

**Fanling, Sheung Shui and Yuen Long East District**

**Agenda Item 4**

**Section 12A Application**

[Open Meeting (Presentation and Question Sessions Only)]

Y/YL-SK/1                      Application for Amendment to the Approved Shek Kong Outline Zoning Plan No. S/YL-SK/9, To rezone the application site from “Residential (Group D)” to “Residential (Group C)” and amend the Notes of the zone applicable to the site, Lots 246, 247 (Part), 251 (Part), 253 (Part), 254, 255 (Part), 256, 257, 258 (Part), 260, 263 S.A, 263 RP, 273 RP, 274, 275, 277, 278 S.B, 279, 280, 284, 294 RP, 295, 849, 850, 851 (Part), 853, 856 (Part), 859 (Part), 861 (Part) and 862 in D.D. 112 and Adjoining Government Land, Kam Sheung Road, Shek Kong, Yuen Long  
  
(RNTPC Paper No. Y/YL-SK/1A)

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**Presentation and Question Sessions**

9.                      The following representatives from the Planning Department (PlanD) and the applicant’s representatives were invited to the meeting at this point:

**PlanD**

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|----------------------|---|---|
| Ms Josephine Y.M. Lo | - | District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FSYLE) |
| Mr Kimson P.H. Chiu  | - | Senior Town Planner/Fanling, Sheung Shui and Yuen Long East (STP/FSYLE)       |
| Mr Louis H.W. Cheung | - | Town Planner/Fanling, Sheung Shui and Yuen Long East                          |

**Applicant's Representatives**

*KTA Planning Limited*

Ms Pauline Lam

Ms Camille Lam

Mr Elden Chan

*Mott Macdonald Hong Kong Limited*

Ms May Tse

Ms Edith Chow

*Westwood Hong & Associates Limited*

Ms Kit Wong

*China Hong Kong Ecology Consultants Limited*

Dr Mark Shea

*CTA Consultants Limited*

Mr Kelvin Leung

10. The Chairperson extended a welcome and explained the procedures of the meeting. He then invited PlanD's representatives to brief Members on the background of the application.

11. With the aid of a PowerPoint presentation, Mr Kimson P.H. Chiu, STP/FSYLE, briefed Members on the background of the application, the proposed rezoning of the application site (the Site) from "Residential (Group D)" ("R(D)") to "Residential (Group C)" ("R(C)") to facilitate a proposed low-density private residential development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. PlanD had no in-principle objection to the application.

12. The Chairperson then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Pauline Lam, the applicant's representative, made the following main points:

### *Site History and Background*

- (a) the Site was zoned “R(D)” on the Shek Kong Outline Zoning Plan (OZP) gazetted in 1994 with the planning intention primarily for improving and upgrading of existing temporary structures within the rural areas through redevelopment of existing structures into permanent buildings. The “R(D)” zone had remained unchanged since then. The designation of the “R(D)” zone was to echo with the Government’s policy in 1980s for designating rural upgrading areas to tackle the problem of high concentration of temporary structures scattered in rural areas. A small portion in the northern part of the Site was occupied by open storage use and about 80% of the southern part of the Site was vacant and overgrown with vegetation;

### *Suitability for Rezoning*

- (b) according to their analysis conducted on “R(D)” zones in the New Territories, as of March 2025, about 432 hectares (ha) of land in the “R(D)” zones remained unchanged in terms of site conditions. Among 1,430 planning applications involving “R(D)” zone since January 2007, only a small proportion (i.e. 4.7%) pertained to small-scale residential developments such as New Territories Exempted House, ‘Flat’ or ‘House’ uses, while the majority of planning applications (i.e. about 95.3%) were for open storage use, which was not in line with the planning intention of the “R(D)” zone. In that regard, the planning intention of the “R(D)” for residential development had not been materialised;
- (c) the “R(D)” zones in rural areas were mainly designated due to various development constraints, including fragmented ownership, limited infrastructural capacity and site constraints. Individual lot owners would develop their land parcels for residential use with a relatively low plot ratio (PR). Nevertheless, the Site was not subject to the abovementioned constraints, as land ownership had been consolidated with a sizable area

and high accessibility, which was favourable for residential development with a higher development intensity;

- (d) at the territorial level, the Site, situated in the southwestern portion of the Northern Metropolis, served as a new engine for future development of Hong Kong and was one of the main sources of housing land supply in the next 20 years. The proposed development would contribute to the short-to-medium term housing supply. The proposed development was also in line with the recommendations of 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' published in 2021 as Kam Tin South and Pak Heung area was identified as the major committed land supply for housing development, and the Land Use Review of Kam Tin South and Pat Heung (KTS/PH Land Use Review) was conducted in 2014 with the findings indicating that the area was suitable for development into a suburban township. The proposed development, located about 700m away from the eastern periphery of Kam Tin South and Pat Heung development, could contribute to the suburban township;
- (e) in the local context, the Site was situated in an area predominated by low-density residential developments (Wah Yuen and village clusters of Lai Uk Tsuen and Lin Fa Tei) intermixed with open storage use, fallow agricultural land and abandoned land. The proposed development was considered compatible with the existing low-density developments in the surrounding areas;
- (f) based on the current planning circumstances and land uses at the Site, retaining the Site as "R(D)" zone was considered inappropriate. The current development restrictions on the "R(D)" zone would undermine the development potential of the Site, resulting in underutilisation of land resources. With reference to other "R(C)" zones with similar development parameters as the current rezoning application, it was considered that the proposed development parameters with a maximum PR of 0.8 and a maximum building height (BH) of 6 storeys for the Site were appropriate;

### *Planning Gains*

- (g) the proposed development would not cause adverse impacts based on the submitted technical assessments and there were no objection/adverse comments from concerned government departments. According to the submission, drainage and traffic improvement measures were proposed;
- (h) in view of the existing blockage of a section of the northern engineering channel currently located at the Site and in its vicinity, a new drainage system was proposed to reconnect the upstream and downstream of the existing channel currently running through the Site. A total of five sets of new channels and associated pipes were proposed to collect surface runoff from the surrounding areas and direct it to the public channel to the north; and
- (i) various traffic improvement works were proposed, including widening the existing footpath and pedestrian crossing at the section of Kam Sheung Road outside the Site, and improvement works at the junction of Kam Sheung Road and Kam Tin Road.

13. As the presentations of PlanD's representative and the applicant's representative had been completed, the Chairperson invited questions from Members.

### *Site Configuration and Interface with Private Land outside the Site*

14. The Vice-chairperson and a Member raised the following questions:

- (a) given the irregular configuration of the Site, whether there were any constraints on the development potential of the residual areas surrounding the Site, should the rezoning application be agreed; and
- (b) noting that the Site had not included four private lots located in the southern part of the Site, what planning procedures would be required if the four private lots were eventually included in the proposed scheme.

15. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, with the aid of some PowerPoint slides, made the following main points:

- (a) should the rezoning application be agreed, PlanD would either propose a more rationalised boundary for the “R(C)” zone, taking into account the residual land around the Site, or review whether the entire “R(D)” zone could be rezoned to “R(C)”, subject to consultation with relevant government departments. Proposed amendments to the OZP, taking into account the current rezoning application and the review results, would be submitted to the Committee for consideration at a later stage; and
- (b) PlanD’s review would cover the residual land around the Site currently zoned “R(D)” including the four private lots encircled by the Site.

16. In response to two Members’ enquiries regarding any update on the acquisition of the remaining private lots outside the Site within the “R(D)” zone for incorporation into the proposed development and how a comprehensive development could be achieved given that private land was encircled or enclosed by the proposed development, Ms Pauline Lam, the applicant’s representative, said that the Site comprised 99% private land and only 1% government land. The applicant would continue to explore ways to assemble other surrounding private lots within the “R(D)” zone and there was no update at the current stage. The master layout plan under the indicative scheme had given due regard to addressing the interface between the Site and un-acquired private land near the Site by providing car parking spaces with landscaping areas at the peripheries of the Site as buffer and possible future connections to the un-acquired private land.

17. In response to the Chairperson’s enquiry on whether access would be provided to the four private lots encircled by the Site, Ms Pauline Lam, the applicant’s representative, said that footpaths were proposed within the Site to allow free access to those private lots to and from the existing local tracks in the surrounding areas, and vehicular access for emergency vehicles through the proposed development would also be allowed in case of emergency.

## *Sewerage Impacts*

18. The Vice-chairperson and some Members raised the following questions:
- (a) detailed arrangements for the proposed drainage improvement works to be implemented by the applicant at the Site, and whether the design of open channel with water bodies would be considered;
  - (b) noting that the southern engineering channel was wider than the northern engineering channel as shown in Drawing Z-6 of the Paper, which might have a larger carrying capacity, whether the proposed drainage system could be connected to the southern engineering channel instead of the northern one as proposed;
  - (c) the reason(s) for proposing a box culvert in curved alignment, and whether there would be any drainage impact on the surrounding areas;
  - (d) the flood protection standard adopted for the design and planning of the proposed drainage improvement works;
  - (e) given the large number of objecting public comments on the rezoning application from Yuen Long District Council members, Pat Heung Rural Committee members and local villagers due to sewerage/drainage concerns, whether the applicant had endeavored to liaise with the Pat Heung Rural Committee and the locals to address their concerns; and
  - (f) the responsibilities for the maintenance and management (M&M) of the proposed drainage improvement works within and outside the Site.
19. In response, Ms Pauline Lam and Ms May Tse, the applicant's representatives, with the aid of some PowerPoint slides, made the following main points:
- (a) an existing watercourse near Wah Yuen and the northern engineering channel were found running through the Site. Due to the observed

blockage in the northern engineering channel, a new drainage system was proposed, including an underground box culvert (3m (W) X 2.5m (H)) to reconnect the upstream and downstream of the existing channel, and five sets of new channels with associated pipes near Wah Yuen to intercept flow to the proposed box culvert would be provided within the Site. Besides, a new concrete channel with floodwalls and box culverts was proposed outside the Site to its southwest at Lin Fa Tei to reconnect the upstream and downstream of the existing northern engineering channel (Drawing Z-6 of the Paper). Other options suggested by the Committee would be conveyed to the applicant for consideration at the detailed design stage;

- (b) although the width of the northern and southern engineering channels varied, both had similar carrying capacities in terms of flood prevention. The southern engineering channel was at a level higher than the Site and the surrounding areas, and more engineering works would be required to overcome the level difference and technical issues if the proposed drainage system had to be connected to the southern engineering channel;
- (c) the alignment of the proposed box culverts had taken into account land ownership, site configuration, site conditions and surrounding drainage systems when devising the proposed drainage improvement works. Five sets of new channels were proposed to collect surface runoff generated from the surrounding areas (i.e. Wah Yuen) to the downstream of the northern engineering channel. The size of box culvert had been examined and found to be sufficient to accommodate the additional surface runoff generated from the surrounding catchment areas;
- (d) the proposed drainage improvement works could cater for extreme weather conditions according to the submitted Drainage Impact Assessment, which could attain flood protection standards of 1 in 10 years, 1 in 50 years and 1 in 200 years;
- (e) the proposed drainage improvement works were capable of handling the surface runoff collected from the surrounding areas, e.g. Wah Yuen. The

current rezoning application, including the proposed drainage improvement works, was circulated to the Home Affairs Department by PlanD for seeking comments from the relevant District Council and Rural Committee; and

- (f) the applicant would design and build the proposed drainage improvement works, including the section running through the Site and another section outside the Site from the southwestern end of the Site to Lin Fa Tei. The M&M responsibilities of the section within the Site would be taken up by the future property owners while the section outside the Site would be borne by the applicant.

20. Noting that the proposed drainage system, which would also serve the public, were located within the Site, a Member enquired whether there would be any implication on the drainage services in the surrounding areas. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, said that the proposed drainage system, which would be connected to the public channel, would be administered at the general building plans submission stage and would be maintained by the future property owners/applicant as proposed by the applicant (as stated in paragraph 19(f) above).

#### *Traffic Improvements*

21. Noting that the proposed junction improvement works at Kam Sheung Road and Kam Tin Road fell outside the Site, the Chairperson and a Member asked how the above junction improvement works could be implemented timely to tie in with the population intake of the proposed development. In response, Ms Pauline Lam and Mr Kelvin Leung, the applicant's representatives, said that the proposed traffic improvement works, including widening the existing footpath from 1m to 2m wide, providing a pedestrian crossing at the section of Kam Sheung Road outside the Site, and the improvement works at the junction of Kam Sheung Road and Kam Tin Road, largely fell within government land. The above works to be implemented by the applicant would be a further improvement to the proposed improvement works to be undertaken by the Highways Department (HyD). If the proposed works to be carried out by the Government were not implemented in time before the population intake of the proposed development, the applicant was committed to carrying out

the improvement works proposed by the applicant, at its own cost, in advance.

22. In response to a Member's follow-up enquiries on the required procedures to implement the proposed junction improvement works if they were undertaken by the applicant and the potential impact on the proposed development should objections arise during the gazettal process under the relevant ordinance, Ms Pauline Lam and Mr Kelvin Leung, the applicant's representatives, said that junction improvement works under private development project would be processed according to the established procedures under the lands administration regime. If the proposed junction improvement works deemed to be major works and required gazettal under relevant ordinance, the process would take about 9 to 15 months. No gazettal would be required if the proposed junction improvement works were classified as minor works. Relevant government departments including the Transport Department (TD) and HyD were consulted and had no adverse comment on the submitted Traffic Impact Assessment. Relevant clauses could be incorporated in the land lease to require the implementation of the proposed junction improvement works prior to the population intake of the proposed development.

23. In response to a Member's enquiry regarding the interpretation of level-of-service (LOS) A attained for the proposed widened footpath at Kam Sheung Road to the north of the Site, Ms Josephine Y.M. Lo, DPO/FSYLE, said that according to the Transport Planning and Design Manual published by TD, 'LOS' ranging from A to F would indicate the satisfactory level of pedestrian flow. 'LOS A' implied that pedestrians basically moved in desired paths without altering their movements in response to other pedestrians, walking speeds were freely selected and conflicts between pedestrians were unlikely.

24. Noting that the implementation of all 14 potential development sites identified in the KTS/PH Land Use Review was subject to the constraint of transport infrastructural capacity, a Member asked whether the planned transport capacity could cater for the proposed development. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, with the aid of a PowerPoint slide, said that among the 14 potential development sites, three were for public housing developments with site formation works in progress, and there was no implementation programme for other sites for planned public/private developments at the current juncture. Given the proximity to MTR Kam Sheung Road Station, the development sites identified under the KTS/PH Land Use Review had higher development intensities in

order to optimise land resources, which resulted in higher requirements for infrastructural capacity accordingly. On the contrary, for the current rezoning application, the proposed PR was 0.8 providing about 850 flats, which was much lower than that of the development sites of the KTS/PH Land Use Review, and hence the requirements for supporting infrastructures were relatively lower. The technical assessments had demonstrated that no adverse impacts were anticipated from the proposed development with the proposed mitigation measures.

*BH*

25. Noting that the Site fell within an area affected by the Shek Kong Airfield Height Restriction (SKAHR), the Chairperson enquired about the SKAHR and its implication on the proposed development. In response, Ms Josephine Y.M. Lo, DPO/FSYLE, with the aid of a PowerPoint slide, said that the BH of proposed development would not exceed the height limit of 69 metres above the Hong Kong Principal Datum as stipulated under the SKAHR for the area covering the Site.

*Government, Institution and Community (GIC) Provision*

26. In response to the Vice-chairperson's enquiry on whether any assessment on provision of GIC facilities on a district basis was conducted and whether there was GIC facility provided in the proposed development to address the potential shortfall, Ms Josephine Y.M. Lo, DPO/FSYLE, said that while the Site was located in Yuen Long district, the existing and planned GIC facilities serving the locality were largely concentrated in areas near MTR Kam Sheung Road Station. Given the rural character and location of the Site which was not in close proximity to the transport node such as MTR Kam Sheung Road Station, there was no provision of large-scale GIC facility in the locality and the applicant did not propose any GIC facility in the development at the Site.

27. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairperson informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairperson thanked PlanD's representatives and the applicant's representatives for attending the meeting. They left the meeting at this point.

## Deliberation Session

28. The Chairman remarked that the planning intention of the “R(D)” zone was primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. The developments under the “R(D)” zone were predominantly individual house developments. The current application sought to rezone the Site to “R(C)” with higher PR and BH compared to those permitted under the “R(D)” zone, which should be assessed based on relevant planning considerations including land use compatibility and technical feasibility. The applicant submitted the current application with supporting technical assessments in 2022 and relevant government departments consulted had no objection to or adverse comment on the submitted technical assessments and the application. The applicant would provide footpaths to the four private lots encircled by the Site, and would allow vehicular access for emergency vehicles to those lots via the proposed development. PlanD, in consultation with relevant government departments, would conduct a review of the remaining areas outside the Site within the “R(D)” zone, and the proposed amendments taking into account the review results would be submitted to the Committee for consideration in one go, should the rezoning application be agreed.

29. Members had no in-principle objection to the rezoning application and acknowledged that the applicant had endeavoured to address various technical issues arising from the proposed development with mitigation measures. A Member opined that the commitments undertaken by the applicant to carry out traffic and drainage improvement works were appreciated. The strategic location of the Site, falling within the Northern Metropolis, was considered suitable for the proposed development to meet the housing demand. Approval of the rezoning application might incentivise the applicant to explore ways to assemble adjacent private lots for a more comprehensive development.

30. The Vice-chairperson and two Members had the following observations:

- (a) detailed implementation programme and procedures of the proposed road improvement works were not ascertained at the current juncture, which might have implication on the implementation of the proposed development.

It was likely that the proposed junction improvement works required gazettal under the relevant ordinance and time would be required to resolve the objections received. This might delay the implementation of the proposed improvement works, and consequently, either the implementation of the proposed development would be deferred or traffic congestion issues might arise if the development proceeded before the improvement works were completed;

- (b) there should be a mechanism to ensure that the proposed traffic and drainage improvement works would be implemented by the applicant; and
- (c) the irregular configuration of the Site constrained its development as well as that of the surrounding land, and posed interface issues with adjacent private lots not included in the Site.

31. The Chairperson said that PlanD in consultation with relevant government departments would conduct a review of the “R(D)” zone to explore the feasibility of rezoning the entire “R(D)” zone to “R(C)” or rationalising the boundary of the proposed “R(C)” zone. The proposed amendments to the OZP taking into account the review results would be submitted to the Committee for consideration should the rezoning application be agreed. The implementation of the proposed traffic and drainage improvement works could be included in the land lease. Regarding a Member’s concern about the possible lag time between the implementation of the proposed junction improvement works and the population intake, Mr K.L. Wong, Chief Traffic Engineer/New Territories East, said that apart from the land lease, TD could raise objection to the issuance of occupation permit if the proposed traffic improvement works had not yet been implemented.

32. After deliberation, the Committee decided to agree to the application. The relevant proposed amendments to the Shek Kong Outline Zoning Plan, together with the revised Notes and Explanatory Statement, would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

[The meeting was adjourned for a 5-minute break.]