

# TOWN PLANNING BOARD

TPB Paper No. 10443  
For Consideration by  
the Town Planning Board on 25.7.2018

DRAFT KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/14  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/YL-KTS/14-1 TO 320  
AND COMMENTS NO. TPB/R/S/YL-KTS/14-C1 TO C133

**DRAFT KAM TIN SOUTH OUTLINE ZONING PLAN NO. S/YL-KTS/14  
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/YL-KTS/14-1 TO 320  
 AND COMMENTS NO. TPB/R/S/YL-KTS/14-C1 TO C133**

Subject of Representations/ Representation Sites	Representers	Commenters
<p><b><u>Amendment Items A1 and A2:</u></b>            Rezoning of two sites near the West Rail Kam Sheung Road Station (KSRS) from “Agriculture” (“AGR”) to “Residential (Group A)” (“R(A)”) with stipulation of building height (BH) restriction.</p> <p><b><u>Amendment Item A3:</u></b>            Rezoning of a site near the West Rail KSRS from “Other Specified Uses” annotated “Rural Use” (“OU(RU)”) to “R(A)” with stipulation of BH restriction.</p> <p><b><u>Amendment Items B1 and B2:</u></b>            Rezoning of two sites at Tung Wui Road and Kam Ho Road from “AGR” to “Government, Institution or Community” (“G/IC”).</p> <p><b><u>Amendment Item C:</u></b>            Rezoning part of Tung Wui Road and Kam Ho Road from “AGR” to area shown as ‘Road’.</p>	<p><b><u>Total: 320</u></b></p> <p><b><u>Oppose all or individual Items:</u></b></p> <p><i>Chairman/ member of Yuen Long District Council (YLDC) (2)</i>  <b>R5:</b> 沈豪傑 (Chairman of YLDC)  <b>R6:</b> 黎偉雄</p> <p><i>Legislative Councilor (1)</i>  <b>R9:</b> 朱凱迪</p> <p><i>Concerned groups (2)</i>  <b>R7:</b> 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)  <b>R8:</b> 土地正義聯盟</p> <p><i>Companies (3)</i>  <b>R1:</b> Hover Joy International Limited  <b>R2:</b> Noble Phoenix Investments Limited  <b>R3:</b> Masterplan Limited</p> <p><i>Individuals (307)</i>  <b>R4, R10-R314, R320</b></p> <p><b><u>Provide views:</u></b></p> <p><i>Company (1)</i>  <b>R318:</b> Mass Transit Railway Corporation Limited (MTRCL)</p> <p><i>Green Group (1)</i>  <b>R319:</b> World Wide Fund for Nature Hong Kong</p>	<p><b><u>Total: 133</u></b></p> <p><b><u>Oppose: (131)</u></b>  <b>C1:</b> submitted by <b>R1</b>, Hover Joy International Limited  <b>C3:</b> submitted by <b>R3</b>, Masterplan Limited  <b>C4:</b> Ruy Barretto  <b>C5:</b> submitted by <b>R6</b>, 黎偉雄 (YLDC member)  <b>C6:</b> 黃偉賢 (YLDC member)  <b>C7:</b> submitted by <b>R7</b>, 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)  <b>C9:</b> Delight World Limited  <b>C11:</b> 杜嘉倫 (YLDC member)  <b>C2, C8, C10, C12 to C131:</b> individuals</p> <p><b><u>Provide views: (2)</u></b>  <b>C132:</b> submitted by <b>R320</b>, individual  <b>C133:</b> Green Sense</p>

Subject of Representations/ Representation Sites	Representers	Commenters
	<p><b><u>Not provide any view:</u></b></p> <p><i>Individuals (3)</i> <b>R315 – R317</b></p>	

Note: The names of all representers and commenters are attached at **Annex III**. Soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means/ CD-Rom at **Annex IV** (for the Board Members only); and is also available for public inspection at the Board's website at [http://www.info.gov.hk/tpb/en/Website\\_S\\_YL\\_KTS\\_14\\_ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_KTS_14_ENG.html). A set of hard copy is deposited at the Secretariat of the Board for Members' inspection and is available for public inspection at the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin.

## 1. **INTRODUCTION**

- 1.1 On 3.11.2017, the draft Kam Tin South Outline Zoning Plan (OZP) No. S/YL-KTS/14 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the draft OZP is at **Annex II**. The amendments mainly involve rezoning of (a) three sites located to the immediate south of West Rail Kam Sheung Road Station (KSRS) from "Agriculture" ("AGR") (i.e. Sites 1 and 6) (Items A1 and A2) and "Other Specified Uses" annotated "Rural Use" ("OU(RU)") (i.e. Site 4a) (Item A3) to "Residential (Group A)" ("R(A)") to facilitate public housing developments; (b) two sites adjoining the public housing developments at Sites 1 and 6 from "AGR" to "Government, Institution or Community" ("G/IC") (Items B1 and B2); and (c) part of Tung Wui Road and Kam Ho Road from "AGR" to an area shown as 'Road' to reflect the existing road (Item C).
- 1.2 During the two-month public exhibition period of the draft OZP, a total of 320 valid representations were received. On 2.2.2018, the representations were published for 3 weeks for public comments and 133 valid comments on the representations (comments) were received.
- 1.3 On 11.5.2018, the Board agreed to consider the representations (**R1 to R320**) and comments (**C1 to C133**) collectively in one group.
- 1.4 This paper is to provide the Board with information for consideration of representations and related comments received. A summary of the representations and comments with responses is at **Annex V**. Relevant locations are shown on **Plan H-1**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. BACKGROUND

### *Land Use Review for Kam Tin South and Pat Heung Completed in 2014*

- 2.1 In March 2014, PlanD, assisted by the MTRCL, has completed the Land Use Review for Kam Tin South and Pat Heung (LUR) covering the planning scheme area of the Kam Tin South OZP. A total of 14 potential housing sites have been identified for public and private housing developments under the LUR (**Plan H-2**). Broad technical assessments have also been undertaken confirming that there should be no insurmountable problem for the development proposals of the 14 potential housing sites subject to the provision of adequate infrastructure.
- 2.2 In view of the infrastructure constraints, particularly the capacity of the sewage treatment facilities, and the comments received during the public consultation, the 14 potential housing sites identified under the LUR would be implemented by phases. To meet the pressing demand for housing supply, the two West Rail sites (i.e. KSRS and Pat Heung Maintenance Centre (PHMC)) were proposed for rezoning in 2015 as the proposed developments on the sites are technically viable, no substantial infrastructure improvement works would be required for the proposed developments and no land resumption/clearance of private land would be involved. Rezoning of KSRS and PHMC sites for residential and commercial developments was gazetted under section 5 of the Ordinance on 29.5.2015. After giving consideration to the representations and comments on 11.12.2015 and 28.1.2016, the Board on 11.3.2016 noted the supporting representations and decided not to propose any amendments to the OZP to meet any representation. The Chief Executive-in-Council (CE in C) approved the draft Kam Tin South OZP No. S/YL-KTS/12 on 30.8.2016.

### *Proposed Public Housing Sites*

- 2.3 For the three proposed public housing sites located to the immediate south of KSRS, namely Sites 1, 4a and 6, taking into account the advantage of the close proximity to the West Rail station and the future commercial/residential development thereat, as well as the infrastructural capacity in the area, they are considered having potential for early implementation to meet the acute public housing demand. Various Government, institution or community (GIC) facilities including a sports centre, a clinic, 3 kindergartens, 2 primary schools and other supporting facilities would be provided to serve the existing and future residents of the area. On the other hand, the remaining nine potential housing sites identified under the LUR would be subject to further study for provision of supporting infrastructures.
- 2.4 The Housing Department (HD) and the Civil Engineering and Development Department (CEDD) have conducted further technical assessments with a view to maximizing the flat production of Sites 1, 4a and 6. According to findings of the technical assessments and HD's conceptual layout, the public housing development at Sites 1, 4a and 6 would provide a total of about 9,000 flats to accommodate about 25,000 people.
- 2.5 On 13.10.2017, the Rural and New Town Planning Committee (RNTPC) of the Board considered the proposed amendments to the approved Kam Tin South OZP

and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The relevant RNTPC Paper No. 8/17 is available at the Board's website at [http://www.info.gov.hk/tpb/en/papers/RNTPC/589-rntpc\\_8-17.pdf](http://www.info.gov.hk/tpb/en/papers/RNTPC/589-rntpc_8-17.pdf) and the minutes of the above RNTPC meeting is at **Annex VI**.

### **3. LOCAL CONSULTATION**

- 3.1 Prior to the submission of the proposed amendments to the approved Kam Tin South OZP No. S/YL-KTS/13 for consideration by the RNTPC, the Kam Tin Rural Committee (KTRC), Pat Heung Rural Committee (PHRC) and YLDC were consulted on the proposed amendments to the approved OZP on 26.7.2017, 2.8.2017 and 5.9.2017 respectively. Their major comments are summarized as follows:
- (a) The two RCs and YLDC noted the importance of providing public housing flats to meet the acute public housing demand.
  - (b) However, they raised concerns/comments on potential adverse traffic impact. Regarding the capacity of local roads to accommodate the future population of the proposed housing developments, they strongly requested for a definite implementation programme for the widening/upgrading of Kam Sheung Road, Kam Tin Road, a section of Lam Kam Road, and/or provision of a new slip road to address traffic problem in Kam Tin/Pat Heung south before implementation of housing developments in the area.
  - (c) They also requested the provision of adequate public car parking spaces, recreational, medical and educational facilities and raised concerns on land resumption/compensation arrangements.
- 3.2 The PHRC passed a motion and YLDC passed two motions at the meeting on 2.8.2017 and 5.9.2017 respectively 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.
- 3.3 Views and concerns raised by the RCs and YLDC members had been incorporated into the RNTPC paper No. 8/17 for the proposed amendments to the approved Kam Tin South OZP No. S/YL-KTS/13, which were considered and agreed by the RNTPC on 13.10.2017.
- 3.4 Upon gazette of the draft OZP, the KTRC, PHRC and YLDC were consulted on 29.11.2017, 6.12.2017 and 22.12.2017 respectively. The minutes of the meetings are at **Annexes VII-1, VII-2a and VII-3a**. Members of the RCs and YLDC largely maintained their previous views. The PHRC and YLDC both passed a motion raising similar concern as stated in paragraph 3.2 above (**Annexes VII-2b and VII-3b**). Subsequently, the Chairman of YLDC (**R5**) and three YLDC members (**R6/C5, C6 and C11**) have submitted representations and/or comments on the proposed amendments.

## 4. THE REPRESENTATIONS

### 4.1 Subject of Representations

4.1.1 Among the 320 representations received, 315 representations (i.e. **R1** to **R314** and **R320**) oppose all or individual amendment items. Two representations (**R318** and **R319**) provide views on the proposed amendments, and three representations (**R315** to **R317**) have not provided any view on the proposed amendments. Their names are attached at **Annex III**. Their submissions are available at the Board's website at [http://www.info.gov.hk/tpb/en/Website S YL KTS 14 ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_KTS_14_ENG.html) and the Planning Enquiry Counters of PlanD in North Point and Sha Tin and attached at **Annex IV** (for Members only). A summary of grounds of representations and PlanD's responses to the representations is attached at **Annex V**. Their views can be summarized as follows:

Representers	Representation No.
<i>Object to all or part of the amendment items (315)</i>	
Hover Joy International Limited (1)	<b>R1</b>
Noble Phoenix Investments Limited (1)	<b>R2</b>
Masterplan Limited (1)	<b>R3</b>
Chairman of YLDC (1)	<b>R5</b>
YLDC Member (1)	<b>R6</b>
八鄉錦上路發展關注組村代表/召集人, 水流田村村代表 (1)	<b>R7</b>
土地正義聯盟 (1)	<b>R8</b>
Legislative Councilor (1)	<b>R9</b>
Individuals (48)	<b>R4 and R10 to R55 and R320</b>
Individuals (comments submitted in one email) (259)	<b>R56-R314</b>
<i>Provide views on the amendment items (2)</i>	
MTRCL (1)	<b>R318</b>
World Wide Fund for Nature Hong Kong (1)	<b>R319</b>
<i>Not provide any view on the amendment items (3)</i>	
Individuals (3)	<b>R315-317</b>

### 4.2 Major Grounds, Proposals and Views of Representations

Adverse Representations (R1 to R314 and R320)

#### I) **Representations Related to the Amendment Items**

##### A) Impact on Transport Infrastructure

(270 Representations: **R5 to R9, R12, R14 to R16, R20, R21, R23 to R26, R31, R42, R45, R49, R52, R55 to R102, R104, 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**)

- 4.2.1 The housing development would bring in more population which would aggregate the traffic problem. 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. The Government should improve the transport services and widen Kam Sheung Road before development.
- 4.2.2 **R5, R6 and R7** specifically request for various road improvement works including widening Kam Sheung Road, Kam Tin Road and Lam Kam Road, as well as provision of new road link such as a direct link with Tsing Long Highway, cycle track connecting Kam Ho Road and Route 3 Public Transport Interchange. **R5** also considers that sufficient parking spaces should be provided to serve the community in the Kam Tin and Pat Heung area.
- 4.2.3 Apart from road traffic, the representers raise concern that the 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) Affected Local Villagers/Residents, Farmers and Agricultural Land***

*Affected Local Villagers/Residents*

*(293 representations: **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**)*

- 4.2.4 The proposed housing 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 and would become homeless. Besides, some could hardly get used to the new living environment after relocation.

*Affected Farmers and Agricultural Land*

*(270 representations: **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**)*

- 4.2.5 Kam Tin and Pat Heung are important agricultural areas in Hong Kong. In 2014, there were 57 accredited organic farms in the area (about 50% of all organic farms in Hong Kong). Due to the proposed housing development, the local farmers would lose their farmland. 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.

*Compensation and Rehousing*

*(263 Representations: 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)*

- 4.2.6 The current rehousing and compensation policy is outdated/ harsh. The Government should discuss with the affected villagers and farmers on the reasonable compensation and rehousing arrangements. Local rehousing should be provided and arranged before development, and rehousing should not be subject to asset assessment.

**C) Provision of Supporting GIC Facilities**

*(4 representations: R5, R52, R304 and R320)*

- 4.2.7 Sufficient supporting community facilities such as wet market, sports centre, swimming pool, ball courts, school, clinic, hospital, etc. should be provided to serve the new population and the local community. The implementation of the GIC facilities should be in tandem with the public housing development. **(R5, R52 and R304)**
- 4.2.8 There might not be sufficient open space and GIC facilities provide as recommended under the ‘Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030’ (HK2030+). There must be provision of sufficient ‘Elderly-Ageing-in-Place’ and other facilities. **(R320)**

**D) Public Consultation of the Proposed Public Housing Development**

*(9 representations: R10, R15, R26, R39 to R41, R53, R62 and R226)*

- 4.2.9 The Government should consult the local community/affected villagers as the RC and DC failed to represent the affected residents. The public consultation process should be open and the consultation period should be extended.

**E) Technical Assessments & Implementation of Mitigation Measures (R1)**

- 4.2.10 For the current amendments for the three public housing sites, relevant technical assessments revealed numerous fundamental constraints such as insufficient road capacity, infrastructure constraints, etc. However, under the “R(A)” zone, residential development is under Column 1 and no planning permission from



the Board is required. There is no enforcement mechanism on the implementation of the recommended mitigation measures.

***F) Amendment Item A3 (R2 and R38)***

4.2.11 **R2** opposes rezoning a piece of private land (Lot Nos. 547RP (Part), 550RP and 551 in DD106) and the adjoining Government land (GL) to “R(A)” (the Site) (**Plan H-6a**) for public housing development as it would affect **R2’s** plan for private housing development thereon.

***Private Housing Development***

4.2.12 **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 (4,934m<sup>2</sup>/ 46.3%), the adjoining GL portion of the Site (5,713m<sup>2</sup>/ 53.7%) was previously owned by **R2** since 1970 but was resumed by the Government on 25.8.2001 for implementation of road works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). **R2** submitted an application for re-grant of the concerned GL to the District Lands Office/Yuen Long, Lands Department (DLO/YL, LandsD) on 9.9.2004.

4.2.13 **R2** has submitted a planning application for proposed private flat and house development at the Site, but was rejected by the RNTPC on 27.10.2017. The rejection was unfair to the landowner. The RNTPC’s decision to rezone the Site to “R(A)” for public housing development on 13.10.2017 neglected the landowner’s intention to develop the Site for private housing.

4.2.14 There is shortage of private housing supply. As the landowner of the concerned private lots, **R2** could start quickly the private housing development. **R2** is 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.

4.2.15 **R38** also raises objection and proposes to adjust the boundary of Item A3 to exclude their lot(s). However, **R38** has not provided information on the concerned lot(s).

**II) Representations related to the Land Use Review**

4.2.16 **R1, R3, R4** and **R8** submitted representations mainly on the approach and findings of the LUR. The key issues are summarized as follow (detailed summary in **Annex V**):

- (i) Development Intensity (**R3** and **R4**): **R3** comments that the proposed development intensities of the 14 potential housing sites (with plot ratio (PR) ranging from 3 to 0.8) of the LUR are too low. **R3** proposes that all other housing sites in the LUR should be rezoned either to “R(A)” with PR 3 or “R(B)” with PR 2.1 to optimize the flat yield (**Drawing H-1**). **R4** comments that the development potential of the sites should not be restricted by the infrastructure limitation.
- (ii) Piecemeal Development/ Rezoning of all Potential Sites in One-go (**R1**, **R3**, **R4** and **R8**): The approach of rezoning the two West Rail sites in 2015 followed by the current rezoning of Sites 1, 4a and 6 gave an incomplete planning and implementation picture, and deprived the Board and the public the opportunity to consider the development projects in a holistic and comprehensive manner. **R3** considers that all 14 housing sites in the LUR should be rezoned in one-go.
- (iii) Public Engagement (**R1** and **R8**): The LUR is comparable to a New Development Area (NDA), but had not followed the study process of development of similar nature. There was no 3-stage public engagement for the LUR, but only limited and selective local consultations/ briefings had been conducted. Also, only broad technical assessments had been conducted in the LUR but no Engineering Feasibility Study (EFS) to comprehensively assess and confirm the technical feasibility. **R1** also comments that the LUR (which covers more than 20 ha) should be a designated project under the Environmental Impact Assessment Ordinance (EIAO).

*Transit-oriented Development (TOD) – Planning & Design Framework for Kam Tin South (R3)*

- 4.2.17 **R3** also 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. **Drawings H-2 and H-3** show the proposed ‘Alternative Framework Map’ and ‘Alternative OZP’ respectively. 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 developments with a local centre and open space. No technical assessments have been submitted by **R3** to support the planning and design framework.

### III) Other Issues

#### Local Employment Opportunity

(251 Representations: **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**)

- 4.2.18 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. The Government should first address the lack of local jobs.

#### Other Sources of Housing Supply

(9 representations: **R10, R17 to R19, R22, R26, R50, R51, R290**)

- 4.2.19 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. 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.

#### Public-private Joint Development (R3 and R4)

- 4.2.20 **R3** comments that Kam Tin South has a large amount of agricultural land, some of which are held by developer. The Public-Private Partnership (PPP) model should be considered for the area to unleash the potential of agricultural land for housing development. If the PPP model is adopted for the agricultural land, this would ease the need for development within the country park. **R4** also suggests that private development should be encouraged under the PPP mechanism to speed up housing supply. Besides, **R3** proposes that a proportion of the 14 potential housing sites in the LUR should be dedicated for ‘Starter Home’ to cater for the stratum of people who are not eligible for public rental housing (PRH)/ subsidized housing and are unable to buy flat in the private property market.

### Representations Providing Views (R318 and R319)

#### Address Railway Noise Impact (R318)

- 4.2.21 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. The Hong Kong Housing Authority (HKHA) has conducted an Environmental Assessment including a Railway Noise Impact Assessment and various mitigation measures have been identified. HKHA should provide

noise mitigation measures to ensure that the future residents would not be exposed to adverse noise impacts. Relevant requirements should be imposed through planning briefs, statutory plans and/or land administration documents.

*Urban farming, Ho Pui Stream and Wetland Mitigation Measures (R319)*

- 4.2.22 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.
- 4.2.23 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 together with concerned departments should consider rehabilitation of the river channels to benefit wildlife usage and ardeids in the Deep Bay area.
- 4.2.24 A potential compensation wetland falling within the “AGR” zone on the Kam Tin North OZP (**Plan H-7**) should be properly managed with the establishment of a management scheme. The concerned site should be rezoned to conservation-related zoning. A comprehensive management plan should be formulated for connecting all the mitigation wetlands in the area to create an ecological corridor for the wildlife, particularly the egrets and herons.

Representations Not Providing Views (R315 to R317)

- 4.2.25 **R315 to R317** have not provided any views on the amendment items.

## **5. COMMENTS ON REPRESENTATIONS**

- 5.1 A total of 133 comments have been received on representations mainly expressing similar views as the adverse representations. Their names are attached at **Annex III**. Their submissions are available at Board’s website at [http://www.info.gov.hk/tpb/en/Website\\_S\\_YL\\_KTS\\_14\\_ENG.html](http://www.info.gov.hk/tpb/en/Website_S_YL_KTS_14_ENG.html) and the Planning Enquiry Counters of PlanD in North Point and Sha Tin and attached at **Annex IV** (for Members only). A summary of the comments on representations and PlanD’s responses is at **Annex V**. Their views can be summarized as follows:

<b>Commenter</b>	<b>Commenter No.</b>	<b>In response to Representation No.</b>
Hover Joy International Limited	<b>C1 (also R1)</b>	Supports <b>R3 to R8, R12, R16, R26, R30, R39 to R42, R45, R49, R52, R53, R55, R318 and R320</b>
Individual	<b>C2</b>	Supports <b>R3</b>
Masterplan Limited	<b>C3 (also R3)</b>	Supports <b>R2</b>
Ruy Barretto	<b>C4</b>	Supports <b>R3</b>
黎偉雄, YLDC member	<b>C5 (also R6)</b>	Not specified the related representation
黃偉賢, YLDC member	<b>C6</b>	Not specified the related representation
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)	<b>C7 (also R7)</b>	Not specified the related representation
Individual	<b>C8</b>	Supports <b>R8</b>
Delight World Limited	<b>C9</b>	Supports <b>R5 to R317</b>
Individual	<b>C10</b>	Objects <b>R3</b>
杜嘉倫, YLDC member	<b>C11</b>	Supports <b>R306</b> and objects <b>R3</b>
Individuals	<b>C12 to C130</b>	Support <b>R306</b> and/or object <b>R3</b>
Individual	<b>C131</b>	Supports <b>R2</b> , objects <b>R5</b> and provides comment on <b>R319</b>
Individual	<b>C132 (also R320)</b>	Not specified the related representation
Green Sense	<b>C133</b>	Not specified the related representation

### **Comments Related to the Amendment Items**

#### ***Impact on Transport Infrastructure (C1, C5, C7 to C14, C16 to C37, C39 to C58, C60, C62 to C80, C82 to C130, C133)***

- 5.2 The commenters raise similar concerns as in paragraphs 4.2.1 to 4.2.3 on insufficient road and rail capacity. **C5** and **C7** also request to widen Kam Sheung Road and provide new road link.
- 5.3 **C9** comments that the Traffic Impact Assessment (TIA) was based on obsolete data and fallacious assumptions and had failed to consider relevant possible and/or permissible development scenarios.

#### ***Affected Local Villagers/Residents, Farmers and Agricultural Land (C10 to C83, C133)***

- 5.4 The commenters raise similar concerns as in paragraphs 4.2.4 to 4.2.6 on affecting the local villagers/residents and farmers, loss of agricultural land, and the current rehousing and compensation policy is outdated/ harsh. Rezoning of “AGR” zone is in conflict with the principles of food safety and increase of self-sufficiency in agricultural products.

## Comments related to the Land Use Review

### Development Intensity (C1 to C4 and C133)

- 5.5 **C1 to C4** raise similar concern as in paragraph 4.2.16 that the development intensity of other potential housing sites under LUR is too low and the development potential should be optimized (e.g. from PR 2.1 to 3). It would help relieve the development pressure on country parks, Fanling Golf Course, and “Conservation Area” (“CA”) and “Green Belt” (“GB”) zones. Also, the low development densities due to infrastructural constraints were not well justified. **C133**, however, comments that development intensity should be lowered to avoid making the same planning mistakes in Tin Shui Wai.

### Piecemeal Development/ Rezoning of All Potential Sites in One-go (C1)

- 5.6 The commenter raises similar concern as in paragraph 4.2.16 that piecemeal rezoning would lead to uncertainty for the development of the proposed rural township and all remaining housing sites identified under the LUR should be rezoned in one-go.

### Public Engagement (C1)

- 5.7 The commenter raises similar concern as in paragraph 4.2.16 that planning process lacks public consultation and transparency and the Government failed to follow the usual practice to conduct a 3-stage public consultation.

## Comments related to Other Issues

### Local Employment Opportunity (C11 to C37, C39 to C45, C47 to C58, C60, C62 to C80, C82 to C130)

- 5.8 The commenters raise similar concerns as in paragraph 4.2.18 on limited local employment opportunities.

### Other Sources of Housing Supply (C131 to C133)

- 5.9 **C131** queries whether other potential sites have been considered, and why this site is the most suitable one. **C132** comments that the two West Rail sites should be developed for public housing. **C133** comments that there was other potential housing land such as military site, golf course, etc.

### Public-private Joint Development (C3)

- 5.10 The commenter raises similar concerns as in paragraph 4.2.20 that joint public-private housing is a feasible and quick way to provide private and public housing (avoid long time for land resumption, respect private property rights, etc.).

### Address Railway Noise Impact (C1)

- 5.11 The commenter raises similar concerns as in paragraph 4.2.21 that future residents of the development should not be subject to railway noise impacts by implementing adequate noise mitigation.

### Others (C6)

- 5.12 **C6** comments that YLDC’s objection should be respected.

## 6. PLANNING CONSIDERATIONS AND ASSESSMENTS

### 6.1 The Representation Sites and the Surrounding Area

- 6.1.1 Sites 1, 4a and 6 are located at the immediate south of West Rail KSRS (**Plan H-1**), and the sites are mostly occupied by private land (with about 75% on private land and about 25% on Government land) (**Plan H-3**). The KSRS and the adjoining public transport interchange (PTI) with a park-and-ride facilities is zoned “OU” annotated “Railway Station and Public Transport Interchange with Commercial/ Residential Development”, while the PHMC, located on the south of these sites, is zoned “OU” annotated “Railway Depot with Commercial/ Residential Development”. Tsing Long Highway is located on the west, while to the east is a piece of land zoned “OU(RU)” mainly occupied by a mixed of residential structures/dwellings and various temporary uses. The proposed three public housing developments (Items A1, A2 and A3) and the adjoining “G/IC” sites (Items B1 and B2) would affect an initial estimation of about 166 existing structures<sup>1</sup> and 4.8 ha of active agricultural land<sup>1</sup>.
- 6.1.2 Site 1 is rezoned from “AGR” to “R(A)” (about 6.21 ha) and “G/IC” (about 1.73 ha) to facilitate the proposed public housing and GIC developments (Items A1 and B1 respectively). The site is mainly occupied by a mixed of active/fallow agricultural land (**Plans H-4a to H-4c**). According to the study conducted by CEDD<sup>1</sup>, there is an initial estimation of about 18 existing structures. The structures are mainly for agricultural use. The site is bounded by Tung Wui Road on the north, Ho Pui Stream on the east, and the PHMC and West Rail railway track on the south and west. The proposed public housing developments at Site 4a (Item A3) and Site 6 (Item A2) are located on the east and west respectively.
- 6.1.3 Site 6 is rezoned from “AGR” to “R(A)” (about 2.76 ha) and “G/IC” (about 0.73 ha) to facilitate the proposed public housing and GIC developments (Items A2 and B2 respectively). The site is mainly occupied by a mix of active/fallow agricultural land with some residential structures/dwellings and parking of vehicles (**Plans H-5a to H-5d**). According to the study conducted by CEDD<sup>1</sup>, there is an initial estimation of about 48 existing structures. The structures are mainly for agricultural and domestic uses. The site is bounded by the KSRS on the north, West Rail railway track on the east and Tsing Long Highway on the west. A piece of land zoned “CA” adjoins the site on the south.
- 6.1.4 Site 4a is rezoned from “OU(RU)” to “R(A)” (about 7.06 ha) to facilitate the proposed public housing development (Item A3). The site is occupied by a mix of active/fallow agriculture land, plant nurseries/orchards, residential structures/dwellings, public vehicle park, storages/warehouses/factories and vacant/unused land (**Plans H-6a to H-6d**). According to the study conducted by CEDD<sup>1</sup>, there is an initial

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<sup>1</sup> Based on CEDD’s Site Formation and Infrastructural Works for the Initial Sites at Kam Tin South, Yuen Long – Investigation, Design and Construction.

estimation of about 100 existing structures. The structures are mainly for agricultural, domestic and factories/warehouse/storage uses. The site is bounded by Tung Wui Road on the north and Ho Pui Stream on the west. On the east and south is the remaining portion of the “OU(RU)” zone comprising similar existing uses as Site 4a, as well as two sites zoned “G/IC” currently occupied by the S.K.H. St Joseph’s Church and kindergarten, and Elchk Kam Sheung Lutheran Church.

- 6.1.5 Major development parameters of the proposed public housing developments at Sites 1, 4a and 6 under HD’s conceptual layout and the rezoning proposal are shown below:

	<b>Proposed Public Housing Sites</b>			<b>Total</b>
	<b>Site 1</b>	<b>Site 6</b>	<b>Site 4a</b>	
Amendment Item	A1	A2	A3	-
Proposed Zoning	“R(A)”			-
Zoning Area (about)	6.21 ha	2.76 ha	7.06 ha	16.03 ha
Site Area of the Public Housing Development (about)	5.8 ha	2.7 ha	5.8 ha	14.3 ha
Maximum Total PR (equivalent to total Gross Floor Area (GFA) - about)	3			3
	(174,000 m <sup>2</sup> )	(81,000 m <sup>2</sup> )	(174,000 m <sup>2</sup> )	(429,000 m <sup>2</sup> )
Maximum Building Height (BH)	69mPD (including any roof-top structures) (about 17 storeys)			-
No. of Blocks (about)	10	8	9	27
Estimated No. of Flats (about)	3,700	1,550	3,750	9,000
Estimated Population (about)	10,360	4,340	10,500	25,200
Supporting Facilities	Retail, kindergartens and other required GIC facilities			
Estimated Earliest Completion Date (tentative)	2025/26	2025/26	2028/29	-

## **6.2 Planning Intentions**

- 6.2.1 The planning intentions of the zones in relation to the Items A1, A2, A3, B1, B2 and C are as follows:

- (a) The “R(A)” zone is intended primarily for medium-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed



non-residential portion of an existing building. According to the Explanatory Statement, the “R(A)” zone is intended for public housing development.

- (b) The “G/IC” zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishment.
- (c) The “AGR” zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- (d) The “OU(RU)” zone is intended primarily for the preservation of the character of the rural area. Uses or developments compatible with the rural landscape, such as passive recreation uses and a selected range of rural uses, may be allowed on application to the Board, with a view to upgrading or improving the area or providing support to the local communities.

### **6.3 Responses to Grounds, Proposals and Views of Representations**

#### **Adverse Representations and Representations Providing Views (R1 to R314, R318 to R320)**

##### **I) Representations Related to the Amendment Items**

###### ***A) Impact on Transport Infrastructure***

###### *Road Capacity*

6.3.1 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 Tunnel<sup>2</sup>) and junctions within the area of influence due to the proposed developments with the implementation of the proposed

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<sup>2</sup> 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.

improvement measures. CEDD will implement the proposed road improvement works by phases to tie-in with the proposed residential developments.

- 6.3.2 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.
- 6.3.3 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 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.

#### *Rail Capacity*

- 6.3.4 With respect to the West Rail, 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 North West New Territories (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 sq.m, and hourly frequency of 28 at each direction, the carry capacity of WRL will be about 53,000/hr or 75,000/hr respectively.
- 6.3.5 Upon completion of the three new railway projects, i.e. the Northern Link (NOL) and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu 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.

- 6.3.6 For the longer term, the Government will take forward the “Strategic Studies on Railways and Major Roads beyond 2030” in light of the “Hong Kong2030+” 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.

***B) Affected Local Villagers/Residents, Farmers and Agricultural Land***

- 6.3.7 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 land<sup>3</sup> (exact number of structures and area of agricultural land affected are subject to detailed survey).
- 6.3.8 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 separately by the Government. That said, the Government announced on 10.5.2018 proposed 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 clearerees as well as the wider community.
- 6.3.9 According to CEDD’s assessment<sup>3</sup>, 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

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<sup>3</sup> Based on CEDD’s Site Formation and Infrastructural Works for the Initial Sites at Kam Tin South, Yuen Long – Investigation, Design and Construction

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 accommodate farmers displaced by government development projects that happen to take place within the same time-frame.

- 6.3.10 Regarding **R319's** views, possible community farming at the three public housing sites could be considered as appropriate during the detailed design stage. With regard to Ho Pui Stream, it 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. With regard to the potential compensation wetland and other existing mitigation wetlands in the area (**Plan H-7**), they fall outside the boundary of the amendment items. These wetlands will be/are under the management and maintenance of Kowloon-Canton Railway Corporation (KCRC)/MTRCL.

***C) Provision of Supporting GIC Facilities***

- 6.3.11 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.
- 6.3.12 Regarding the provision of GIC facilities in Kam Tin South (**Annex IX**), there is a shortfall of about 21 classrooms for 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.

- 6.3.13 Regarding the provision of open space in Kam Tin South, 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 at 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 m<sup>2</sup> per person) would be provided within the public housing development sites in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) for enjoyment of the future residents.
- 6.3.14 Regarding **R320's** comments on whether there is sufficient open space and GIC facilities as recommended in the Hong Kong 2030+, 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 be commensurate with local circumstances. It is not applicable to the current zoning amendments on the Kam Tin South OZP.

***D) Public Consultation of the Proposed Public Housing Development***

- 6.3.15 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 Ordinance.

***E) Technical Assessments & Implementation of Mitigation Measures***

- 6.3.16 To ascertain the technical feasibility of the proposed public housing and GIC developments at Sites 1, 4a and 6 (including 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 CEDD and 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.

- 6.3.17 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.
- 6.3.18 Regarding railway noise, 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.

***F) Amendment Item A3***

*Public Housing Demand*

- 6.3.19 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 non-elderly one-person applications under the Quota and Point System. The average waiting time<sup>4</sup> 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

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<sup>4</sup> 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.

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. 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.

*Private Housing Development*

- 6.3.20 **R2's** concerned site (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 public housing flats.
- 6.3.21 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 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.

*Re-grant of Resumed Land for Development*

- 6.3.22 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-private Joint Development*

- 6.3.23 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 PPP Scheme have yet to be established, it would be premature to evaluate **R2's** proposal from the perspective of the PPP Scheme.
- 6.3.24 **R38** proposes to exclude his lot(s) from Item A3. 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. Responses in paragraphs 6.3.19 and 6.3.21 above are relevant.

**II) Representations related to the Land Use Review**

- 6.3.25 These representations mainly relate to the approach and findings of the LUR, but in general made no specific adverse comments on specific amendment items. 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 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.

- 6.3.26 Regarding the comment on the LUR to conduct 3-stage public engagement exercise similar to the NDAs, it should be noted that the Kam Tin/Pat Heung area has not been identified as a NDA and the LUR was a district-based land use review to assess the development potential of sites adjoining the KSRS. Appropriate local consultation and broad technical assessments had already been conducted. According to EPD, the LUR did not constitute a Major Designated Project Requiring Environmental Impact Assessment Report under Schedule 3 of the EIAO. For the current OZP amendments, technical assessments have been conducted by CEDD and HD to confirm the technical feasibility of the proposed public housing and GIC developments. The statutory and administrative procedures in consulting the public on the proposed amendments have also been duly followed (paragraph 6.3.15 refers).

*Development Intensity and Rezoning in One-go*

- 6.3.27 **R4** comments that the development potential of the potential housing sites should not be restricted by infrastructure limitation. **R3** also comments that the development intensity is too low and all housing sites should be rezoned either to “R(A)” (PR 3) or “R(B)” (PR 2.1) (**Drawing H-1**). In this regard, the three public housing sites are rezoned to “R(A)” with a PR 3. The development intensity of the remaining 9 potential housing sites as proposed under the LUR is considered appropriate taking into account the development constraints, relevant planning considerations and compatibility with the surrounding developments, and broad technical assessments have been undertaken to confirm the technical feasibility. Further increase in the development intensity of these sites will be subject to technical assessments. The remaining 9 potential housing sites under the LUR would be subject to further study on provision of supporting infrastructures. There is not yet technical assessment to support the rezoning of the remaining sites.

*Transit-oriented Development (TOD) – Planning & Design Framework for Kam Tin South*

- 6.3.28 Under **R3’s** ‘Alternative Framework Map’ (**Drawing H-2**), most of the land use and PR proposals 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. **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 feasibility of the proposed alternative framework, including traffic, infrastructural, visual and air ventilation aspects.

### III) Other Issues

#### Local Employment Opportunity

- 6.3.29 The supporting commercial and community facilities at the two West Rail sites and Sites 1, 4a and 6 would generate 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 NWNT region and help redress the current imbalance in the spatial distribution of population and jobs in the territory.

#### Other Sources of Housing Supply

- 6.3.30 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.

#### Public-private Joint Development

- 6.3.31 The responses in paragraphs 6.3.19 and 6.3.23 above on public housing demand and PPP scheme are relevant. For 'Starter Homes' suggested by **R3**, 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 Homes' units will be provided on the premise that the public housing supply will not be affected.

## **6.4 Responses to Grounds and Views of Comments**

### **Comment Related to the Amendment Items**

#### *Impact on Transport Infrastructure*

- 6.4.1 The concerns are addressed in paragraphs 6.3.1 to 6.3.6 above.
- 6.4.2 The TIA to support the rezoning of Sites 1, 4a and 6 was commenced in 2015, and its model input 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. The TIA assumptions and findings have been agreed by concerned departments. 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. 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.

#### *Affected Local Villagers/Residents, Farmers and Agricultural Land*

- 6.4.3 The concerns are addressed in paragraphs 6.3.7 to 6.3.9 above.

### **Comments related to the Land Use Review**

#### *Development Intensity*

- 6.4.4 The concerns are addressed in paragraphs 6.3.25 and 6.3.27 above.

#### *Piecemeal Development/ Rezoning of All Potential Sites in One-go*

- 6.4.5 The concerns are addressed in paragraphs 6.3.25 and 6.3.27 above.

#### *Public Engagement*

- 6.4.6 The concerns are addressed in paragraphs 6.3.25 and 6.3.26 above.

### **Comments related to Other Issues**

#### *Local Employment Opportunity*

- 6.4.7 The concerns are addressed in paragraph 6.3.29 above.

#### *Other Sources of Housing Supply*

- 6.4.8 The concerns are addressed in paragraph 6.3.30 above. Regarding the comment that the two West Rail sites should be developed for public housing, the sites are outside the boundary of the amendment items. 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.

#### *Public-private Joint Development*

- 6.4.9 The concerns are addressed in paragraph 6.3.19 and 6.3.23 above.

Address Railway Noise Impact

6.4.10 The concerns are addressed in paragraph 6.3.18 above.

Others

6.4.11 The concerns raised by YLDC including traffic and provision of GIC and parking spaces are addressed in paragraph 6.3.1 to 6.3.3 and 6.3.11 to 6.3.12 above.

## 7 CONSULTATION

7.1 The following Government departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary of Development;
- (b) Secretary of Food and Health;
- (c) Director of Housing;
- (d) District Lands Officer/Yuen Long, Lands Department;
- (e) Commissioner for Transport;
- (f) Director of Environmental Protection;
- (g) Director of Agriculture, Fisheries and Conservation;
- (h) Project Manager (West), CEDD;
- (i) Director of Social Welfare;
- (j) Director of Food and Environmental Hygiene;
- (k) Chief Engineer/Mainland North, Drainage Services Department; and
- (l) Chief Engineer/Railway Development2-2, Railway Development Office, Highways Department.

7.2 The following Government bureaux/departments have been consulted and they have no major comment on the representations and comments:

- (a) Secretary for Security;
- (b) Secretary for Education;
- (c) Commissioner of Police;
- (d) Chief Building Surveyor/New Territories West, Buildings Department;
- (e) Chief Engineer/Construction, Water Supplies Department;
- (f) Head of the Geotechnical Engineering Office, CEDD;
- (g) Chief Highway Engineer/New Territories West, Highways Department;
- (h) Director of Fire Services;
- (i) Director of Electrical and Mechanical Services;
- (j) Director of Leisure and Cultural Services;
- (k) Director of Leisure and Cultural Services (Antiquities and Monuments Office);
- (l) Chief Town Planner/Strategic Planning, PlanD;
- (m) District Officer (Yuen Long), Home Affairs Department;
- (n) Government Property Administrator;
- (o) Director of Architectural Services;
- (p) Chief Town Planner/Urban Design and Landscape, PlanD;
- (q) Postmaster General;
- (r) Director of Civil Aviation; and
- (s) Director of Health.

## 8 PLANNING DEPARTMENT'S VIEWS

- 8.1 **R315 to R317** not providing any view on the proposed amendments are noted. Based on the assessments in Paragraph 6 above, PlanD does not support R1 to R314 and R318 to R320 and considers that the OZP should not be amended to meet the representations for the following reasons:

### **For all Representations**

- (a) The sites of Items A1, A2, A3, B1 and B2 are considered suitable for public housing development and supporting GIC facilities to meet the pressing housing need of the Long Term Housing Strategy's target. Relevant technical assessments reveal that with mitigation measures in place, the proposed developments would not subject to unacceptable environmental impacts nor generate unacceptable impacts in terms of traffic, ecological, environmental, landscape, infrastructure, air ventilation and visual aspects on the surrounding areas.

### **Additional rejection reasons on specific grounds and proposals**

#### Impact on Transport Infrastructure

- (b) The Traffic Impact Assessment has confirmed that the public housing and GIC developments at Sites 1, 4a and 6 will not have unacceptable adverse traffic impact after the implantation of the proposed road improvement works. The West Rail Line 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 West Rail (**R5 to R9, R12, R14 to R16, R20, R21, R23 to R26, R31, R42, R45, R49, R52, R55 to R102, R104, 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**);

#### Affected Local Villagers/Residents, Farmers and Agricultural Land

- (c) The Government will follow the established procedures in consulting those affected stakeholders and offer compensation, Ex-gratia Allowances and/or rehousing arrangements to the eligible affected parties (**R8 to R51, R55 to R62, R64 to R190, R192 to R207, R209 to R289, R291 to R293, R295 to R314**);

#### Provision of Supporting GIC and Parking Facilities

- (d) Adequate GIC facilities will be provided to serve the planned population and local community. Relevant government departments will review the provision of public vehicle park at the public housing and GIC developments at detailed design stage (**R5, R52, R304 and R320**);

#### Public Consultation of the Proposed Public Housing Development

- (e) The statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The views received are duly considered and responded by the concerned Government bureaux/departments in the process. The exhibition of the OZP for public

inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Ordinance (**R10, R15, R26, R39 to R41, R53, R62 and R226**);

Technical Assessments & Implementation of Mitigation Measures

- (f) Technical assessments confirmed that the proposed development would not cause insurmountable problems on traffic, environmental and other infrastructural capacity. HD will refine the development scheme of the public housing developments in the detailed design stage and carry out necessary technical assessments and incorporate mitigation measures as required (**R1 and R318**);

Amendment Item A3

- (g) Item A3 is to take forward the public housing development thereat to meet the pressing public housing demand and is in the public interest. The planning of the site is already at an advanced stage with its rezoning process initiated. Using whole or part of the site for private housing development/or other development will affect the public housing production (**R2, R3 and R38**);

Public Engagement of LUR

- (h) The LUR was a district-based land use review and public consultations including briefings for KTRC, PHRC, YLDC, local farmers, villagers, green groups and concerned groups had been conducted. For the current rezoning amendments, the statutory and administrative procedures in consulting the public have been duly followed (**R1 and R8**);

Other Potential Housing Sites - Development Intensity & Rezoning in One-go

- (i) The proposed development intensity of the remaining 9 potential housing developments in the LUR is considered appropriate having taken into account the development constraints and the findings of technical assessments. Further increase in development intensity of the area will be subject to further technical assessments. Besides, technical assessment has not yet been conducted to support the rezoning of the remaining sites (**R1, R3, R4 and R8**);

Local Employment Opportunity

- (j) The supporting commercial and community facilities at the two West Rail sites and Sites 1, 4a and 6, as well as the Hung Shui Kiu NDA near Kam Tin and Pat Heung would generate new job opportunities. This will bring more jobs closer to residents in the NWNT region (**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**);

Other Sources of Housing Supply

- (k) The Government adopts a multi-pronged approach to increase land supply, and pressing ahead with various initiatives to meet the land requirements. The Government would continue to identify other potential housing sites (**R10, R17 to R19, R22, R26, R50, R51, R290**); and

Public-private Joint Development

- (l) Since the feasibility and details of PPP Scheme have yet to be established, it would be premature to evaluate the representer's proposal from the perspective of the PPP Scheme (**R2, R3 and R4**).

**9. DECISION SOUGHT**

The Board is invited to give consideration to the representations and comments, and decide whether to propose/not to propose any amendment to the draft OZP to meet/partially meet the representations.

**10. ATTACHMENTS**

<b>Annex I</b>	Draft Kam Tin South OZP No. S/YL-KTS/14 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Kam Tin South OZP No. S/YL-KTS/13
<b>Annex III</b>	Lists of Representatives and Commenters in respect of the Draft Kam Tin South OZP No. S/YL-KTS/14
<b>Annex IV</b>	CD-ROM containing Submissions of Representatives and Commenters (for Members Only)
<b>Annex V</b>	Summary of Representations and Comments on Representations and Planning Department's Responses
<b>Annex VI</b>	Extract of the Minutes of Meeting of the Rural and New Town Planning Committee of the Town Planning Board held on 13.10.2017 (English Version Only)
<b>Annex VII-1</b>	Extract of the Minutes of the Kam Tin Rural Committee Meeting held on 29.11.2017 (Chinese Version Only)
<b>Annex VII-2a</b>	Extract of the Minutes of the Pat Heung Rural Committee Meeting held on 6.12.2017 (Chinese Version Only)
<b>Annex VII-2b</b>	Motion passed in Pat Heung Rural Committee Meeting held on 6.12.2017 (Chinese Version Only)
<b>Annex VII-3a</b>	Extract of the Minutes of the Yuen Long District Council Meeting held on 22.12.2017 (Chinese Version Only)
<b>Annex VII-3b</b>	Motion passed in Yuen Long District Council Meeting held on 22.12.2017 (Chinese Version Only)
<b>Annex VIII</b>	Notes of the "R(B)" zone submitted by <b>R3</b>
<b>Annex IX</b>	Provision of major GIC facilities and open space in Kam Tin South
<b>Drawing H-1</b>	Proposed rezoning of LUR Sites to "R(A)" and "R(B)" submitted by <b>R3</b>
<b>Drawing H-2</b>	Proposed 'Alternative Framework Map' submitted by <b>R3</b>
<b>Drawing H-3</b>	Proposed 'Alternative OZP' submitted by <b>R3</b>
<b>Plan H-1</b>	Location Plan of Representation Sites
<b>Plan H-2</b>	14 potential housing sites under the LUR
<b>Plan H-3a</b>	Site Plan
<b>Plan H-3b</b>	Aerial Photo
<b>Plan H-4a to 4c</b>	Site plan, aerial photo and site photos of Amendment Items A1

<b>Plan H-5a to 5d</b>	and B1 Site plan, aerial photo and site photos of Amendment Items A2, B2 and C
<b>Plan H-6a to 6d</b>	Site plan, aerial photo and site photo of Amendment Item A3
<b>Plan H-7</b>	Location of mitigation wetland
<b>Plan H-8</b>	Off-site road improvement works
<b>Plan H-9</b>	Conceptual Layout Plan of the three public housing sites

**PLANNING DEPARTMENT  
JULY 2018**