉事委員會及區議會，只要求議員支持發展。他表示議員不會盲目支持發展。另外，他表示林錦公路和錦田公路是在 50 年前興建的道路，路面狹窄，即使政府不進行發展，亦要改善這些道路。有關部門原本預算在 2013 年完成該兩條道路的改善工程，但至今還未落實改善工程。他表示若落實房屋發展，預算有 90 000 人口遷入錦田南和八鄉，該區的道路會不勝負荷。他強調若政府不落實有關的道路擴闊工程和開設新道路，回應和尊重鄉事委員會和區議會的訴求，便不要再到區議會諮詢，再次諮詢區議會也沒有任何意義。

22. 梁志祥議員, SBS, MH, JP 表示，錦田南的發展是政府在元朗區推行的幾個重要的公營房屋發展項目之一，但這項發展影響現有居民，而政府未有完全回應居民的訴求。他表示建屋政策不能只看增加人口的目標，也要顧及其他配套設施。規劃專員在簡介中表示可探討在錦田南的房屋發展項目中預留土地興建公眾停車場的可行性。若停車場規模不大，將來亦會不敷使用。此外，大部分居住在錦田和八鄉的居民都會乘車至西鐵錦上路站的轉車停車站轉乘西鐵。然而，由於該處停車位不足，不少車輛需要等待頗長時間才可駛入該處停車。他查詢該處的停車位會否因發展房屋而減少，以及預留土地興建的停車場會有多少停車位，並期望當局配合房屋發展增加車位的數目。他表示黎偉雄議員聯同其他議員提出的動議合情合理，錦上路需要全面規劃擴闊，否則更多人口遷入錦田南，必然令該道路的車流增加，難以負荷。他並希望有關部門展開的研究會全面檢視改善錦上路，得出更佳的研究結果。

23. 梁福元議員表示，整個元朗區的交通擠塞問題非常嚴重，所以，無論是洪水橋、元朗南、橫洲、錦田南和八鄉的發展，六個鄉的立場基本上是一致的。若政府不增加元朗區的交通基建和配套設施以

解決交通擠塞的問題，六個鄉原則上反對全部在元朗區進行的規劃發展項目。相關部門要清楚聆聽鄉事委員會和區議會的意見，整理有關的發展計劃後，才再次諮詢區議會，否則只會浪費時間。元朗區人多車多，早幾年前更出現水貨客與居民爭路的情況，已向政府發出一個清楚訊息，必須改善元朗區的交通和行人擠塞的問題。元朗區議會議員十分關心社區和生活環境的改善，例如袁敏兒議員向政府爭取設置朗天路隔音屏障十多年，政府也沒有落實有關工程。若政府不斷增加元朗區的居住人口，未來整區的環境會難以想像。

24. 麥業成議員表示，根據部門的文件的資料，錦田南的發展會提供約 9 000 個住宅單位，預計人口約 25 000。但文件中只提到路政署正進行推展錦田公路及林錦公路的改善工程，對交通問題着墨不多。議員最關心的問題是當局如何提升交通配套設施以配合龐大的人口需要。現在西鐵的承擔力已達飽和，在繁忙時間錦上路站的月台塞滿等候上車的乘客。擬建的三個公營房屋項目落成後，大部分的居民會乘搭巴士出入。錦上路和錦田公路路面狹窄，不能負荷更多巴士行駛該處。議員要求政府興建新道路和擴闊現有的公路而非小規模的道路改善。若該區的人口不斷增加但沒有改善交通，對元朗區的現有居民甚至將來遷入的居民都不公平。因此，他希望政府切實考慮興建新道路和擴闊現有的道路。

25. 文光明議員表示，每次規劃署就錦田南的發展諮詢元朗區議會時，議員的討論都會集中在更多人口遷入該區對交通造成的壓力和希望當局改善交通。但該署一直都沒有提出令區議會滿意的方案，其建議的交通改善措施亦是「舊酒新瓶」，始終不能妥善解決問題。他十分支持發展房屋的政策，但不同意先發展某地點才提供交通和周邊配套設施的模式，這樣會帶來很大的問題。他希望規劃署和土木工程拓展署做好研究工作後，再討論有關的分區計劃大綱圖及其修訂，這種處理方式會較為恰當。

26. 文炳南議員, MH表示，《鄉議局條例》（第 1097 章）確立鄉議局作為政府在新界事務上的重要諮詢機構的角色，而鄉事委員會是鄉議局的地區代表組織。剛才規劃專員在簡介中表示已將鄉事委員會和元朗區議會的意見向城規會反映，但他擔心城規會是否充分掌握議員和地區人士多年來的所有意見和訴求。很多議員聯署今天的動議，而過去元朗區議會也就區內的規劃發展項目通過不少動議，向政府表明，若不解決元朗區的交通問題，議員反對繼續在元朗區進行發展。

27. 姚國威議員表示，這項議程並非首次在區議會討論，而每次部門諮詢區議會時都說已回應議員的意見，但他並不滿意部門的處理方法。例如，有關部門會展開可行性研究，但在研究前已改劃規劃圖則，程序倒置。此外，部門表示會研究增加車位，但並沒有提供確實數字。當初政府發展天水圍時，規劃車位的數目不足，令各屋苑例如天富苑和天晴邨的車位供不應求。他認為現時的《香港規劃標準與準則》有不完善的地方，若政府按照該準則規劃配套設施，相信不能符合居民的實際需要。另外，在程序上，若城規會已經同意有關的規劃圖則，區議會可以討論的空間實在有限。他相信城規會的專業判斷，但認為在考慮有關的規劃建議時應同時考慮具體和客觀的數據，例如增加 9 000 個住宅單位需要增加的車位實際數目，以及容納新增車輛的所需道路面積。否則，城規會的決定便會脫離現實，而規劃發展不完善會引致將來的社區問題。

28. 鄧卓然議員表示，規劃署的文件中說明「鄉村式發展」地帶內的土地，主要預算供原居村民興建小型屋宇之用。他認為有關的資料誤導，因為文件中並無交代是否已經預留土地，以及有關發展會否涉及清拆原居村民的小型屋宇和相關的土地補償等，對原居村民並不公平。至於道路改善方面，文件中說明「錦田公路是一條重要的地區幹路，為進出該區的行人和車輛提供交通方便；另一條重要通道是由錦田公路分岔出來的錦上路。」同時亦說明「該區的對外交通在錦田繞道和錦田公路第一階段改善工程竣工後有所改善。在實施「錦田公路及林錦公路餘段改善工程」後，道路安全也可進一步改善。不過，該項改善工程的施工時間表仍有待檢討。」他認為上述的改善工程時間表仍有待檢討，顯示當局並非確實承諾會落實有關的工程。他相信文件中會有更多類似的說明。

29. 鄧慶業議員，BBS 表示，雖然議員不斷向政府反映意見，但有關的房屋發展計劃在不久的將來展開，元朗區的交通問題會一直惡化，市民和議員也感到束手無策。正如剛才鄧卓然議員所說，有關的道路改善工程時間表仍有待檢討。他擔心有關的工程再拖延的話，便不可能與房屋發展同步完成。若當局不盡快落實改善元朗區的交通和增建道路，區議會要堅守原則，反對繼續在區內進行發展。

30. 鄧賀年議員表示，他一向支持鄉村的城市化，在妥善的規劃下刺激地區的經濟。現時錦田市有一所街市，但車位並不足夠，希望政府考慮活化該街市及在該設施增設車位樓層。他並關注若在錦田南

興建大型商場，會令前往錦田市的人流減少，影響該處小商舖的經營，希望當局留意民生。至於交通問題，他認同黎偉雄議員所講，若當局不處理好交通問題，將來錦田會首當其衝。向元朗市方向行駛的車輛會首先塞在近蒙養學校的交匯處。他曾在鄉事委員會的會議向當局建議興建一條連接錦田與元朗公路的道路，疏導錦田向元朗市的車流。希望當局關心交通問題。

31. 鄧家良議員表示，地區的規劃發展，可以優化地區和解決市民的居住問題，本來是件好事。但政府在地區進行發展時，往往忽略原住村民和居民的需要。黎偉雄議員由過去至今一直向政府反映錦上路經常塞車，道路狹窄，易生意外，爭取擴闊該道路。政府要在錦田南發展公營房屋，預計增加 25 000 居住人口，有關發展仍需依靠該道路。他表示議員並非反對政府進行地區發展，但政府必須先解決交通問題。即使將來政府推行洪水橋新發展區的項目，議員的立場都是一樣。在交通問題未獲得解決之前，討論任何事項也沒有任何意義。因此，他反對錦田南的規劃發展項目。

32. 鄭俊宇議員表示，他在今年 11 月尾的立法會發展事務委員會會議討論錦田南發展計劃的前期工程時，曾表達意見，並留意到當局的文件沒有顯示元朗區議會在 9 月 5 日通過的動議；該動議表達區議會鑑於元朗區的人口不斷膨脹，交通問題未獲解決，因此反對有關的房屋發展項目。黎偉雄議員多次在區議會反映錦上路的情況，希望政府正面回應，但政府顯示不出誠意。另外，日前「土地供應專責小組」透露，各大型發展商擁有不少於 1 000 公頃的新界農地。他關注這些土地的確實位置，並相信這些土地大部分在元朗區。若這些土地位於錦田南分區計劃大綱圖的範圍的邊陲位置，當局更加需要未雨綢繆，完善規劃交通，以便將來居住在較偏遠位置的居民出入市區。此外，他表示區議會必須掌握各項元朗區的大型公營房屋發展項目以及個別屋苑發展項目的資料，以宏觀地分析對元朗區的交通的影響和其他長遠問題。區議會在各項地區規劃發展項目上有重要的角色，議員更加確切地了解社區的具體情況。他不希望每次區議會都是最後才獲告知有關規劃發展項目的資料，並希望主席可協助區議會向當局反映。

33. 張木林議員表示，近年政府在推出多個發展項目時，完全沒有接受鄉事委員會和區議會就交通問題的意見。即使他們不停地反映意見，但部門提交的文件內容完全沒有改變。政府只着重推展個別的

項目，但欠缺宏觀的交通配套設施的規劃。目前元朗區的每條道路和每個交匯處都擠塞。每晚在凹頭交匯處一帶由錦田向元朗市和屯門方向的车流，都會塞至朗善邨的路口。此外，當局計劃推出朗邊公營房屋發展項目，其交通配套主要依靠唐人新村交匯處，不會興建新的連接路。以上例子可見政府並無顧及發展元朗區時的整體交通配套需要。此外，現時洪福邨住戶與車位的比例是 33:1，車位供不應求。他查詢當局會因應錦田南的公營房屋發展而提供的車位數目，並希望當局盡快落實林錦公路近凌雲寺段的擴闊工程。他表示黎偉雄議員聯同一眾議員提出的動議合乎情理，有關的公營房屋發展涉及 9 000 個住宅單位，現在元朗區的交通問題嚴重，西鐵線已飽和，當局必須切實地就元朗區的整體發展，宏觀規劃完善的交通網絡和配套，以符合市民的需要。

34. 陸頌雄議員表示，錦上路是一條舊式的鄉村道路，一定不能承受新增人口所帶來的交通負荷，所以必須擴闊錦上路。他希望相關部門聯同議員實地視察錦上路的情況，深入研究。擴闊錦上路是這項動議的主要內容，希望當局關注該問題。

35. 杜嘉倫議員表示，現時香港的人口十分稠密，居住環境嚴重擠迫，若政府沒有決心從人口政策的角度解決問題，所有工作都是徒然。規劃署應該解決現有的問題，而不是再增加元朗市、錦田、天水圍等的人口，這樣永遠解決不到現在的問題和不會改善現在居民的居住環境。香港的整體人口增加不單止是由於每天有 150 名持單程證從內地來港的人士，還有不少從其他途徑來港的人士。若政府真正有決心協助香港市民解決居住環境的問題，應該着眼在現有的人口，協助他們改善居住面積和輪候公屋，而非為了漫無目的地增加人口而需要在鄉郊地區興建更多沒有適切配套設施的高層樓宇。他希望規劃署和其他部門可以從基礎上做得更好。

36. 錢敏儀女士綜合回應如下：

- (1) 感謝議員的寶貴意見。從 2014 年開始，規劃署聯同相關部門就錦田南及八鄉區土地用途檢討以及相關的跟進和改劃工作諮詢元朗區議會、錦田鄉事委員會和八鄉鄉事委員會。部門亦有因應在諮詢時所聽到的意見，特別是交通方面的意見，進行交通影響評估和提出一些改善建議。無論是錦田和八鄉的道路擴闊工程，以至元朗區其他地點的交通改善工作，規劃署密切地與專業部門包括

土木工程拓展署、運輸署等合作，回應議員的關注；

- (2) 當局十分明白議員對於錦上路的關注，並會盡快展開可行性研究，尋找一些改善措施。至於王威信副主席和梁志祥議員有關泊車位的意見，例如更彈性地規劃泊車位的數目，可在詳細設計階段進一步探討。事實上有關的公營房屋發展項目還未進入詳細設計的階段，現時是先將土地改劃作「住宅（甲類）」地帶和「政府、機構或社區」地帶，作為推展公營房屋及相關發展的第一步。就將來可提供的車位數目，當局希望盡量彈性配合地區的需要；
- (3) 就梁志祥議員提到的錦上路站停車場，有關設施將會於未來錦上路站發展內重置，泊車位的數目不會少於現時的數目，部門會盡力爭取提供更多的泊車位；
- (4) 關於王威信副主席和鄧賀年議員有關設置公眾街市和活化錦田市原有的街市的意見，規劃署會諮詢食物環境衛生署（食環署），尋求可取和合適的方案，配合錦田和八鄉居民的需要。若在詳細設計階段時，認為公屋地盤內提供公眾街市較為適合的話，相關部門及房屋署會跟進；及
- (5) 鄧卓然議員提到「鄉村式發展」地帶。在《錦田南分區計劃大綱圖》上大約有 119 公頃的「鄉村式發展」地帶，其規劃意向是反映現有的認可鄉村和其他鄉村的範圍，以及提供合適土地以作鄉村擴展和重置受政府計劃影響的村屋。如果是小型屋宇發展的話，是該分區計劃大綱圖的「鄉村式發展」地帶內經常准許的用途，不需要向城規會申請。

37. 張家亮先生綜合回應如下：

- (1) 當局明白議員對交通問題的關注。交通影響評估是複雜的課題，現時各項規劃發展包括錦田南、洪水橋新發展區、元朗南、橫洲等，都影響新界西北的整體發展。土木工程拓展署進行的交通影響評估已考慮所有上述發展引致的交通需求；
- (2) 就長遠的交通規劃，政府現正籌劃屯門西繞道，並在 2017 年 10 月展開了可行性研究。同時，政府正向立法會申請撥款，並盡快推展十一號幹線的策劃工作。此外，屯門至赤鱗角連接路現正進行施工，預計於 2019/20 年左右通車。預計通車之後，前往機場方向的車輛不需要

經過較長路程的屯門公路，有助減少屯門公路的汽車流量；

- (3) 至於錦上路的情況，有關的三個公屋用地十分接近西鐵錦上路站，在該站的 500 米範圍內，所以估計將來居民的出入會以鐵路為主。參考交通影響評估的預測，錦上路的交通增長不會很大。另外，在 2019 年港鐵的東西走廊通車之後，西鐵的班次會逐步由每小時 20 班增加至每小時 28 班，即大約每兩分鐘一班列車，密度與市區的其他的繁忙路線相約。連同西鐵線的列車由七卡車廂增加至八卡的安排，載客量可提升約六成。上述鐵路服務的改善可以配合錦上路站附近的房屋發展帶來的新增人口對交通的需求。另外，當局會在明年開始就屯門南延線進行諮詢，以配合鐵路的發展；
- (4) 正如在 9 月 5 日的區議會會議中的簡介，土木工程拓展署已完成錦田南發展的交通影響評估，並會根據評估的建議進行道路擴闊工程，特別是將錦河路由現時雙線不分隔行車道擴闊至雙程雙線分隔車道，以增加交通流量。署方預計大部分車輛都是使用該路往三號幹線來往市區，所以必須擴闊該路。此外，署方亦會在以下路段及道路交界處進行擴闊和改善工程以配合擬議房屋發展，包括擴闊高埔村與錦河路之間一段長約 360 米的錦田公路東行線，由雙線行車道至三線行車道；於錦田公路/錦田繞道/錦河路、錦田公路/錦上路、錦河路/東匯路、東匯路/錦上路、八鄉路/錦上路及青朗公路支路/八鄉路的交界處進行路口改善工程；亦於錦上路設置四個巴士停車灣；
- (5) 署方即將進行的可行性研究主要包括研究改善錦上路的交通方案，顧問遴選工作現已接近完成，並即將展開。署方理解錦上路是舊式標準的道路，議員關注該路的行車安全。署方會積極與地區人士溝通，聆聽他們的意見，尋求合適的改善方案，以回應地區人士的訴求。在工程策劃方面，署方有一套完善的交通影響評估機制，而為第 1、6 及 4a 號用地的房屋發展而進行的交通影響評估報告亦已上載至城規會的網頁給公眾參考；及
- (6) 其實，政府在推展每個發展項目時都會在每一階段不斷檢討落實的情況，以配合人口的增長。錦田南的三幅公屋用地鄰近西鐵站，出入方便，希望可以盡快完成以增加公共房屋供應。運輸署與路政署亦快將展開研究，探討包括在 2031 年後新界西北是否需要興建新的重型鐵路以及道路幹線。署方希望議員明白，政府正逐步落實各項工作，以配合香港的整體發展，滿足市民對房屋的

需求。

38. 鄧卓然議員表示，剛才土木工程拓展署的代表說該署會與地區人士溝通，以及西鐵會增多一卡車廂等意見。他認為問題的癥結是政府會否落實錦上路的擴闊工程，以及增建鐵路。

39. 文炳南議員, MH認為，若西鐵增加一卡車廂便可以滿足新增人口例如洪水橋新發展區預計的 20 多萬新增人口的交通需要，規劃交通便說不上是複雜的事情，而黎偉雄議員更無需多年來爭取擴闊錦上路。他認為部門的專家不是每天使用有關道路的居民，未必了解實情。

40. 梁福元議員表示，議員原則上都是支持發展房屋以解決市民的住屋問題，但十分關心元朗區的交通問題遲遲未獲解決，交通改善工程沒有落實。現時元朗區的交通擠塞嚴重，在繁忙時間錦上路站的乘客要等候多班列車才能登車。若不改善交通，元朗區不能再容納新增的人口。他認為剛才有關長遠交通規劃的項目只是空中樓閣，並不能實質解決目前的交通問題。

41. 黎偉雄議員表示，將來錦上路站附近會有不少人口，部分也會駕駛汽車出入，而上水、粉嶺和大埔的居民亦會前往錦田和八鄉，都會使用錦上路、林錦公路等道路。因此，不少村民及村代表不滿交通影響評估指有關發展對錦上路的交通增長影響不大的結果。

42. 鄭俊宇議員表示，以往政府採用發展新市鎮的模式進行地區發展，發展房屋時會提供完善的道路和周邊配套設施。現在的發展模式可形容為「斬件式」，欠缺宏觀規劃。議員擔心錦上路是數十年前的舊式設計的道路，路面狹窄，交通意外頻生，不能承受新發展所引致的交通負荷。即使政府與議員就擴闊錦上路的建議折騰了不少時間，問題還未能解決。他擔心若當局展開有關房屋發展的前期工程後，整項規劃便會繼續進行。

43. 湛家雄議員, BBS, MH, JP認為未能展開擴闊林錦公路工程不是規劃署的責任，而是工程部門如土木工程拓展署和運輸署的責任，有關部門應盡快展開擴闊錦上路及林錦公路等道路的工程。此外，他查詢文件的說明書第 4 頁指錦田南的房屋發展的計劃人口約達

62 690 人，但在 2014 年規劃署諮詢元朗區議會時提供的資料是整項錦田南的發展預計會有約 33 000 個住宅單位和約 100 000 預計人口，希望規劃署解釋其差異。另外，據悉香港房屋協會（房協）即將研究在郊野公園包括大欖郊野公園的邊陲地帶興建房屋。他查詢《錦田南分區計劃大綱圖》是否有這類型的房屋發展。如有的話，該區會有更多人口。

44. 周永勤議員表示，剛才部門代表說參考交通影響評估的建議，有關的房屋發展對錦上路的交通影響不大。他不同意這個觀察，因為現時錦上路的左右沿線都有屋苑，該路是居民出入必經之路，並認為有關的評估脫離現實。

45. 程振明議員表示，交通問題困擾元朗區很長時間，實在需要有關部門的代表向其決策局充分反映議員的意見，以考慮改善整個元朗區的交通。在未來 20 年，元朗區的人口不斷膨脹，車輛不斷增加，整區的面貌會完全不同，需要新的道路網絡以配合發展。當局單靠十一號幹線不能解決整區的交通問題，必須在沿山和沿海的位置各興建新的道路網絡，才可將車流有效分流，大幅度改善元朗區的交通。元朗區的幅員廣闊，若當局妥善處理交通問題，相信地區人士亦會同意地區的發展。他並指出元朗區的居民主要使用西鐵出入的原因，是區內道路經常擠塞，居民乘坐路面的公共交通工具如巴士時，便難以掌握時間。當局應完善道路網絡，令道路暢順，路面和鐵路交通並行，以更有效地分流往返元朗區的居民。

46. 鄧家良議員表示，議員的關注焦點是錦上路能否配合 25 000 新增居住人口的交通需要。但剛才部門代表完全沒有回應會否擴闊錦上路這個焦點問題，東拉西扯地提到十一號幹線、長遠的鐵路發展等。他認為不要再浪費時間討論，應盡快就動議進行表決。

47. 鄧賀年議員認為，黎偉雄議員多年來爭取擴闊錦上路，當局似乎只在旁觀，爭取也無甚作用。他希望議員盡快就動議進行表決。

48. 曾樹和議員表示，政府不停地在元朗區進行房屋發展，但卻一直沒有妥善處理交通規劃。他建議運輸及房屋局（運房局）的代表出席元朗區議會會議，仔細講解各項元朗區的道路擴闊及改善工程。現時，政府無論在元朗區推出任何房屋發展計劃例如元朗南、洪水橋、

唐人新村、丹桂村等項目，道路規劃都不妥善。以橫洲的房屋發展為例，運輸署建議擴闊福喜街以配合公屋發展。但福喜街的出口連接只得雙線行車的宏樂街，而宏樂街旁是明渠，可擴闊道路的空間十分有限，擴闊該道路沒有太多用處。他認為當局必須先解決元朗區的交通問題，否則元朗區議會反對所有在區內展開的發展計劃。

49. 趙秀嫻議員、MH表示，剛才土木工程拓展署的代表的簡介，似乎並無顯示當局承諾擴闊錦上路。早前新界東的地區人士組成「解決新界東塞車大聯盟」，以大型請願活動形式促請政府改善該區的舊式狹窄道路和解決塞車問題。她相信若政府不以積極態度處理元朗區的交通問題，類似的關注組織遲早也會在元朗區出現，以引起社會各界的關注。她亦不滿部門代表的意見指有關的房屋發展位於錦上路站的 500 米範圍內，因此該處的居民主要以鐵路出入。她表示若鐵路出現故障，需要有其他路面交通疏散人群，因此道路的配合十分重要。部門必須妥善規劃道路，以滿足居民日常交通的需要以及應付突發的情況。她支持發展公屋，但強調政府有責任妥善規劃交通以配合房屋的發展。

50. 張家亮先生回應，當局在進行規劃發展時，已進行交通影響評估以預計汽車流量增加的情況。他補充剛才的簡介是希望說明新增的車流主要會使用錦河路經三號幹線往返錦田和市區，所以主要改善工程是擴闊錦河路。至於錦上路的改善，署方期望在本月底展開可行性研究，並會積極與議員、地區人士和鄉事委員會委員溝通，在取得共識和支持後，盡力推動研究所建議的道路改善方案。此外，有關西鐵載客量的問題，增加西鐵列車車卡和班次確實可以增加載客量，以配合人口的增加。

51. 黎偉雄議員表示，有關部門早年已落實擴闊林錦公路和錦田公路，並預算在 2013 年完成工程。若當局計劃在錦田南和八鄉進行大型公屋發展，實應盡快尋求撥款展開該兩條道路的擴闊工程。

52. 張家亮先生回應，擴闊林錦公路和錦田公路的工程策劃是由路政署負責，他會向該署轉達議員的意見。

53. 錢敏儀女士回應湛家雄議員的查詢時表示，關於房協即將進行郊野公園邊陲地帶土地的研究，有兩幅土地會作為研究的試點，其

中一幅位於大欖隧道收費廣場以西約 20 公頃的土地，主要屬於大欖郊野公園的範圍。至於在 2014 年規劃署諮詢區議會時表示錦田南及八鄉區土地用途檢討中的房屋發展的預計人口約 90 000 而分區計劃大綱圖的預計人口約 60 000，兩項數字的差異主要是地區基建的配套未容許全面發展土地用途檢討中的房屋用地，因此有關的房屋發展必須分期進行。所以現在的發展只涉及西鐵兩個地盤和西鐵錦上路站以南三個公屋地盤，餘下的房屋發展有待其他配套就緒。

54. 主席請議員就動議進行表決。

55. 議員以舉手及記名方式就動議進行表決。陳美蓮議員、陳思靜議員、張木林議員、程振明議員、趙秀嫻議員, MH、周永勤議員、郭慶平議員、鄺俊宇議員、黎偉雄議員、劉桂容議員、李月民議員, MH、梁志祥議員, SBS, MH, JP、梁福元議員、梁明堅議員、陸頌雄議員、馬淑燕議員、麥業成議員、文光明議員、文炳南議員, MH、蕭浪鳴議員、鄧焯謙議員、鄧卓然議員、鄧慶業議員, BBS、鄧賀年議員、鄧家良議員、鄧勵東議員、鄧瑞民議員、杜嘉倫議員、曾樹和議員、黃煒鈴議員、姚國威議員、楊家安議員及袁敏兒議員表示贊成。

56. 主席宣布，議員以 33 票贊成、0 票反對及 0 票棄權的絕對多數票通過動議。

57. 主席總結表示，元朗區議會支持房屋的發展，但這項規劃發展涉及附近多條道路而部門提出的方案未能完全解決將來遷入該區的人口所引致的交通問題。元朗區議會一直以來都希望政府能擴闊錦上路成為一條標準道路，同時亦希望盡快落實林錦公路、錦田公路等當區原有道路的改善工程。此外，議員亦提到將來有大量人口遷入元朗區，需要新的道路網絡以配合新增人口的交通需要。剛才部門代表提到即將展開為期 18 個月的可行性研究，以探討改善錦田和八鄉一帶的道路。所以，希望政府聽到議員的意見後盡快完成研究和就改善道路網絡的事宜繼續諮詢區議會。另外，議員希望政府能夠提供充足的泊車位，而文件亦提到可在詳細設計階段探討提供公眾泊車位的可行性。議員關注若政府按照《香港規劃標準與準則》提供車位的話，車位的數量可能不足，所以希望政府詳細考慮。當區議員更希望政府規劃各項設施例如公眾街市時，可以考慮活化現有的錦田市公眾街市。最後，議員亦希望政府關注原居村民的住屋需要，考慮增加「鄉

村式發展」地帶，讓原居村民興建小型屋宇。他再次感謝部門代表出席會議，並希望他們向城規會反映議員的意見。同時亦提醒議員有關圖則的公開展示期直至 2018 年 1 月 3 日。議員欲就有關圖則作出申述，必須於該日前以書面向城規會提交。

58. 黎偉雄議員提議元朗區議會致函城規會表達意見。

59. 主席同意以元朗區議會主席名義致函城規會，並請秘書處擬備文件。

(會後補註：秘書處於 2018 年 1 月 3 日向城規會遞交有關信件。)

~~第三項：議員提問：梁志祥議員, SBS, MH, JP、呂 堅議員, MH、郭 強議員, MH、蕭浪鳴議員、黃煒鈴議員、馬淑燕議員建議討論「要求加強協助舊樓業主維修」
(區議會文件 2017/第 77 號)~~

60. 主席請議員參閱第 77 號文件，內容是梁志祥議員, SBS, MH, JP、呂 堅議員, MH、郭 強議員, MH、蕭浪鳴議員、黃煒鈴議員、馬淑燕議員建議討論「要求加強協助舊樓業主維修」，以及參閱保安局的回覆。

61. 主席歡迎以下部門代表出席會議：

發展局

助理秘書長(屋宇)3

潘銳秋先生

屋宇署

總屋宇測量師/強制驗樓 2

朱婉雯女士

署理高級結構工程師/C3

王呂強先生

高級屋宇測量師/防火規格 6

程寶添先生

消防處

署理高級消防區長(樓宇改善課 2)

劉國富先生

署理助理消防區長(樓宇改善課 2)

黎健文先生

市區重建局

樓宇復修高級經理

劉耀聲先生

2017 年元朗區議會第六次會議

會議日期：2017 年 12 月 22 日(星期五)

有關《錦田南分區計劃大綱草圖編號 S/YL-KTS/14》所載的修訂

本會強烈反對錦田南分區計劃大綱草圖編號 S/YL-KTS/14，為免規劃發展將帶來大量居住人口遷入而對八鄉南造成的交通壓力和擠迫，本會強烈要求政府在發展八鄉南之前，必須落實全面規劃擴闊錦上路成為一條合標準道路，及開闢新道路，落實後再到本會進行諮詢。

動議人：黎偉雄 鄧瑞臣 周永勤

和議人：梁福元 鄧家良 袁敏兒
何偉雄 鄧卓然 賴佩 梁志華
鄧廣業 楊國安 鄧慶平
文明 梁明堅 文炳南 邱志強
陳美蓮 胡國威 鄧景年 韓樹杞
鄧勵東 蕭 浩雄
杜嘉特 邱志強 黃煒倫
劉松宏 麥業成 陸欽航

RESIDENTIAL (GROUP B)

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
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only)	Hospital
Utility Installation for Private Project	Hotel
	Institutional Use (not elsewhere specified)
	Market
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

Figure 4: Proposed Notes for R(B) zones

**Provision of Open Space and Major Government, Institution and Community Facilities in
the Kam Tin South Outline Zoning Plan (as at 16.7.2018)**

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	6.27 ha	0 ha	3.2 ha	-3.07 ha
Local Open Space	10 ha per 100,000 persons	6.27 ha	0.47 ha	7.77ha	+1.50 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	76 classrooms	0 classroom	30 classroom	-46 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	123 classrooms	12 classrooms	102 classrooms	-21 classrooms
Kindergarten/Nursery	26 classrooms for 1,000 children aged 3 to under 6	40 classrooms	13 classrooms	40 classrooms	0 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	345 beds	0 bed	0 bed	-345 beds
Clinic/Health Centre	1 per 100,000 persons	1	0	1	0
Post Office	Accessible within 1.2km in urban areas and 3.2km in rural areas	N.A.	0	0	N.A.
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services	1 for 12,000	1	0	0	-1

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)	
Centre	persons aged 6-24				
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	1	0	1	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

- * The Hospital Authority plans its services on a cluster basis. Tin Shui Wai Hospital will provide 300 hospital beds when it comes into full operation, and there is a planned hospital (about 1,000 beds) in Hung Shui Kiu New Development Area.