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TOWN PLANNING BOARD

TPB Paper No. 9590

**For Consideration by
The Town Planning Board on 11.4.2014**

LAND USE REVIEW OF KAM TIN SOUTH AND PAT HEUNG

LAND USE REVIEW OF KAM TIN SOUTH AND PAT HEUNG

PURPOSE

1. This paper seeks Members' views on the findings and recommendations of the land use review of Kam Tin South and Pat Heung area.

Background

2. The Chief Executive announced in his 2013 Policy Address that the Government would increase the supply of housing land in short to medium term and to take forward the planning for residential development at Kam Tin South West Rail Line (WRL) Kam Sheung Road Station (KSRS) and Pat Heung Maintenance Centre (PHMC), with land of about 33 hectares (ha) in total, estimated to provide about 8,700 flats. In addition, engineering studies would be conducted to identify land for public and private housing development in the adjoining areas, totalling about 110 ha.
3. In March 2014, Planning Department (PlanD), assisted by the Mass Transit Railway Corporation Limited (MTRCL), has completed a comprehensive land use review (LUR) for Kam Tin South and Pat Heung area. The overall objective of the LUR is to identify suitable sites within the area for public and private housing developments and supporting Government, Institution or Community (G/IC) facilities. Broad technical assessments have also been carried out to confirm the feasibility of the development proposals and the required supporting infrastructure. The findings and recommendations of the LUR will serve as a basis for subsequent amendments of the Kam Tin South Outline Zoning Plan (OZP) to guide future developments.

Study Area

4. The study area (the Area), with an area of about 785 ha, fall within the boundary of the Kam Tin South OZP (**Plan 1**). The Area is bounded by the Shek Kong Barracks and Ma Pau Ling in the east, Kam Tin Road in the north, Ho Hok Shan in the west and Tai Lam Country Park in the south. The Area is currently predominantly rural in character. The KSRS and PHMC with an extensive area of about 41.2 ha are found in the central part of Kam Tin South. Existing developments comprise low-rise rural settlements and a number of recognised villages such as Kat Hing Wai, Yuen Kong Tsuen, Tin Sam Tsuen, Cheung Po Tsuen, Ho Pui Tsuen, etc. are scattered in the floodplain in the northern, eastern and southern parts of the Area (**Plans 1 and 2**). Rural industries, warehouses and open storage sites are mainly found along Tung Wui Road and Kam Sheung Road. Patches of active and inactive agricultural land could be found at the central and southern parts of the Area (**Plan 3**). Further to the south and west, the hilly terrain adjoining Ho Hok Shan and Tai Lam Country Park provides a natural backdrop to the Area. A number of G/IC facilities are located in the Area, including the Au Tau Water Treatment Works (ATWTW), electricity substation, primary school, kindergarten, child care centre, community hall and churches serving the local community.

Opportunities and Constraints

5. Being located in proximity to Yuen Long New Town and connected with the urban areas by strategic rail and road links, Kam Tin South and Pat Heung, which is currently planned for rural uses¹, has the potential to accommodate housing development with higher development intensities. The Area consists of the following characteristics that are considered favourable to development of the Area.

Improved Accessibility

- (a) The WRL has been in operation since 2003 with a railway station in Kam Tin South (i.e. KSRS) and the PHMC was already in place.

¹ According to the approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/11, the maximum plot ratios for the development zones within the Area are 0.2 for “Residential (Group D)”, 0.4 and 0.8 for “Residential (Group C)”, 0.4 for “Other Specified Uses” annotated “Rural Use”, and 0.4 for “Comprehensive Development Area”.

Together with Tsing Long Highway, these infrastructures provide convenient connection between the northwestern New Territories and the urban area, hence enhancing the accessibility of the Kam Tin South and Pat Heung area.

Rail-based Development

- (b) Development of the KSRS is in line with the Government policy for rail-based development to facilitate fast and mass movement of people in an environmentally friendly mode of transport. Opportunities exist to make better use of valuable land resources atop/in proximity to the railway station.

Early Supply of Housing Land

- (c) The KSRS and PHMC sites require no private land resumption and hence could be implemented in a timely manner. Early implementation of new developments could help address the acute demand for housing land.

Enhancing Kam Tin South Rural Township

- (d) Kam Tin South and Pat Heung are one of the earliest residential settlements in Hong Kong. Appropriate level of new developments and effective use of land and infrastructure resources would help regenerate this rural area. Moreover, the proposed public and private housing developments would provide impetus to transform the Area into a suburban township with a balanced housing mix.

Improved Visual and Physical Conditions

- (e) The existing WRL and Tsing Long Highway are major visual and physical constraints in the Area. With good urban design, appropriate development intensity and provision of appropriate community facilities and open space, the development proposal would act as a catalyst to gradually improve the visual and environmental quality of the Area.

6. Development in Kam Tin South and Pat Heung area is however hindered by various development constraints. The key constraints include:

Infrastructure Constraints

- (a) With the anticipated increase in traffic to be generated by new developments, major roads in the Area such as Kam Sheung Road, Kam Tin Road, Kam Po Road and Kam Ho Road are expected to be subject to major capacity constraints. Road improvements would be necessary to accommodate population increase in the Area. Besides, Kam Tin South falls within the catchment of the Yuen Long Sewage Treatment Works (YLSTW) and the Kam Tin Sewage Pumping Station (KTSPS). The design capacity of the YLSTW and the KTSPS and the downstream trunk sewerage system would be a limitation to future developments in the Area. Each future development would be required to construct connection sewers to the KTSPS.

Environmental Implications (Plan 4)

- (b) Environmental issues, especially the noise impact generated by the WRL, PHMC, Shek Kong Airfield and the nearby major roads, as well as rural industrial uses, could adversely affect to the development potential. Moreover, the northwestern part of the Area falls within the consultation zone of the ATWTW which is a potentially hazardous installation. The associated risks on the future residents need to be carefully assessed.

Airport Height Restrictions (Plan 5)

- (c) Due to the presence of the Shek Kong Airfield, building height in the immediate vicinity of KSRS is restricted to 69mPD, rising gradually to 135.6mPD beyond PHMC to the south. The height restriction will place limit to the building heights within the Area and particularly constrains the design flexibility of the future developments.

Impacts on Existing Villages and Cultural Heritage

- (d) Existing developments in the Area comprise 14 recognized villages, rural settlements and villages including Kat Hing Wai, Yuen Kong Tsuen, Yuen Kong San Tsuen, Ma On Kong, Ho Pui, Tai Kek, Cheung Po, Tai Wo, Tin Sam Tsuen, Tin Sam San Tsuen, Shek Wu Tong, Tai Hong Tsuen, Tsz Tong Tsuen and Ng Ka Tsuen (**Plan 6**). Besides, a number of establishments with significant cultural heritage values are found in the Area (**Plan 7**). These include a few historic villages,

traditional temples, ancestral halls and burial sites. In planning for the Area, due regard should be given to these existing villages/rural settlements and culturally valuable establishments.

Ecological Consideration (Plan 8)

- (e) The Kam Tin South area consists of a number of ecological habitats including abandoned egretries, streams/abandoned meanders and mitigation woodlands and wetlands, etc. Any direct or indirect ecological impact, in particular the potential barrier effect of buildings to bird flight paths, should be avoided.

Fragmented Land Ownership (Plan 9)

- (f) With the exception of the KSRS and PHMC sites, the Area is under fragmented private land ownership. The proposed public housing development and the improvement of infrastructure and provision of G/IC facilities to cater for the population growth would inevitably involve private land resumption. The full realization of the development proposals would therefore take time.

Potential Development Sites

7. Taking into consideration the development opportunities and constraints as highlighted above and the need to preserve existing rural character of the area, a total of 14 potential development sites (i.e. KSRS and PHMC sites and Sites 1, 2, 3, 4a, 4b, 4c, 5a, 5b, 6, 7, 8, and 9) have been identified in the Area (**Plan 10**). These 14 sites with a total area of about 152 ha are predominantly situated within 1.5 km from the KSRS. The KSRS and PHMC sites have been earmarked for comprehensive residential development since early 2000's. Five sites (about 40 ha) around the KSRS are proposed for public housing development so as to capitalize the strategic location in proximity to the rail network. The remaining seven sites are located further away from the KSRS. The development proposals of these sites would respect and integrate with the adjoining low-rise and low-density rural settlements.
8. The existing natural landscape, ecological and topographical features of the Area such as Tai Lam Country Park (**Plan 10**), the abandoned egretries in Ma On Kong, Ho Pui and Ko Po Tsuen, Cheung Po Stream and some mitigation

woodlands and wetlands (**Plan 8**) have been respected and retained. About 180.5 ha of land falls with the “Agriculture” (“AGR”) zone which is mainly located in the southern part of the Area and to the west of Tsing Long Highway would be retained for continuation of the farming practices. The existing recognized villages and respective village ‘environs’ are also respected (**Plan 11**). These would contribute to a diversified townscape and quality living environment, and enhance integration of urban and rural uses.

Land Use Proposal

9. The Kam Tin South and Pat Heung area is considered suitable for development into a suburban township. By making reference to the highest residential density appropriate for commercial centre of rural township in non-urban area (i.e. a maximum plot ratio of 3.6) as set out in the Hong Kong Planning Standards and Guidelines (HKPSG), and considering that the KSRS should be the focal point if development growth is envisaged in the Area, a maximum plot ratio of 3 is proposed for the KSRS and PHMC sites and the adjoining five public housing sites. The maximum plot ratio could not be further increased due to the airfield height restriction imposed by the Shek Kong Airfield. The maximum plot ratio of other potential sites under the LUR ranging from 0.8 to 2.1 are proposed with reference to the proposed urban design concept with stepped height profile (**Plan 12**) and the low to medium density developments in the vicinity.
10. Based on the above concept, the KSRS and PHMC sites (with a total area of about 41 ha) are designated for private residential development with a plot ratio of 3.0. Five sites (40 ha) in proximity to the KSRS are designated for medium-density public housing developments with a plot ratio of 3. The rest of the residential sites (about 71 ha) are reserved for private residential use with plot ratios of 2.1, 1.5 and 0.8 (**Plans 12** and **12a**). Conceptual development schemes of the KSRS (**Plan 13**) and PHMC sites (**Plan 14**) and the five public housing sites (**Plan 15**) have also been devised to facilitate assessments under the LUR.
11. Upon full development, these potential development sites would provide a total of about 33,701 flats for a total population of about 92,800. Amongst this, about 16,900 public housing flats (i.e. about 50%) can be produced for

accommodating a total population of about 51,700; and about 16,800 private housing flats (i.e. about 50%) can be produced for accommodating a total population of about 41,100. Various G/IC and retail facilities would be provided at appropriate location to serve the new population and the existing local community. The key development parameters of the land use proposal are summarised as follows and details are in Annex B of the Main Report of the LUR at **Annex B²** of this TPB paper:

Key Development Parameters under the Land Use Proposals

	Plot Ratio	Building Height	No. of Flats	Estimated Population
KSRS	3.0	69 mPD (not more than 17 storeys)	2,692	6,600
PHMC	3.0	108.5 mPD (not more than 26 storeys)	6,060	14,800
Sub-total	-		8,752	21,400
Proposed Public Housing Sites				
Site 1	3.0	69 mPD (not more than 17 storeys)	3,700	51,700
Site 4a	3.0	69 mPD (not more than 17 storeys)	3,200	
Site 4b	3.0	69 mPD (not more than 17 storeys)	5,700	
Site 5a	3.0	69 mPD (not more than 17 storeys)	3,300	
Site 6	3.0	69 mPD (not more than 17 storeys)	1,000	
Sub-total	-	--	16,900	51,700
Proposed Private Housing Sites				
Site 2	2.1	12 storeys	452	19,700

² A full set of technical assessments (Appendices Part 1 to Part 3) under the LUR is deposited at the Secretariat of the Town Planning Board for Members' reference.

Site 3	2.1	12 storeys	1,106	
Site 4c	2.1	12 storeys	626	
Site 7	1.5	12 storeys	3,018	
Site 8	1.5	12 storeys	882	
Site 5b	0.8	6 storeys	289	
Site 9	0.8	6 storeys	1,676	
Sub-total	-	--	8,049	19,700
TOTAL	--	--	33,701	92,800

Provision of Supporting Facilities

District Retail Centre

12. According to the recommendation of the retail floorspace assessment carried out under the LUR, a district retail centre with a floor space of about 40,000 m² would be provided. This district retail centre would be developed within or around the KSRS site and would be inter-linked to surrounding developments via a comprehensive pedestrian network. Retail facilities would also be provided in the PHMC (about 3,000 m²) and public housing sites (about 6,000 m²) for provision of daily necessities to future residents.

Government, Institution or Community (Annex A)

13. Various G/IC facilities would be provided to serve the planned population and local community (**Plan 16**). An area of about 1 ha located in the northwestern part of Site 1 has been reserved to accommodate a sport centre, a clinic and other G/IC facilities. In addition, five primary schools and three secondary schools would be provided within the Area in accordance with the HKPSG. The proposed school sites are located in close proximity to respective development sites to facilitate convenient access. Nine kindergartens would also be provided within the potential development sites. Besides, four post offices and five refuse collection facilities would be provided in respective housing sites as required.

Open Space Provision

14. Self-contained local open space (with a minimum of 1m² per person) would be provided within the development sites in accordance with HKPSG for enjoyment of the future residents. The exact locations of the local open space would be subject to detailed design during implementation of respective

development sites. In addition, the proposed urban design framework has suggested a green space network to promote green and sustainable living environment (**Plan 17**). Landscape corridor in the form of ‘green fingers’ would be designed with intermittent ‘garden’ nodes within the network of green spaces, providing pedestrian linkages with direct and convenient access to KSRS and neighbouring residential clusters. Subject to detailed design, cycling linkages would also be provided along these linkages. The proposed ‘green fingers’ and ‘garden’ nodes have aligned with the view corridors to enhance view permeability in the Area.

15. District open space (with a minimum of 1m² per person) should be provided in the area in view of the increasing population and would be reviewed in a district-wide context subject to further study. Opportunity exists in providing a riverine park with an area of about 7 ha at the north-eastern fringe of Site 7 (**Plan 16**) which would be subject to detailed design. The riverine park, located at about 600 m away from the KSRS, would be well-connected by the proposed green corridors. It would serve as a green buffer between the Shek Kong Airfield and the proposed residential developments.

Development Concept and Urban Design/Landscape Framework

16. A comprehensive planning and urban design framework (**Plan 18**) optimizing opportunities offered by the KSRS and the surrounding natural and landscape features has been formulated to create a quality and green living environment and socially integrated communities.
 - (a) Rail-based transit oriented development – the KSRS on the West Rail is located at the centre of the Kam Tin South area. It provides a significant opportunity to promote rail-based transit oriented development. Major developments and population have been planned within walking distance (about 500 m to 600 m) from the railway station to maximize the use of rail transport, thus promoting energy efficiency. A higher development intensity of plot ratio 3 has been assigned for sites at or close to the KSR Station to optimize housing supply. Majority of the new population (about 79 % including KSRS, PHMC sites and five public housing sites) would be concentrated around the railway station which would minimize road

traffic. Development intensity would be gradually reduced to 2.1, 1.5 and 0.8 for sites located further away. This would enhance the integration with the village settlements in the adjacent areas.

- (b) Activity Node at KSRS - a town centre accommodating a mix of residential use, retail, leisure and community facilities is planned around the KSR Station and public transport interchange (PTI) in the central part of the area to serve as a major activity node of the Kam Tin South. A civic plaza (**Plan 13**) would also be provided in the northern part of the KSRS site to provide an open space for local events and act as a gateway to the future residents. The town centre would be well connected by pedestrian walkway system and cycle track network (**Plan 19**) with the adjacent residential neighbourhood.
- (c) Balanced and socially integrated community – a balanced mix of housing land for private housing developments and public/subsidized housing (about 50 : 50) is planned to provide a wide range of housing choice for different social sector³. Amongst the 14 potential development sites identified, five sites around the KSR Station have been reserved for public housing development. Sufficient commercial and community facilities would also be provided to serve both the new population and the existing rural community.
- (d) Building height profile – with adherence to the Shek Kong Airfield height restrictions, the potential development sites under the LUR are subject to maximum building height ranging from 69 mPD (where the public housing are planned, close to the KSRS and PHMC sites) to 135.6 mPD (the southern part of the PHMC site). A stepped building height profile (**Plan 20**) with height reduces incrementally from the mountain ranges in the west to the level of the Kam Tin Valley has been recommended to encourage visual diversity and integration with the existing rural communities and natural resources.

³ A balanced mix of public and private housing with public / private housing ratio of 50 : 50 has been adopted under the LUR. Since most of the land under the LUR are private land and land resumption and infrastructure and other relevant technical constraints would have major implications for public housing developments in this rural area, further increase of the public housing development in the Area is not recommended under the LUR.

- (e) Green space network - a comprehensively interlinked green space network is proposed to promote green and sustainable living environment. A series of greenways with intermittent garden nodes within a network of open spaces providing pedestrian linkages are proposed to achieve this. The network could be extended to connect with the proposed riverine park along the north-eastern fringe of the potential development sites to conserve the existing woodland and an abandoned meander (**Plan 17**).
- (f) Pedestrian, cycling and road network – Connections between the KSR station and PHMC sites with other potential sites would be made through a series of pedestrian and cycle links (**Plan 19**). In addition to the reprovisioning of the original PTI at KSR station, one additional PTI (**Plan 16**) adjacent to Kam Sheung Road is proposed to integrate with the pedestrian circulation and to serve the population in the eastern part of the area.
- (g) Enhancing air ventilation and visual corridors – according to the Air Ventilation Assessment – Expert Review carried out under the LUR, the prevailing wind of the Area is from the north-easterly/ east-north-easterly/easterly direction on annual basis and from the south and southeast during summer months. To facilities air penetration, a number of wind corridors aligning in parallel to the prevailing wind directions are proposed (**Plan 21**). Other types of corridors including eco-corridors, local green space network and building separations would further enhance air penetration/dispersal. View corridors (**Plan 22**) would also be provided for visual relief and visual linkage with the mountain backdrop.

Preliminary Technical Assessments

17. Preliminary technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities have been undertaken. It is concluded that the proposed developments are broadly feasible without insurmountable planning and engineering problems subject to appropriate improvement and mitigation measures.

Environment

- (a) Major potential environmental considerations including noise impacts due to road traffic, railway and industrial operations, air quality impact due to vehicular emissions and chlorine storage risk at the ATWTW have been assessed. There is no insurmountable environmental impact associated with the land use proposals. Broad environmental enhancement measures have also been recommended to ameliorate the potential environmental impacts, such as noise barrier, noise enclosure, building setback, use of balcony and architectural fins, re-orientation of sensitive façade, single aspect building design, noise tolerant building, etc.

Transport

- (b) A comprehensive and convenient transport network has been planned based on road and public transport facility improvement works (including road widening and junction improvement works) as recommended in the Traffic Impact Assessment (**Plan 23**). The existing PTI, park-and-ride, and bicycle parking facilities would be reprovisioned at KSRS. Further studies would be conducted on the provision of an additional PTI at another potential site (**Plan 16**) in tandem with the population increase. Besides, it is recommended to enhance the existing local cycle track along the southern side of Tung Wui Road connecting to the Northwest New Territories network, by extending into the future developments (**Plan 19**). In general, it was concluded that no insurmountable traffic impact is expected from the proposed development with the mitigation measures of recommended road improvement in place.

Sewerage and Drainage

- (c) A Sewerage Impact Assessment has been conducted to formulate the sewage discharge and treatment strategy for the potential development sites and to identify any infrastructure upgrading requirements. The Drainage Services Department (DSD) and EPD advised that sewage generated from the potential developments at KSRS, PHMC and the three public housing sites (i.e. Sites 1, 6 and 4a) would be conveyed to communal sewerage connecting to the KTSPS for treatment and

disposal at the YLSTW. The sewage treatment and disposal of the remaining potential sites would be subject to further studies on the need for establishing an additional sewage treatment plant in the Area. Subject to the establishment of an additional sewage treatment plant in the Area, there is no insurmountable problem in catering for the demand generated from the land use proposals in the Area.

- (d) The preliminary Drainage Impact Assessment has concluded that no significant impact is envisaged under the ultimate development scenario with implementation of appropriate mitigation measures. No flooding problem has been identified at the potential development sites.

Utilities

- (e) Broad technical assessments have confirmed that local water, electricity, gas and telecommunication systems should be upgraded to meet future demand with population growth. No insurmountable technical problem has been identified with respect to utility services.

Air Ventilation

- (f) An Air Ventilation Assessment (AVA) Expert Review has been conducted to evaluate the district air performance under various wind conditions. The AVA has identified that KSRS, PHMC and the public housing sites are situated predominantly at the leeward side of the prevailing winds. The proposed wind corridors (**Plan 21**) would facilitate effective penetration of the prevailing wind in annual and summer periods hence potential air ventilation impact to the area is envisaged to be minimal. Air ventilation performance will be further improved by incorporating suitable wind enhancement measures at individual development in the detailed design stage.

Landscape and Visual

- (g) Group tree surveys have been conducted at KSRS, PHMC and public housing sites. It was found that no registered Old and Valuable Tree is identified at the potential development sites. Significant landscape impact due to the land use proposals is not anticipated with implementation of suitable tree preservation and landscape mitigation

measures. In terms of visual impact, the visual impact significance of the proposed developments would be considered moderately adverse (**Plans 24a to 24f**). Nevertheless, the Visual Impact Assessment has demonstrated that the visual corridors reserved in the conceptual development schemes would enhance the visual permeability of the developments (**Plans 24g and 24h**). It was concluded that the transformation of the area would enhance its landscape and visual characters.

Ecology

- (h) Sites of conservation importance and ecological interest would be generally conserved (**Plan 8**). Specifically, the mitigation wetland, abandoned meanders and mitigation woodlands would be preserved. Buffer distance should be allowed along Kam Tin River and channel KT15. Ecological corridors have been proposed at KSRS, PHMC and public housing sites for bird flight paths. Direct ecological impact due to the land use proposals is considered minimal.

Cultural Heritage

- (i) No site of archaeological interest has been identified within the potential development sites. All declared monuments and graded historic buildings within the potential sites would be retained and respected in the future developments (**Plan 7**). Prior consultation with the Antiquities and Monuments Office should be made for detailed design and developments to ensure compatibility with those historic buildings.
18. Preliminary technical assessment undertaken under the LUR have confirmed that the development proposals for all 14 sites are technically feasible with the upgrading of existing road network and improvement of drainage, sewerage, water supply and public utility systems. To facilitate a fast track development programme, the Civil Engineering and Development Department (CEDD) would undertake an engineering design study for Sites 1, 4a and 6 to identify the required site formation works, road works and infrastructure provisions. For the remaining sites including two public housing Sites 4b and 5a and seven private housing sites, an engineering feasibility study (EFS) would be carried out by CEDD to assess the

requirements for infrastructures. As regards the two housing developments at KSRS and PHMC, no major infrastructure improvement works would be required according to the LUR.

Implementation

19. It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to increase land supply to meet the housing and other development needs of Hong Kong. To meet the pressing need for housing land supply, priorities would be given to develop the KSRS and PHMC sites which require no private land resumption, and the five public housing Sites 1, 4a, 4b, 5a and 6. The concerned development sites are currently shown as 'Railway' or zoned "AG" and "Other Specified Uses" annotated "Rural Uses" on the Kam Tin South OZP. Amendments to the OZP are required to facilitate the proposed residential developments. In view of the need to ensure integration of various land uses and infrastructure development for the sites and to undertake detailed technical assessments to fine-tune the development proposals, it is recommended that the KSRS and PHMC sites to be rezoned to "Comprehensive Development Area" ("CDA"), and the five public housing will be designated with residential zoning, subject to further review. The "CDA" zoning would facilitate the comprehensive development of the area for residential use with the provision of open space and other supporting facilities. This would also facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking account of environmental, traffic, infrastructure and other considerations.

20. For the remaining seven potential sites (i.e. Sites 2, 3, 4c, 5b, 7, 8 and 9), they are identified for residential development to be implemented by private initiative. As these seven sites cover a relatively larger area and are adjoining the existing rural settlements, their developments should tie-in with the provision of supporting G/IC and infrastructure facilities. Detailed layout plans would also need to be prepared in the EFS so as to facilitate the implementation of land/site formation, road layout and other engineering proposals. Zoning amendments to the rest of the Area would be carried out upon completion of the EFS.

Consultation

21. The findings and recommendations of the LUR have been circulated to concerned bureaux/departments. Their views and comments have been incorporated where appropriate.
22. Upon Members' agreement on the findings of the LUR, the Yuen Long District Council (YLDC) will be consulted tentatively in the 2nd Quarter of 2014. Kam Tin Rural Committee (KTRC) and Pat Heung Rural Committee (PHRC) and the local concern groups will be consulted on the LUR before/after the consultation with the YLDC, depending on the meeting schedules of the KTRC and PHRC.

Advice Sought

23. Members are invited to note the findings of the LUR of Kam Tin South and Pat Heung area and offer views on the draft development proposals set out at paragraphs 9 to 15.

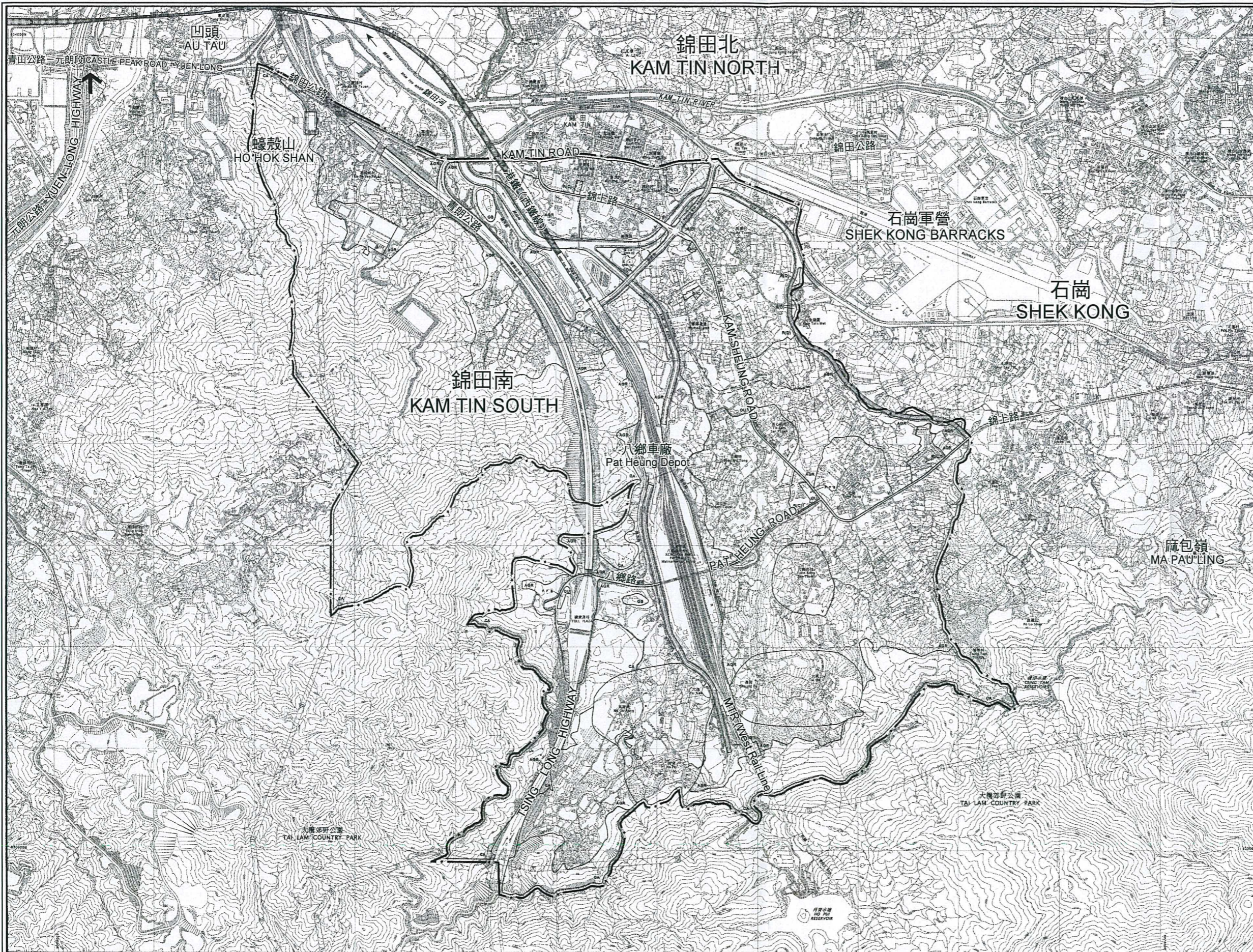
Attachments

Plan 1	Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/11
Plan 2	Location Plan of Kam Tin South and Pat Heung
Plan 3	Existing Use in Kam Tin South and Pat Heung
Plan 4	Key Environmental Constraints in Kam Tin South and Pat Heung
Plan 5	Shek Kong Airfield Height Restrictions
Plan 6	Recognized Villages/Village Settlements in Kam Tin South and Pat Heung
Plan 7	Cultural Heritage in Kam Tin South and Pat Heung
Plan 8	Ecological Constraints in Kam Tin South and Pat Heung
Plan 9	Land Ownership of the Potential Development Sites
Plan 10	Potential Development Sites in Kam Tin South and Pat Heung
Plan 11	Considerations of Potential Development Sites in Kam Tin South and Pat Heung
Plan 12	Proposed Land Use Planning Framework
Plan 12a	Indicative Overall View of Kam Tin South and Pat Heung

	Potential Developments
Plan 13	Conceptual Development Layout Plan of Kam Sheung Road Station Site
Plan 14	Conceptual Development Layout Plan of Pat Heung Maintenance Centre Site
Plan 15	Conceptual Development Layout Plan of Public Housing Sites 1, 4a, 4b, 5a and 6
Plan 16	Locations of Government, Institution or Community Facilities and Riverine Park
Plan 17	Green Space Network
Plan 18	Proposed Urban Design Framework
Plan 19	Proposed Cycle Track Network
Plan 20	Proposed Stepped Height Profile
Plan 21	Key Wind Corridors
Plan 22	Proposed Wind/Ecological/View Corridors
Plan 23	Proposed Junctions and Road Improvements
Plans 24a to 24h	Photomontages
Annex A	Open Space and G/IC Provision
Annex B	Main Report of the Land Use Review of Kam Tin South and Pat Heung (a full set of technical assessments (Appendices Part 1 to Part 3) under the LUR is deposited at the Secretariat of the Town Planning Board for Members' reference)

PLANNING DEPARTMENT
APRIL 2014

	Total Population	Private Open (m ²)	Local Space	G/IC Provision
KSRS	6,600	6,600		1 kindergarten, 1 primary school, 1 secondary school, 1 post office and 1 refuse collection point (RCP)
PHMC	14,800	14,800		
Proposed Public Housing Sites				
Site 1	51,700	51,700		4 kindergartens, 3 primary schools, 1 secondary school, 2 post offices, 3 RCPs and other community facilities
Site 4a				
Site 4b				
Site 5a				
Site 6				
Proposed Private Housing Sites				
Site 2	19,700	19,700		2 kindergartens, 1 primary school, 1 secondary school, 1 post office, 1 RCP and other community facilities
Site 3				
Site 4c				
Site 7				
Site 8				
Site 5b				
Site 9				



圖例 NOTATION

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

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMPREHENSIVE DEVELOPMENT AREA	2.51	0.32	綜合發展區
RESIDENTIAL (GROUP C)	11.78	1.50	住宅(丙類)
RESIDENTIAL (GROUP D)	31.96	4.07	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	118.06	15.17	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	6.18	0.79	政府、機構或社區
OPEN SPACE	3.20	0.41	休憩用地
OTHER SPECIFIED USES	24.33	3.10	其他指定用途
AGRICULTURE	238.09	30.08	農業
GREEN BELT	1.97	0.21	綠化地帶
CONSERVATION AREA	258.87	32.99	自然保育區
DRAINAGE CHANNEL	15.19	1.94	排水道
RAILWAY	42.78	5.45	鐵路
MAJOR ROAD ETC.	31.50	4.00	主要道路等
TOTAL PLANNING SCHEME AREA	784.90	100.00	規劃範圍總面積

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

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

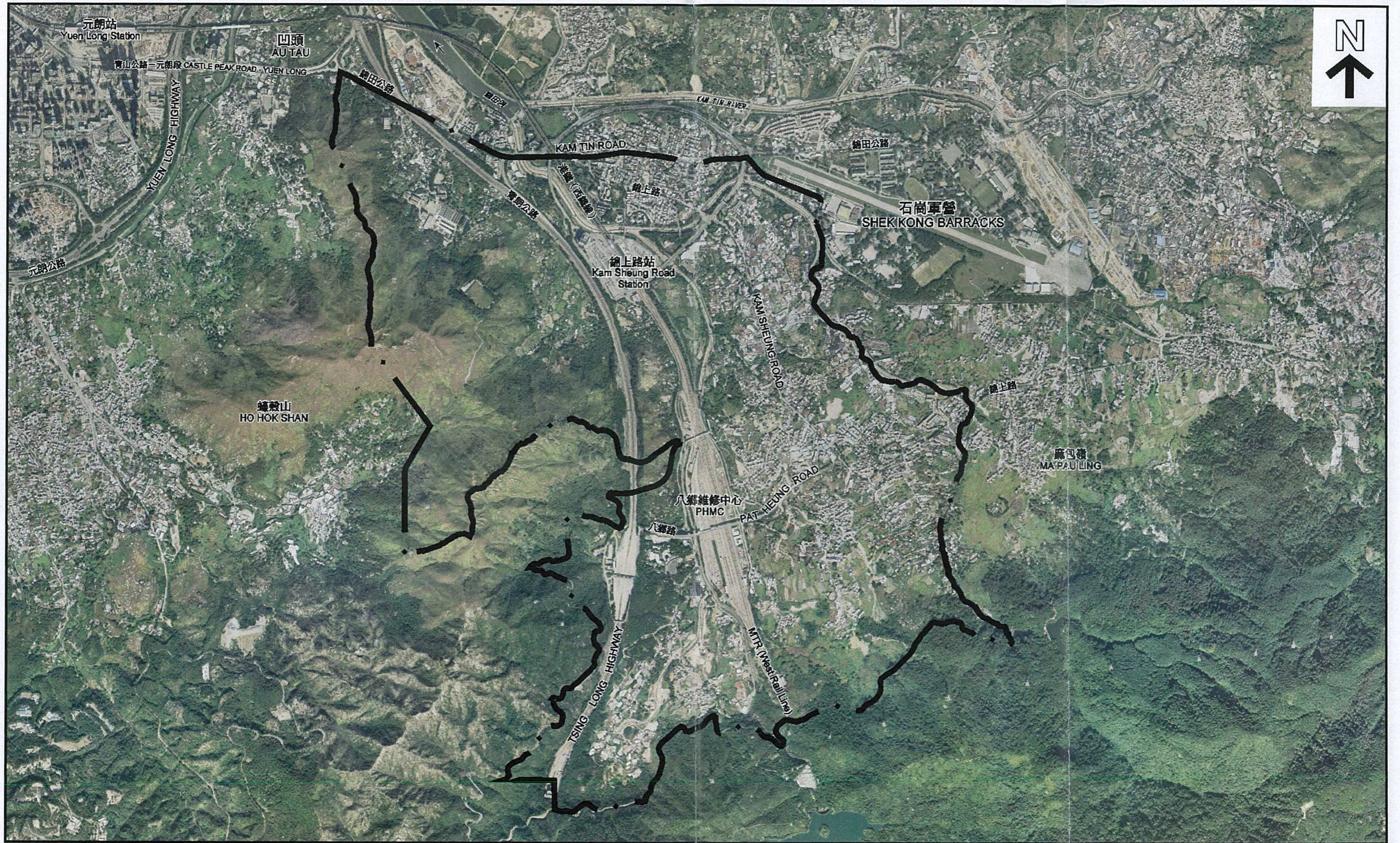
Tony
LAM Chik-ting, Tony 林禮廷
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

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

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

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

圖則編號
PLAN No. S/YL-KTS/11



本摘要圖於2014年4月4日擬備
EXTRACT PLAN PREPARED ON 4.4.2014

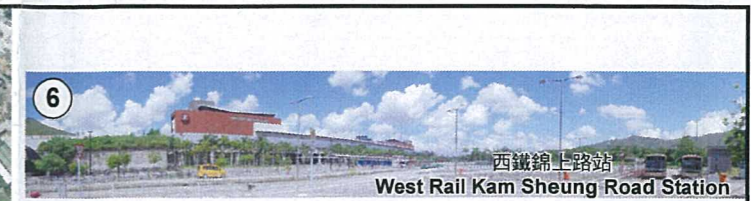
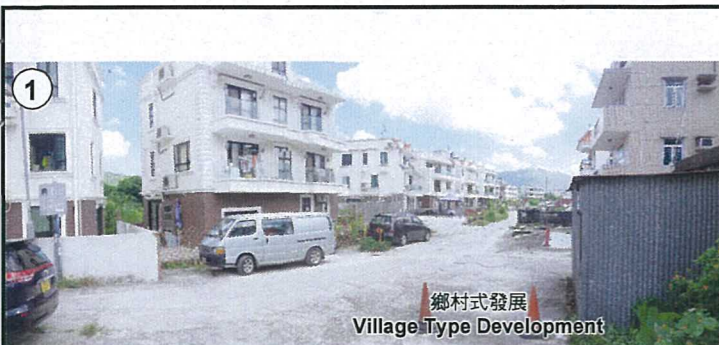
LOCATION PLAN OF KAM TIN SOUTH AND PAT HEUNG

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
MYLE/14/19

圖 PLAN
2



本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

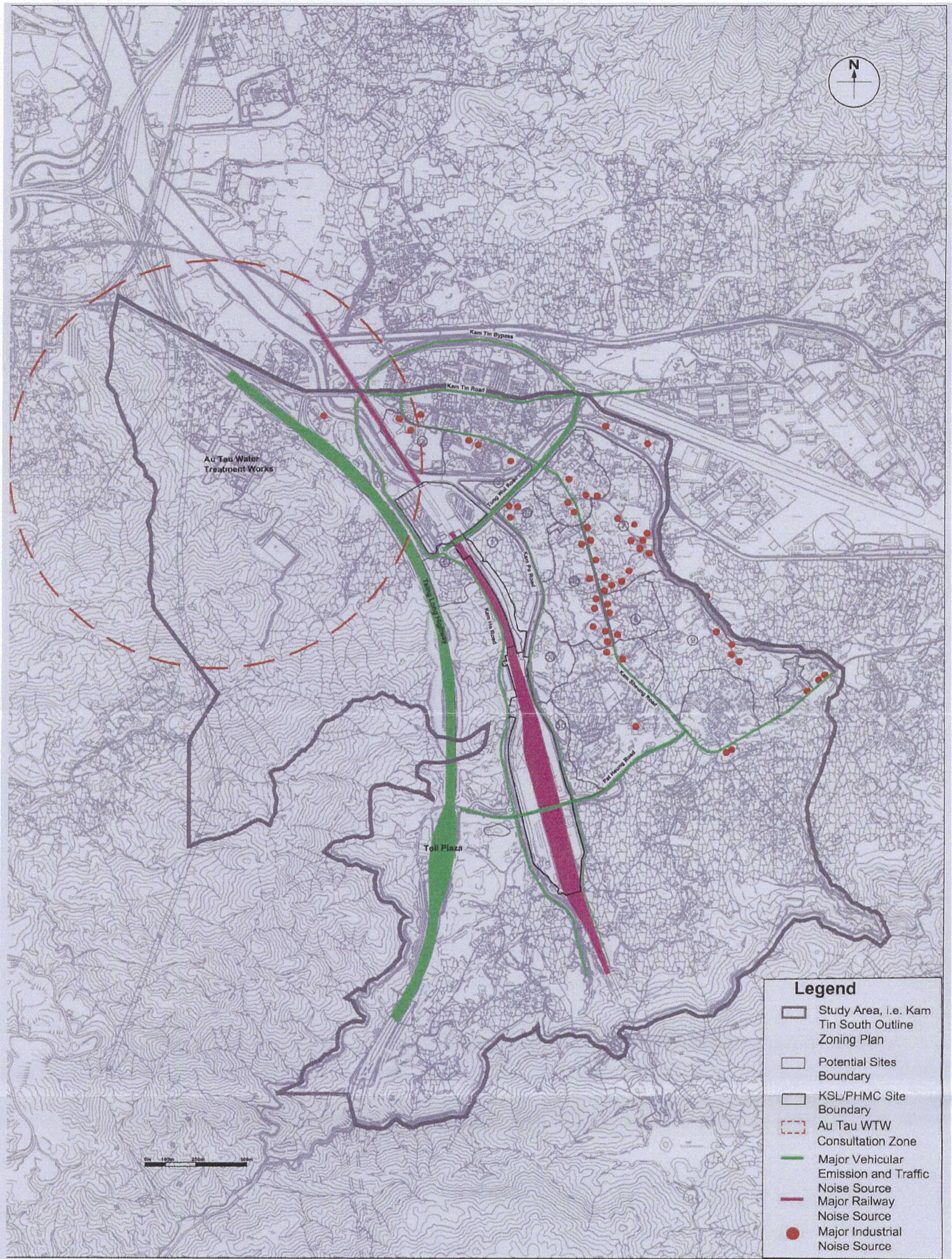
EXISTING USE IN KAM TIN SOUTH AND PAT HEUNG

規劃署
PLANNING DEPARTMENT



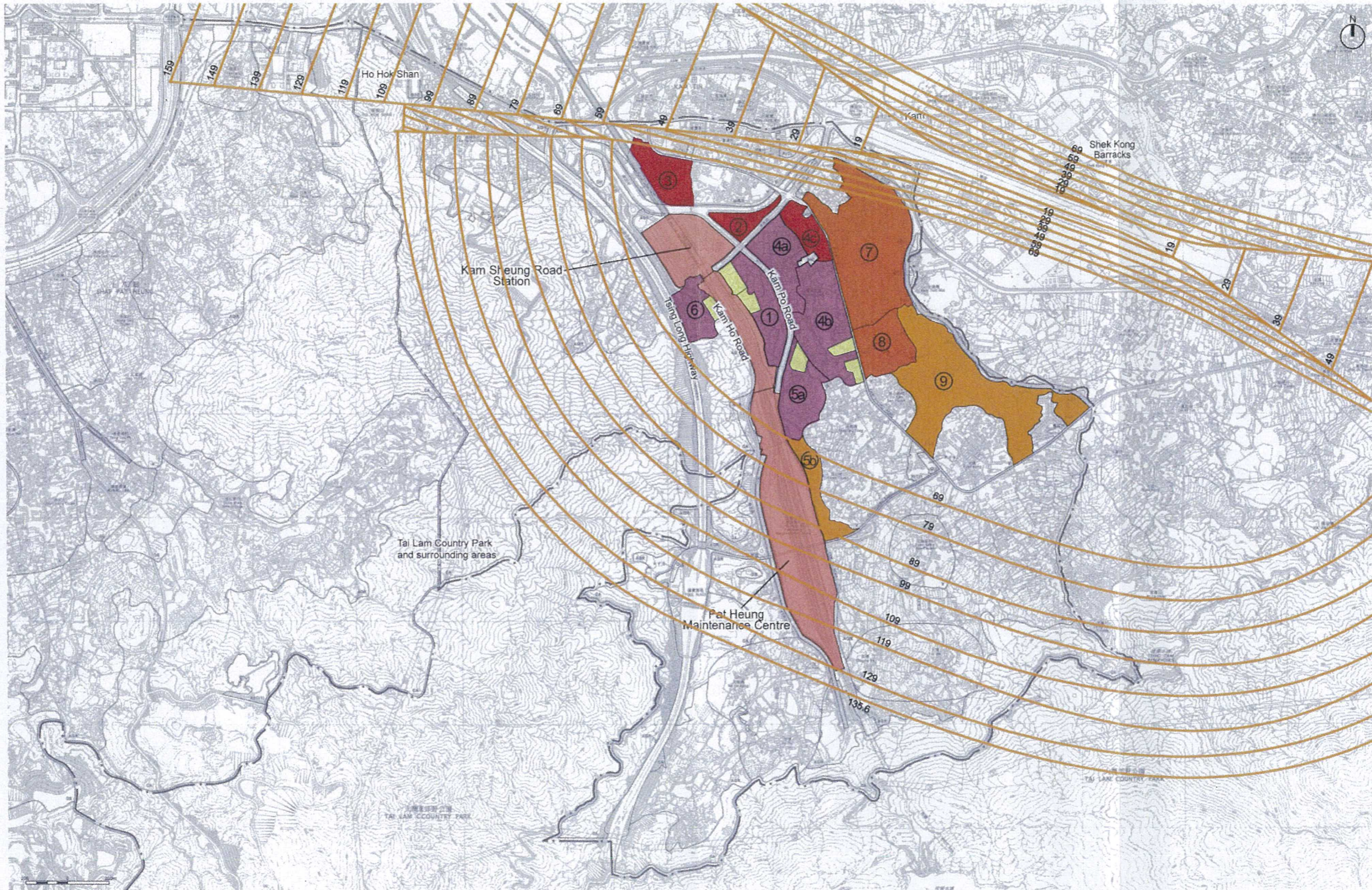
參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
3



KEY ENVIRONMENTAL CONSTRAINTS IN KAM TIN SOUTH AND PAT HEUNG





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EXTRACT PLAN PREPARED ON 3.4.2014

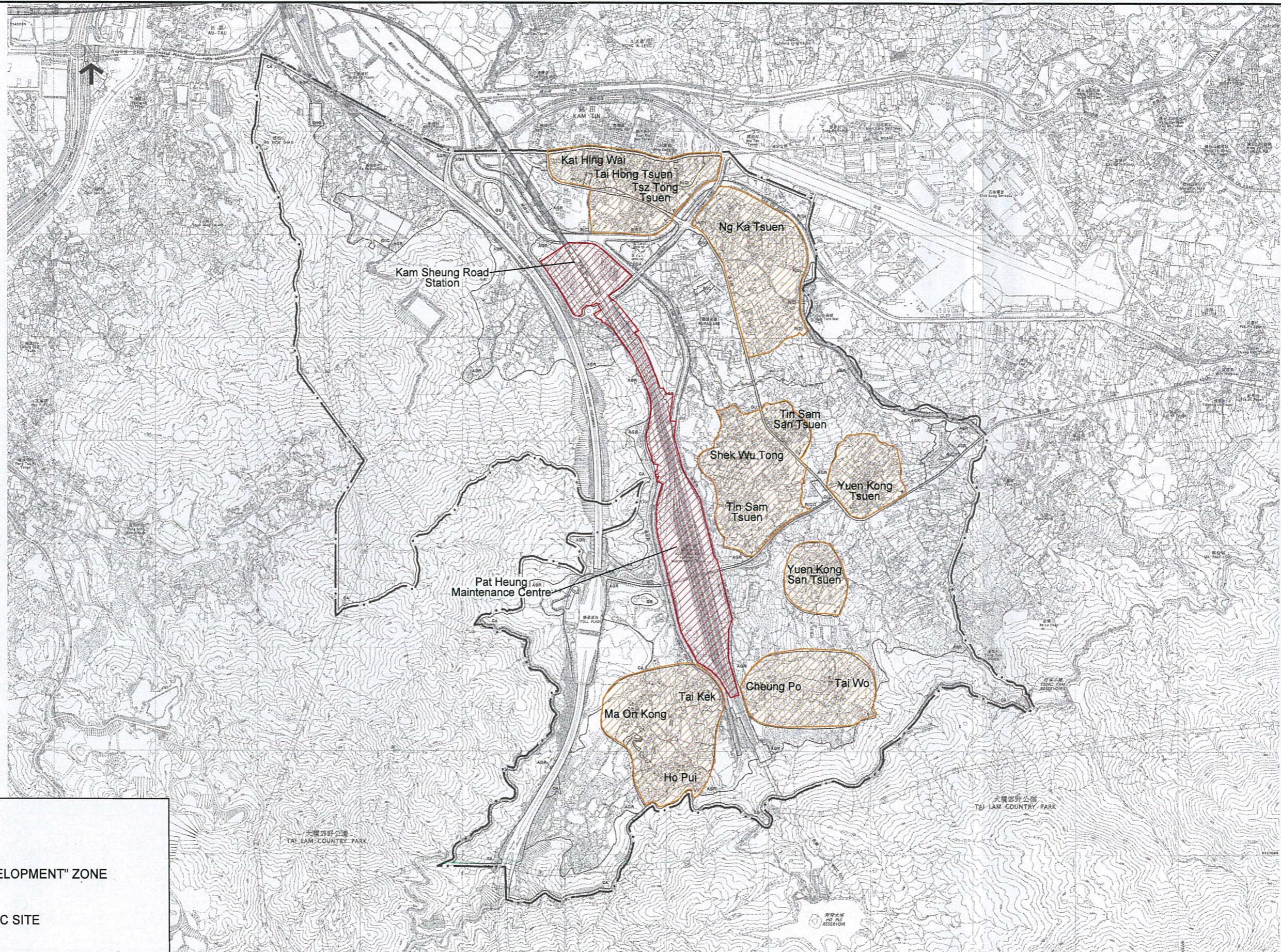
SHEK KONG AIRFIELD HEIGHT RESTRICTIONS

規劃署
PLANNING DEPARTMENT





參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
5



LEGEND

-  "VILLAGE TYPE DEVELOPMENT" ZONE
-  KSRS SITE AND PHMC SITE

本摘要圖於2014年4月4日擬備
EXTRACT PLAN PREPARED ON 4.4.2014

**RECOGNIZED VILLAGES/VILLAGE SETTLEMENTS
IN KAM TIN SOUTH AND PAT HEUNG**

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
6

圖例 LEGEND

具考古價值地點(參考界線)
SITES OF ARCHAEOLOGICAL INTEREST
(INDICATIVE BOUNDARIES)

- 1 水滸田
SHUI LAU TIN AREA
- 2 河背及河背古徑
HO PUI AND HO PUTRACKWAY

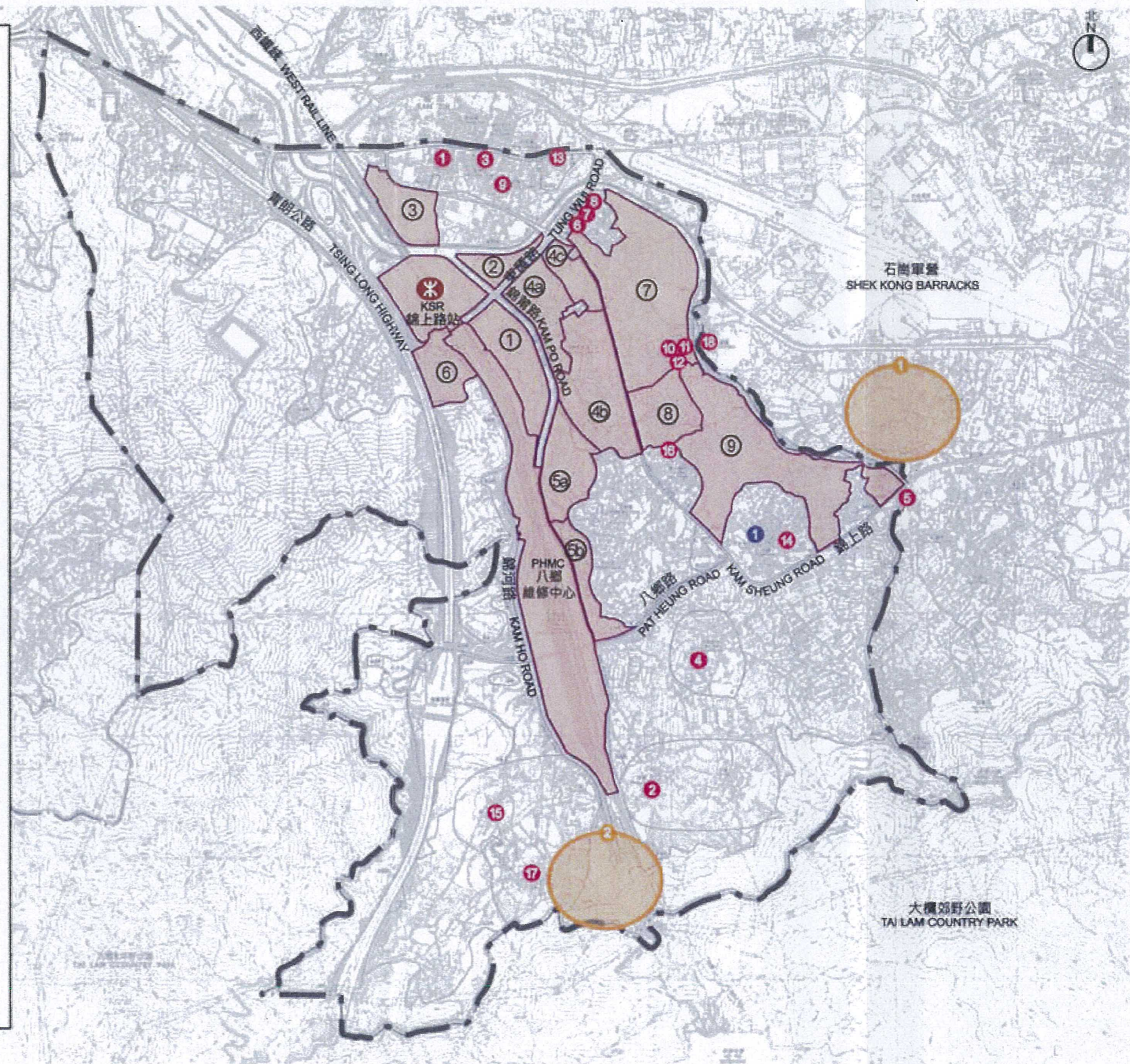
法定古蹟
DECLARED MONUMENTS

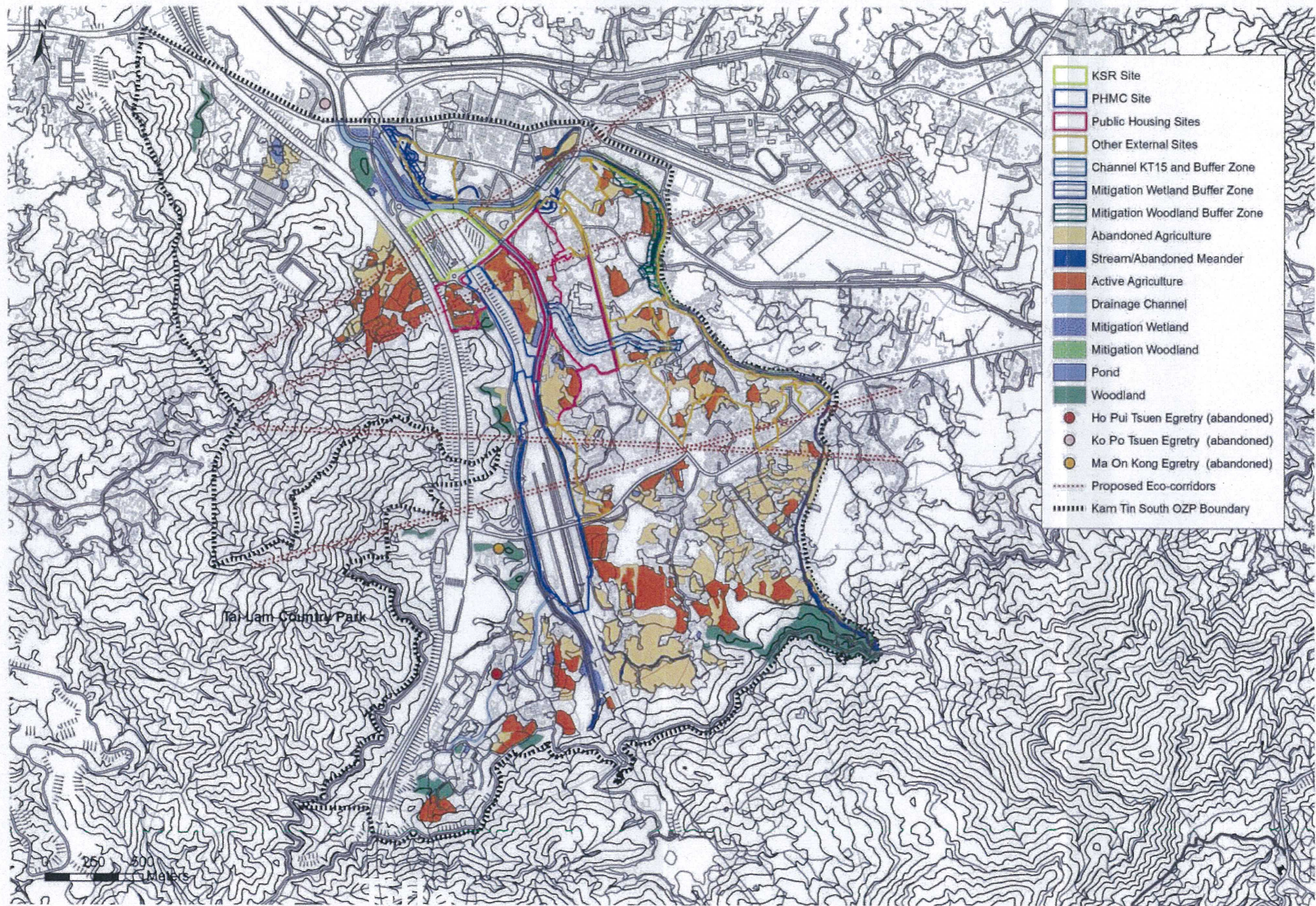
- 1 盧氏宗祠
LEUNG ANCESTRAL HALL

評級歷史建築
GRADED HISTORIC BUILDINGS

- 1 吉慶園
KAT HING WAI
- 2 聖若瑟小堂
ST. JOHN'S CHAPEL
- 3 鄧伯裘故居
RESIDENCE OF TANG PAK KAU
- 4 樓氏宗祠
YELUNG ANCESTRAL HALL
- 6 利達橋
LEE TAT BRIDGE
- 6 吳家村4號
NO. 4 NG KA TSUEN
- 7 吳家村5號
NO. 5 NG KA TSUEN
- 8 吳家村6號
NO. 6 NG KA TSUEN
- 9 龍游尹泉庵暨公祠
TANG LUNG YAU WAN TSUEN UM ANCESTRAL HALL
- 10 江廣園主樓
KONG HA WAI MAIN BUILDING
- 11 江廣園工人宿舍
KONG HA WAI SERVANT'S QUARTERS
- 12 江廣園門樓
KONG HA WAI ENTRANCE GATE
- 13 耕心堂
KANG SAM TONG
- 14 眾聖宮
CHUNG SHING TEMPLE
- 15 安定家祠
ON DING ANCESTRAL HALL
- 16 大紀家塾
TAI KEI STUDY HALL
- 17 范氏家祠
FAN ANCESTRAL HALL
- 18 翰圃鄭家祠
CHENG HON PANG ANCESTRAL HALL

0 20 40 m





本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

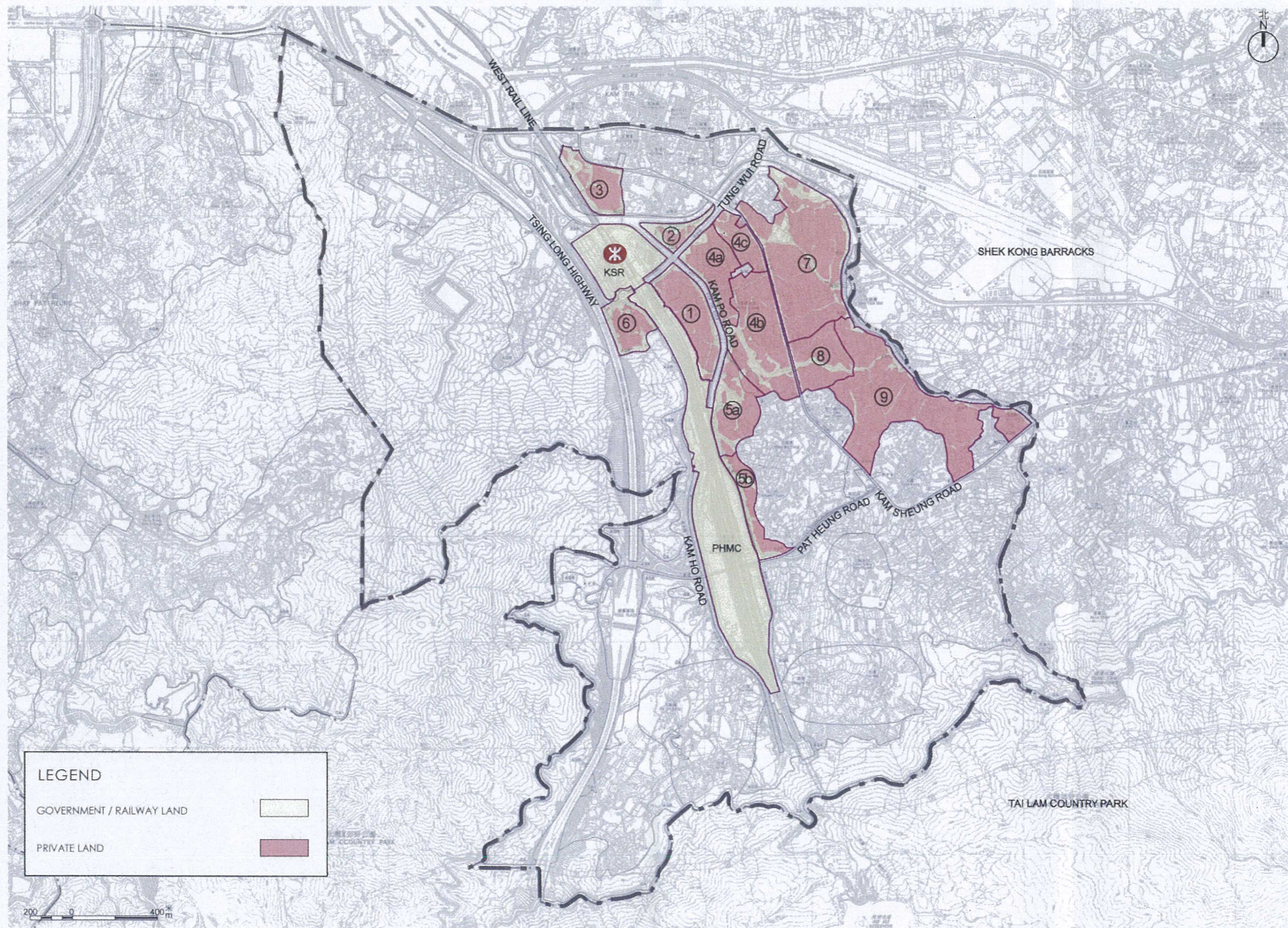
ECOLOGICAL CONSTRAINTS IN KAM TIN SOUTH AND PAT HEUNG

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
8



本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

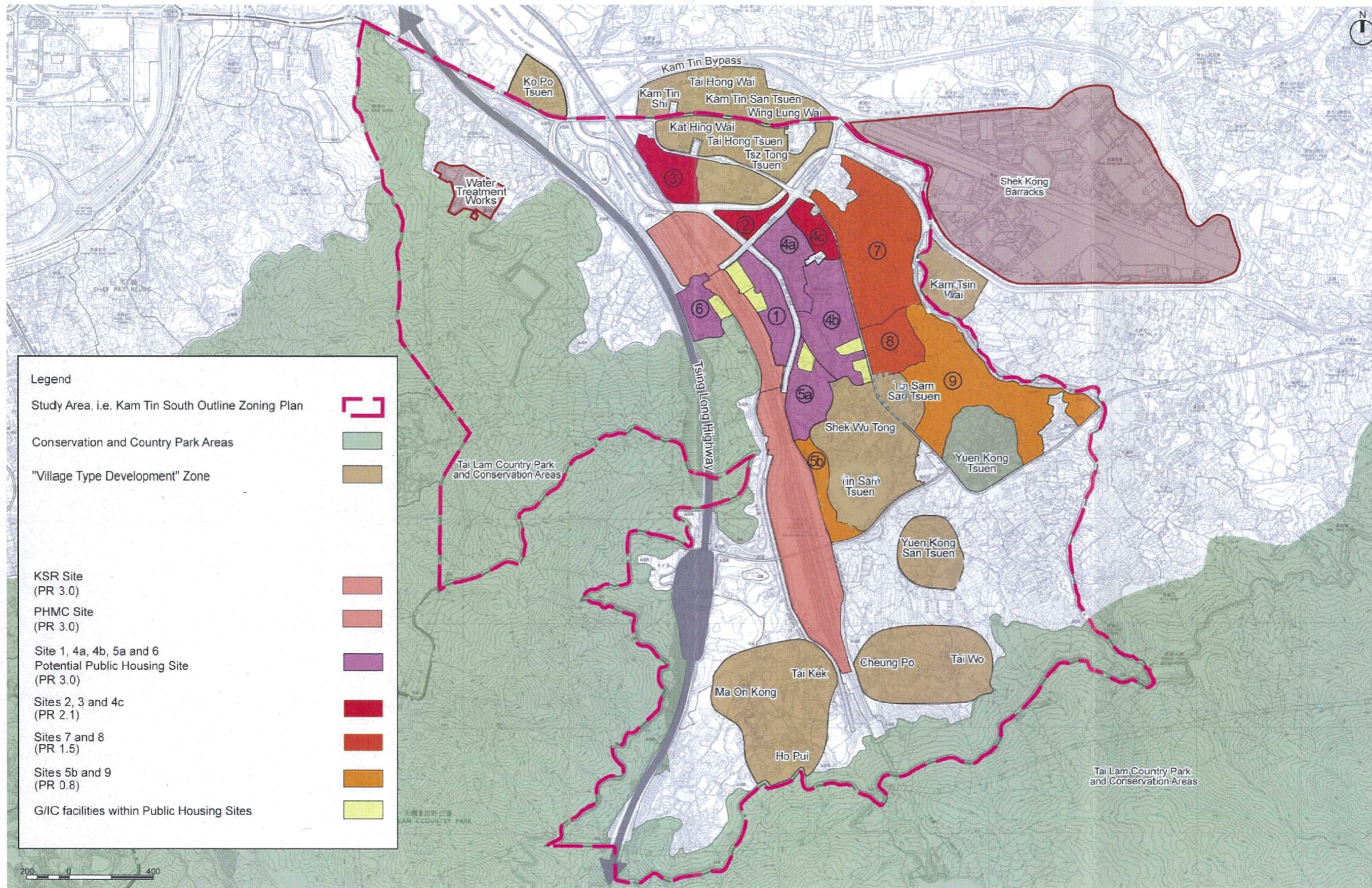
LAND OWNERSHIP OF THE POTENTIAL DEVELOPMENT SITES

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
9



本摘要圖於2014年4月9日擬備
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POTENTIAL DEVELOPMENT SITES IN KAM TIN SOUTH AND PAT HEUNG

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
10



本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

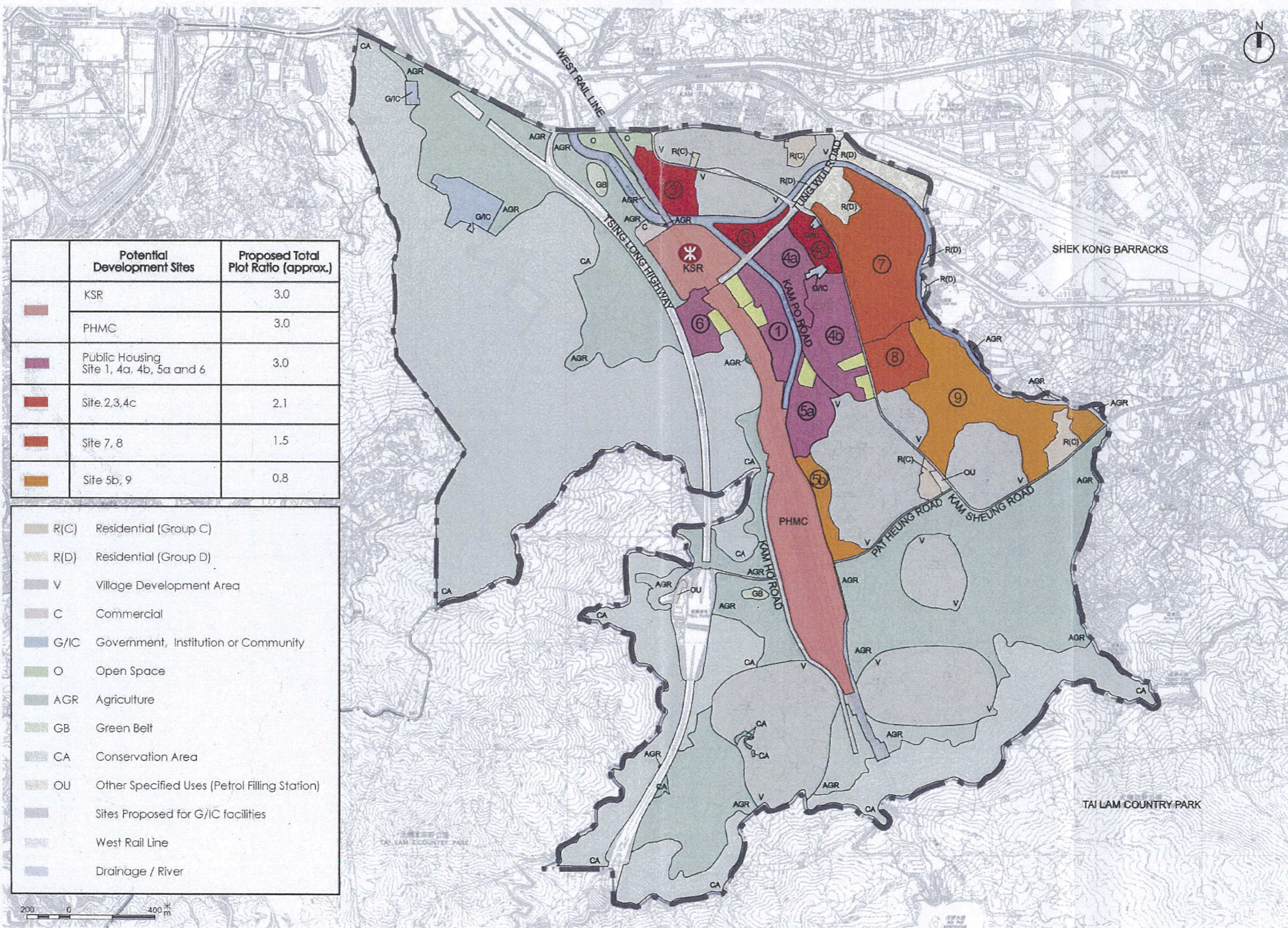
CONSIDERATIONS OF POTENTIAL DEVELOPMENT SITES IN KAM TIN SOUTH AND PAT HEUNG

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
11



Potential Development Sites	Proposed Total Plot Ratio (approx.)
KSR	3.0
PHMC	3.0
Public Housing Site 1, 4a, 4b, 5a and 6	3.0
Site 2,3,4c	2.1
Site 7, 8	1.5
Site 5b, 9	0.8

R(C)	Residential (Group C)
R(D)	Residential (Group D)
V	Village Development Area
C	Commercial
G/IC	Government, Institution or Community
O	Open Space
AGR	Agriculture
GB	Green Belt
CA	Conservation Area
OU	Other Specified Uses (Petrol Filling Station)
	Sites Proposed for G/IC facilities
	West Rail Line
	Drainage / River

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EXTRACT PLAN PREPARED ON 3.4.2014

PROPOSED LAND USE PLANNING FRAMEWORK

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
12



本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

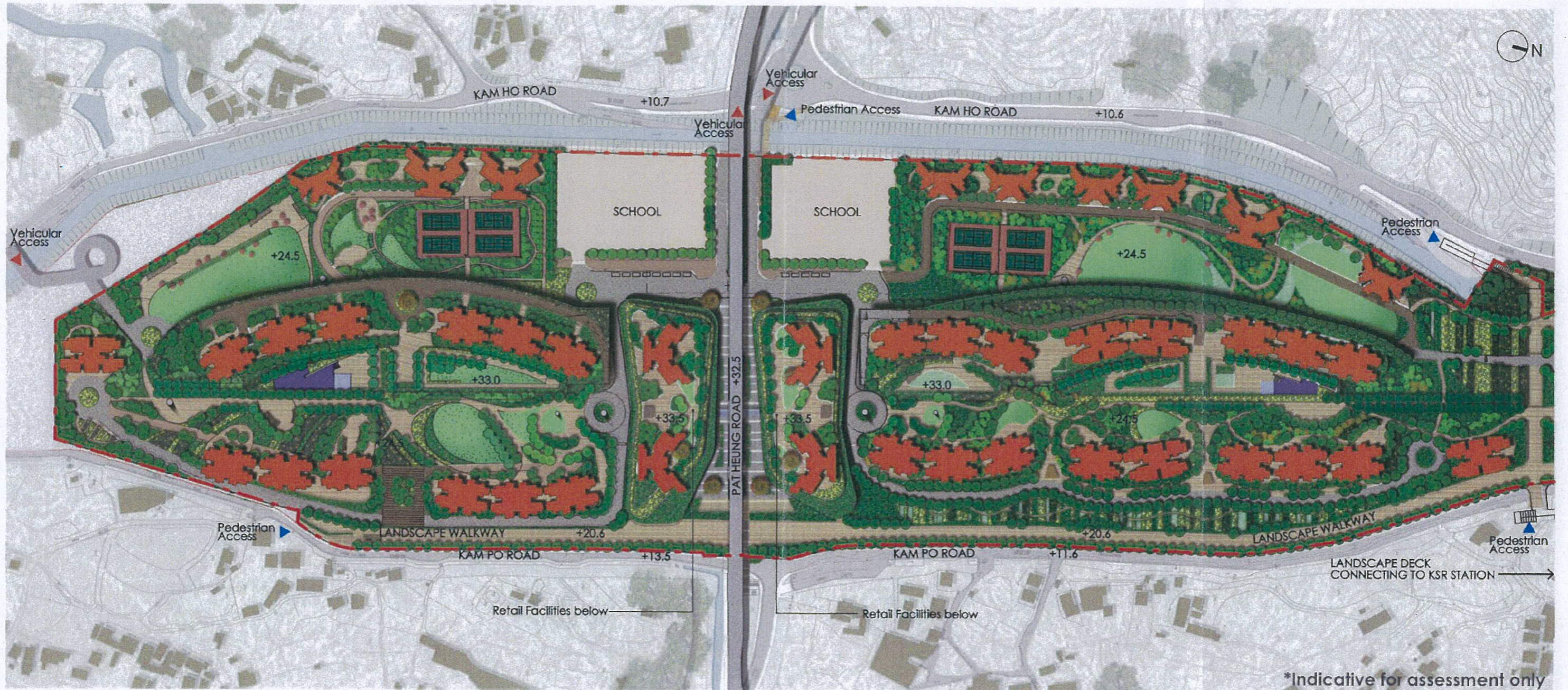
CONCEPTUAL DEVELOPMENT LAYOUT PLAN OF KAM SHEUNG ROAD STATION SITE

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
MYLE/14/19

圖 PLAN
13



本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

CONCEPTUAL DEVELOPMENT LAYOUT PLAN OF PAT HEUNG MAINTENANCE CENTRE SITE

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
14



*Indicative for assessment only

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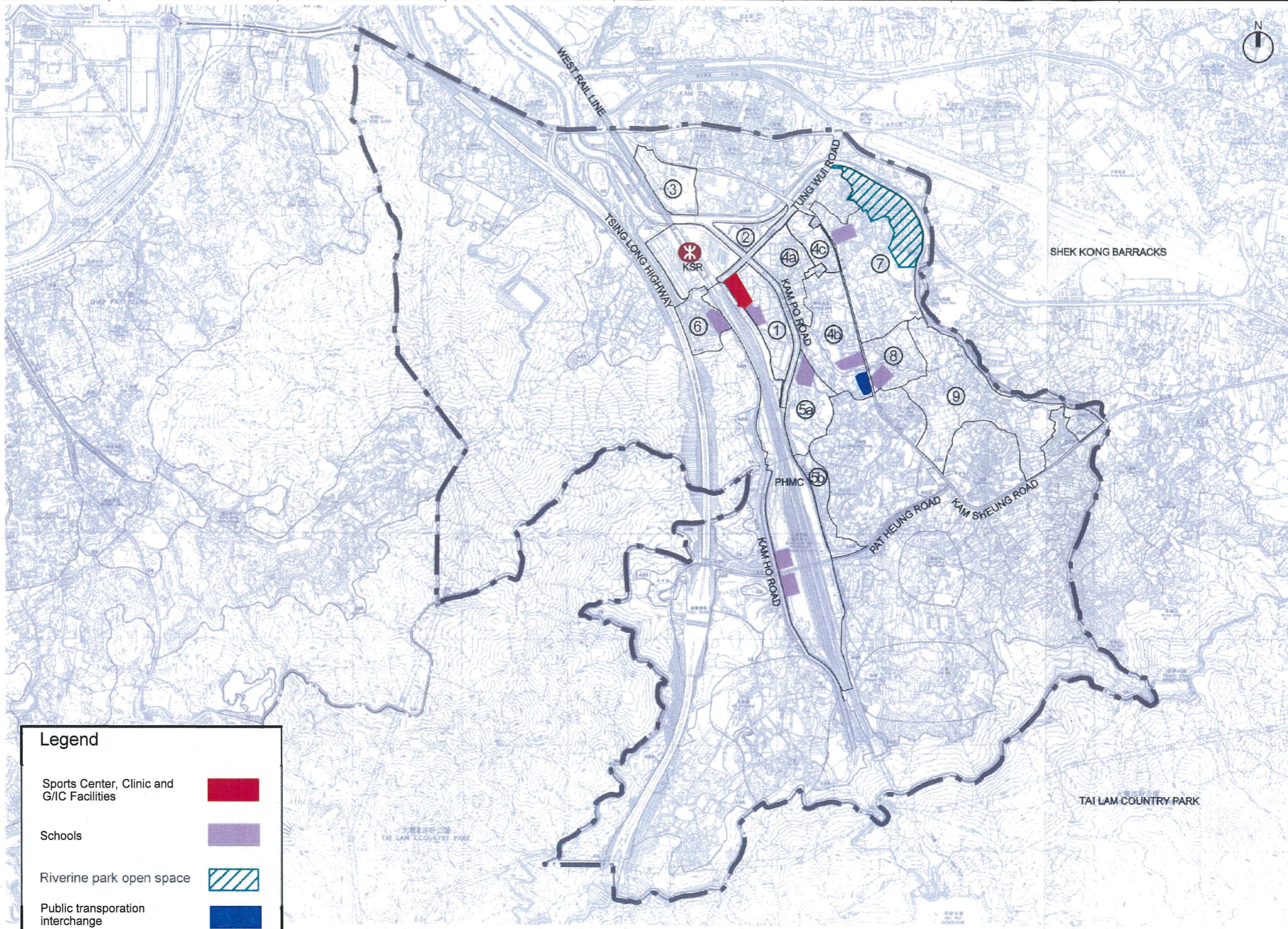
CONCEPTUAL DEVELOPMENT LAYOUT PLAN OF PUBLIC HOUSING SITES 1, 4a, 4b, 5a AND 6





規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
15



Legend	
Sports Center, Clinic and G/IC Facilities	
Schools	
Riverine park open space	
Public transportation interchange	

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EXTRACT PLAN PREPARED ON 9.4.2014

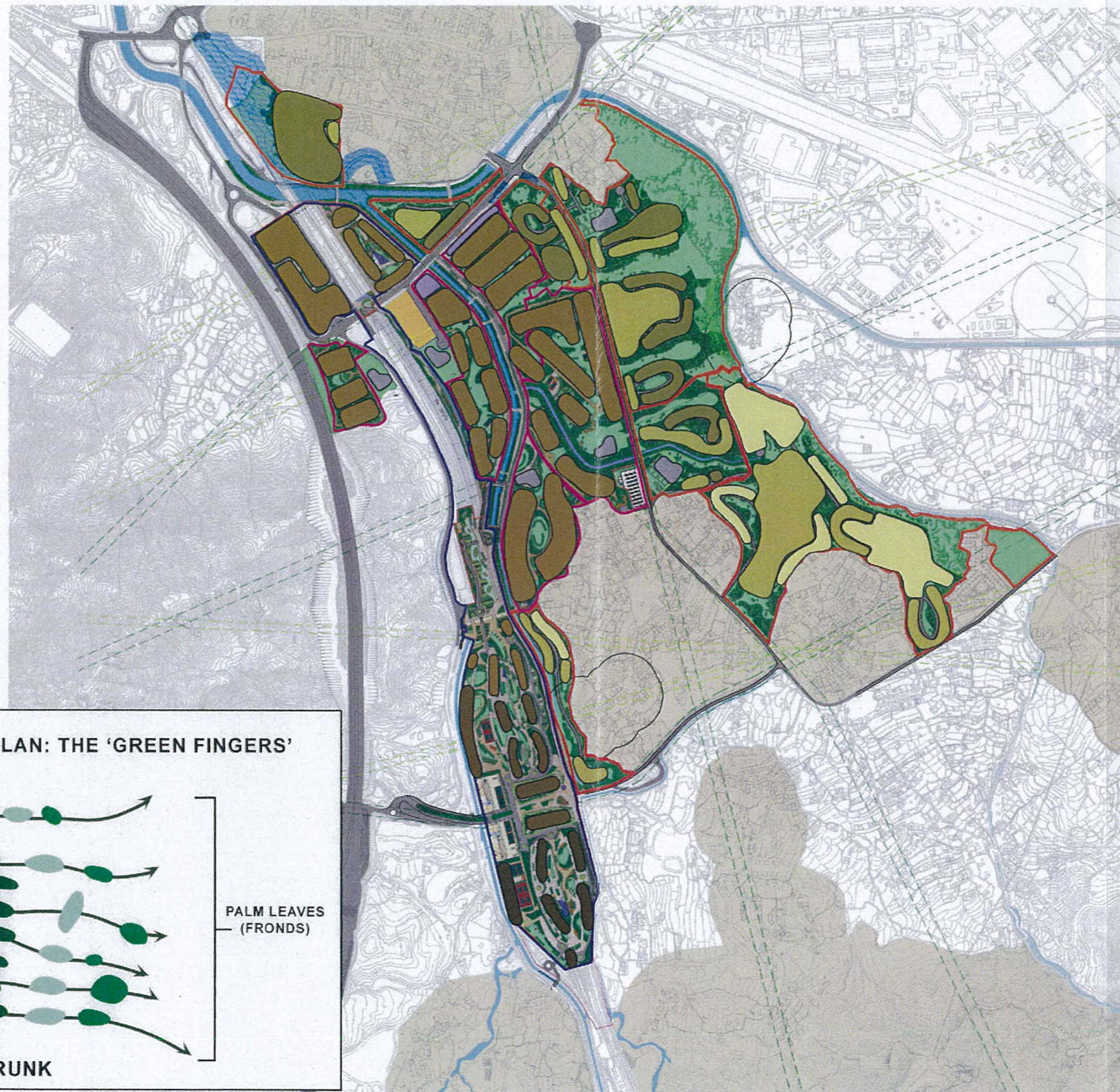
LOCATIONS OF GOVERNMENT, INSTITUTION OR COMMUNITY FACILITIES AND RIVERINE PARK

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
16

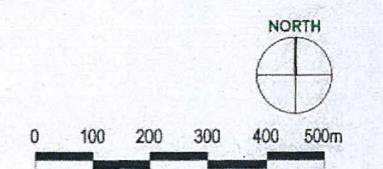
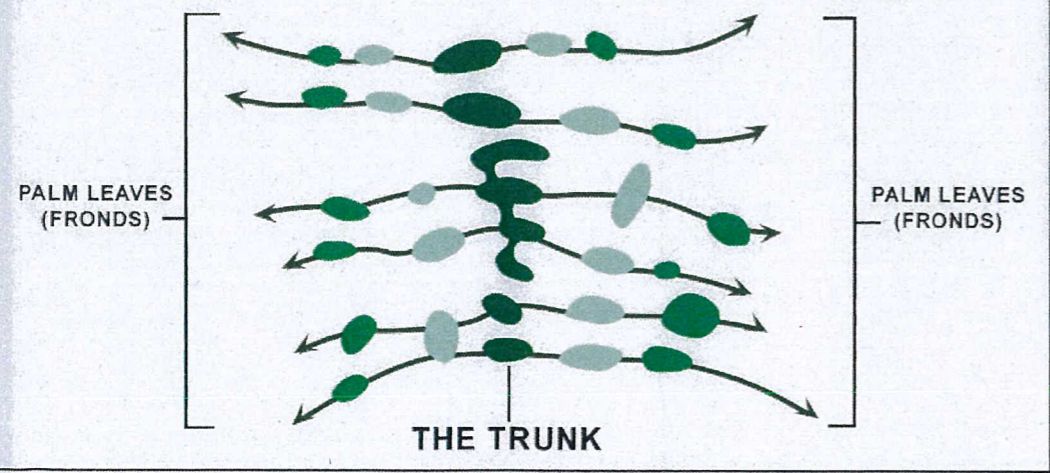


LEGEND

- KSR + PHMC Development Sites
- Public Housing Sites
- External Sites
- 95+ mPD
- 80-94 mPD
- 65-79 mPD
- 50-64 mPD (12 Storey)
- 30-49 mPD (6 Storey)
- 29 mPD or Below (3 Storey)
- School
- Retail

URBAN DESIGN CONCEPT:

OPEN SPACE STRUCTURE PLAN: THE 'GREEN FINGERS'



本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

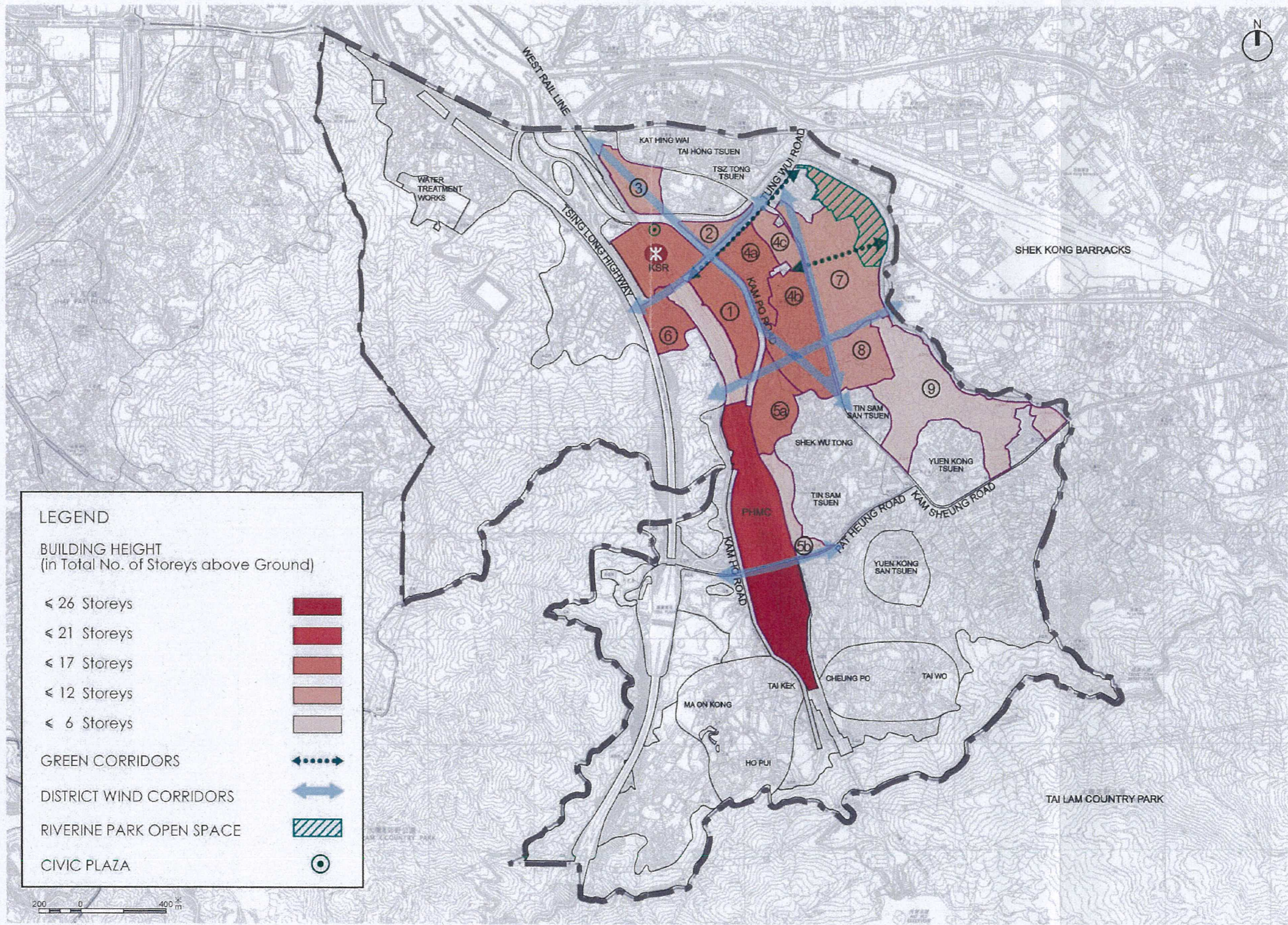
GREEN SPACE NETWORK

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
17



本摘要圖於2014年4月3日擬備
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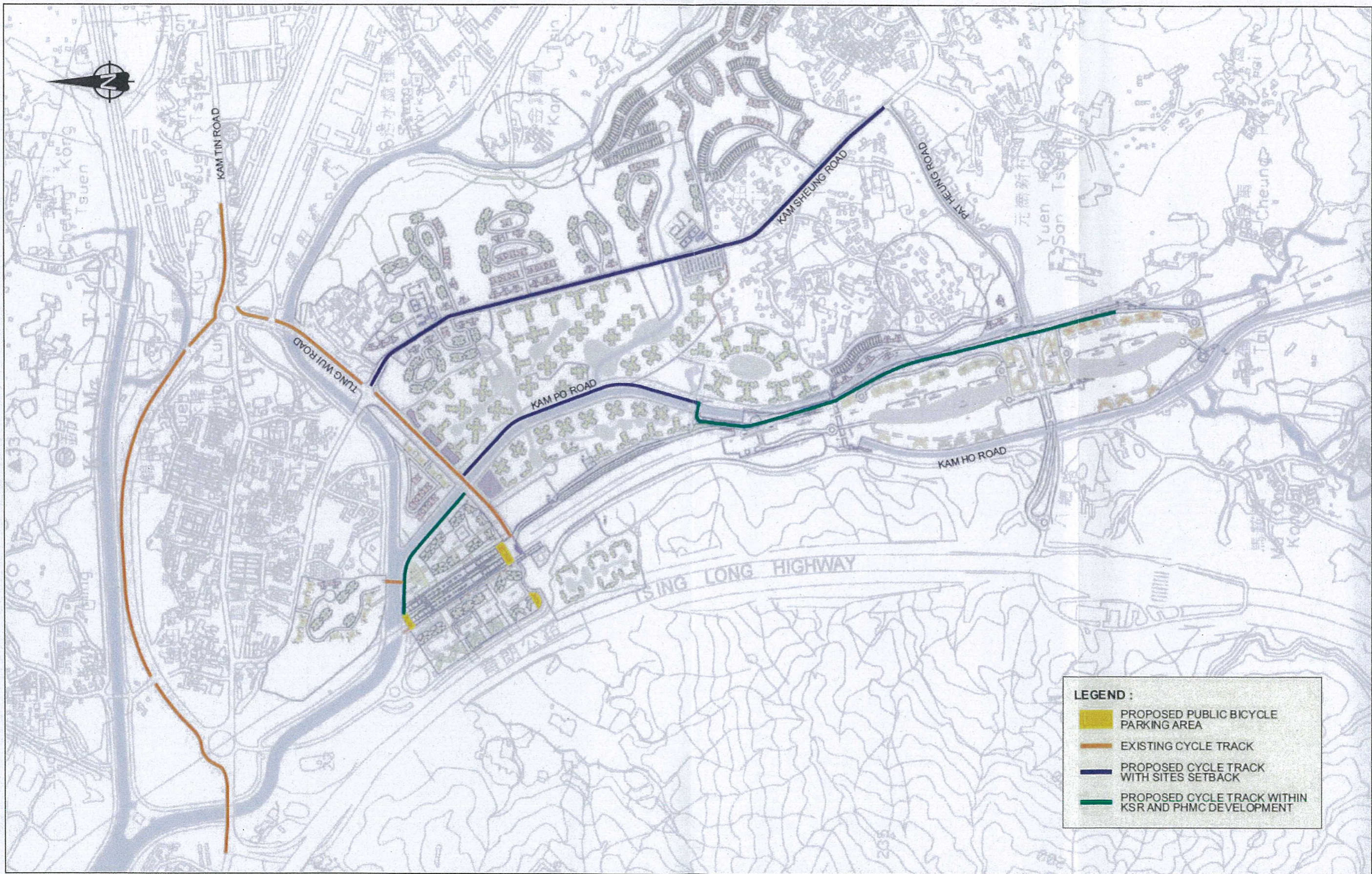
PROPOSED URBAN DESIGN FRAMEWORK

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
18



本摘要圖於2014年4月3日擬備
EXTRACT PLAN PREPARED ON 3.4.2014

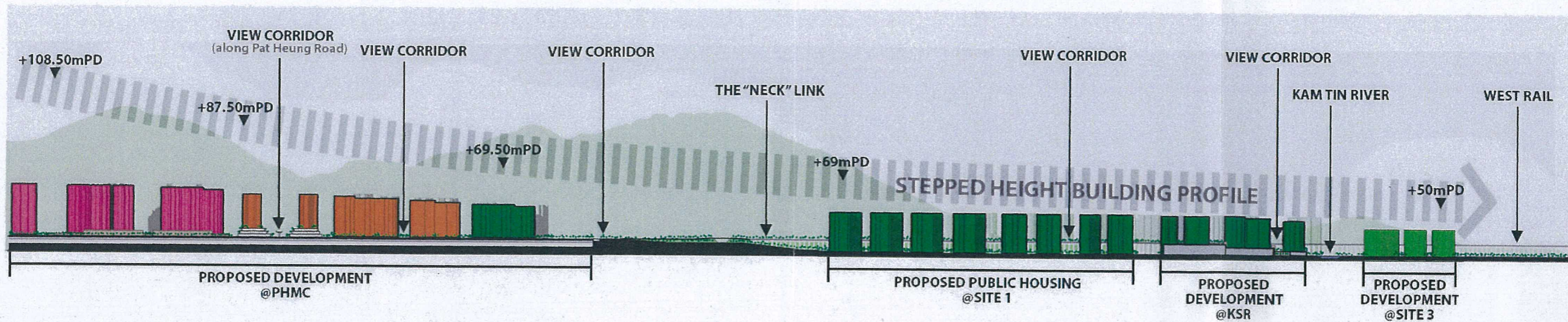
PROPOSED CYCLE TRACK NETWORK

規劃署
PLANNING DEPARTMENT



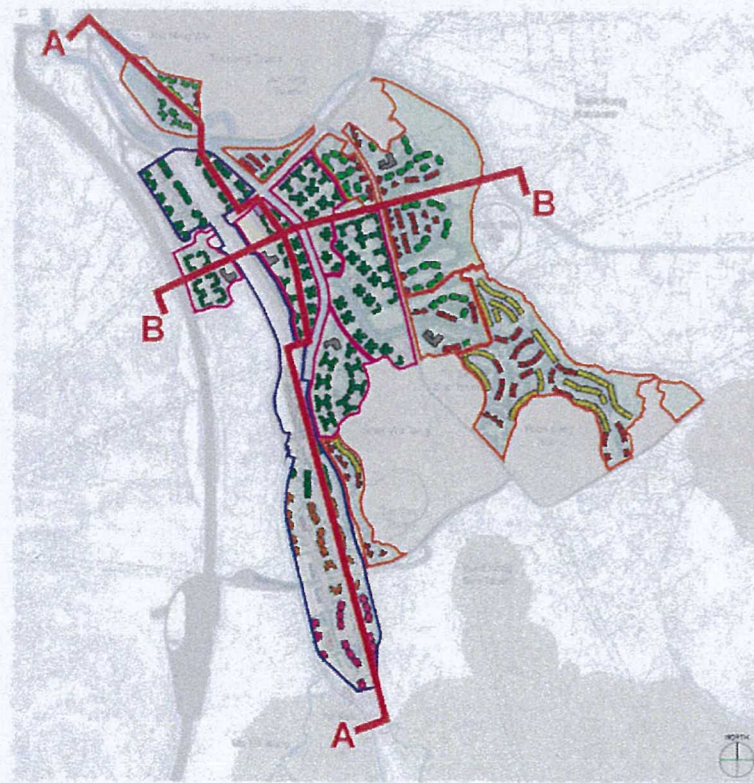
參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
19



Site Section A-A

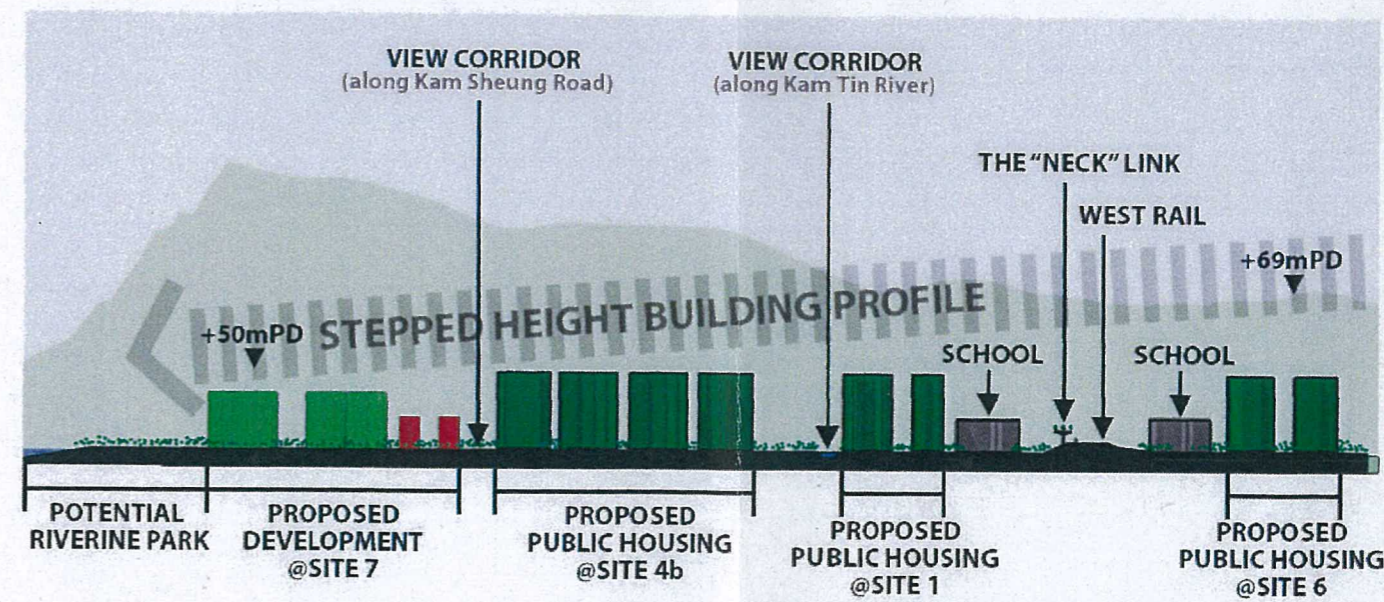
SCALE 1 : 7,500



Keyplan

LEGEND

- KSR + PHMC Development Sites
- Public Housing Sites
- External Sites
- 95+ mPD
- 80-94 mPD
- 65-79 mPD
- 50-64 mPD (12 Storey)
- 30-49 mPD (6 Storey)
- 29 mPD or Below (3 Storey)
- School
- Retail



Site Section B-B

SCALE 1 : 7,500



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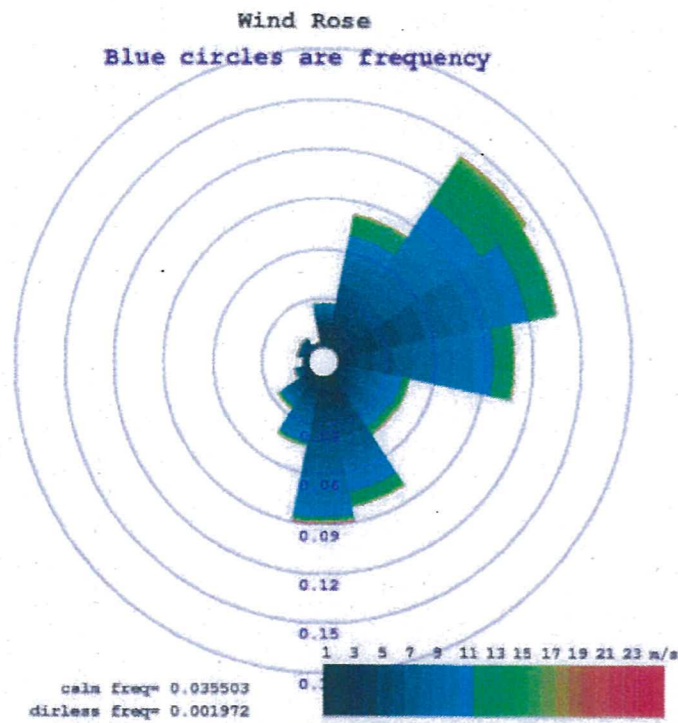
PROPOSED STEPPED HEIGHT PROFILE

規劃署
PLANNING DEPARTMENT

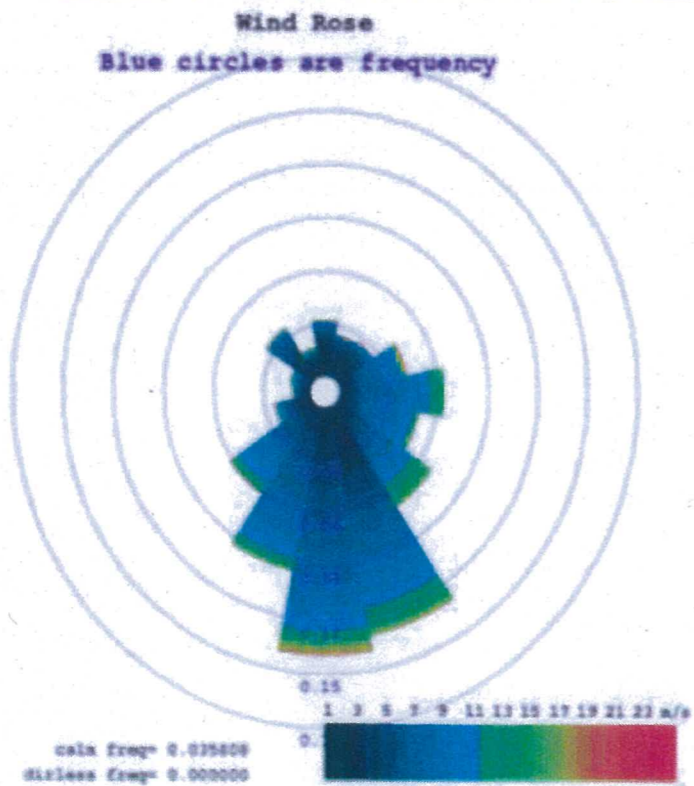


參考編號 REFERENCE No.
M/YLE/14/19

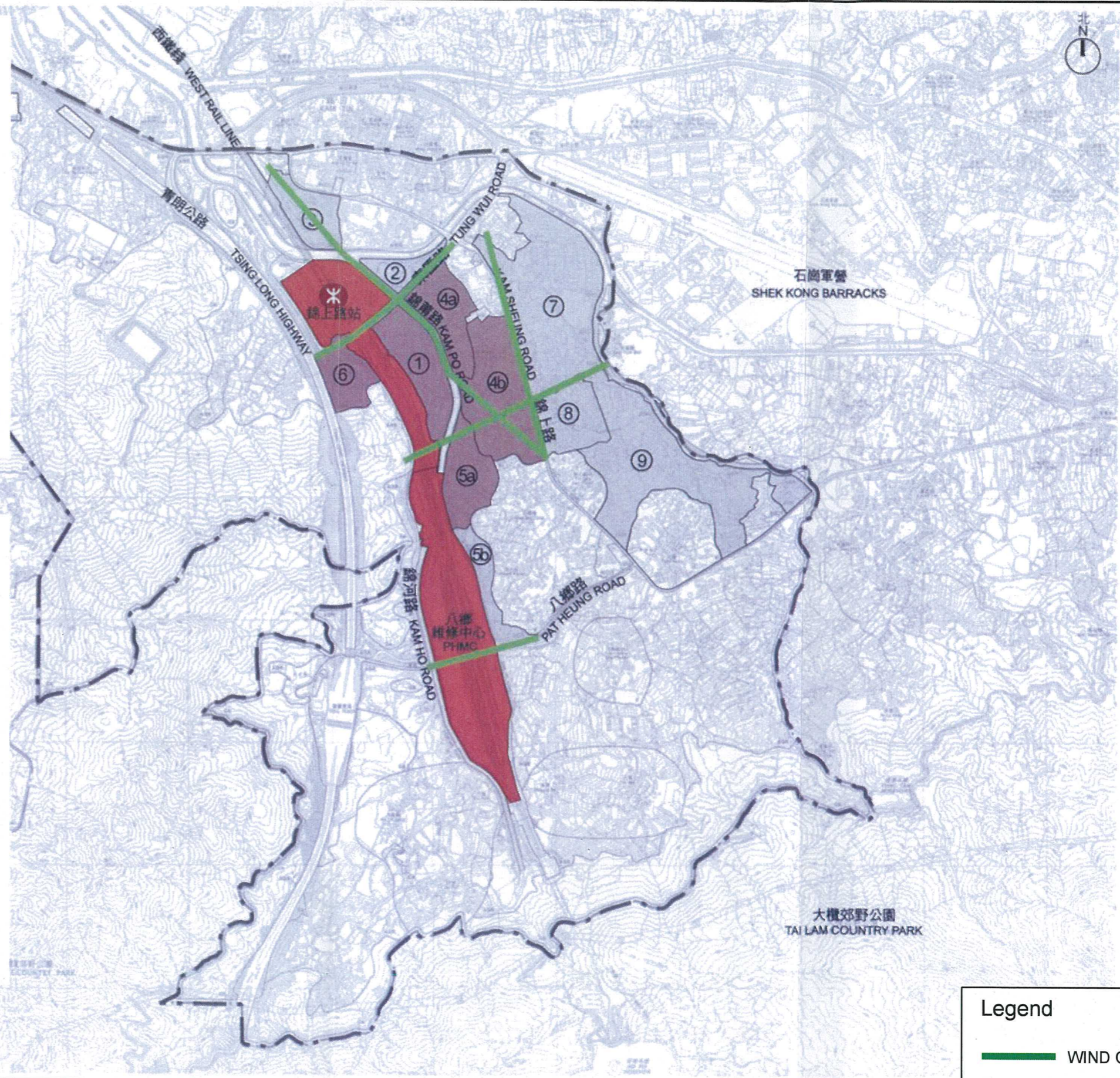
圖 PLAN
20



Annual Wind Rose



Summer Wind Rose



Legend

— WIND CORRIDOR

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EXTRACT PLAN PREPARED ON 9.4.2014

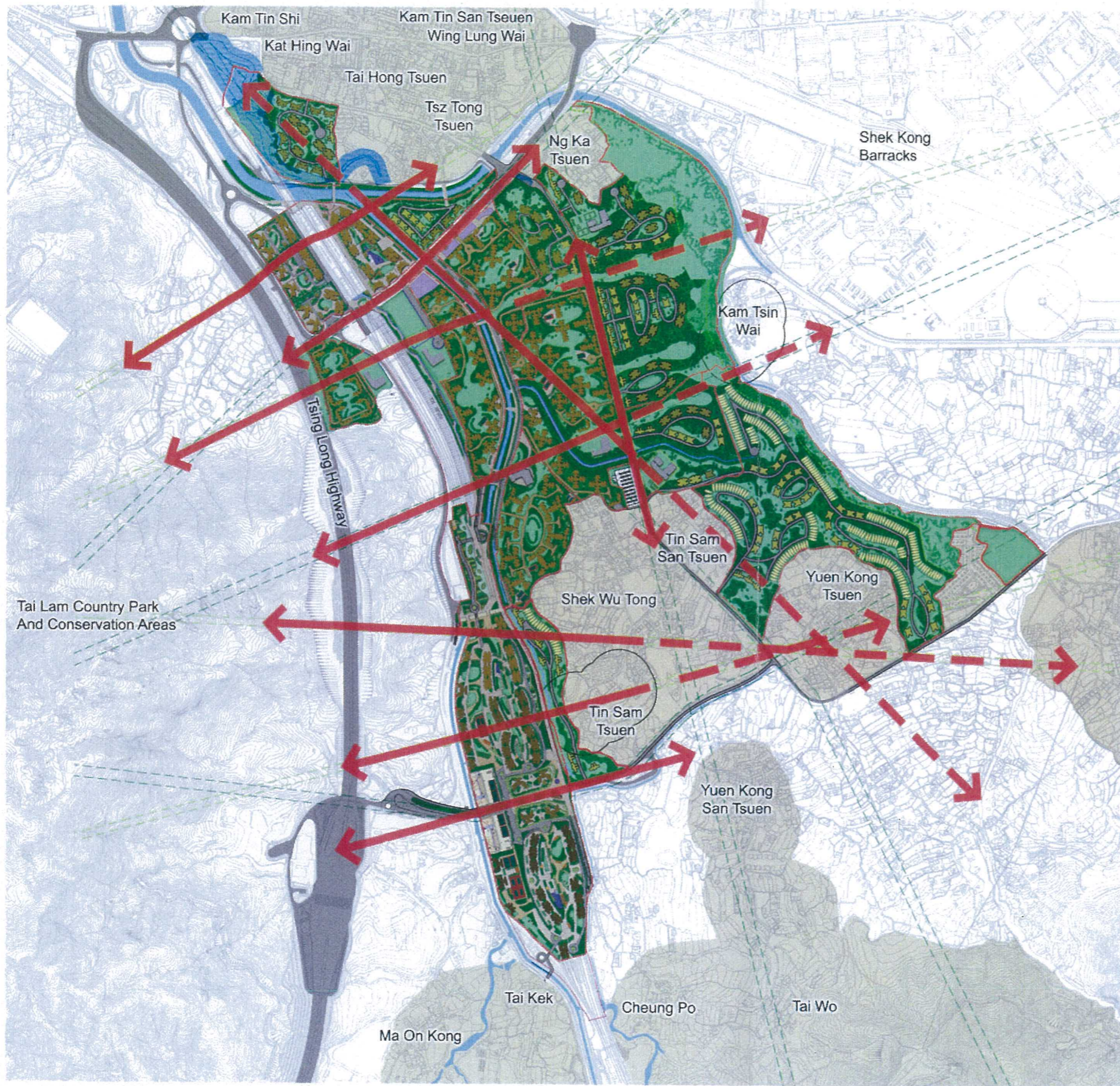
KEY WIND CORRIDORS

規劃署
PLANNING DEPARTMENT












參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
21



LEGEND

-  95+ mPD
-  80-94 mPD
-  65-79 mPD
-  50-64 mPD (12 Storey)
-  30-49 mPD (6 Storey)
-  29 mPD or Below (3 Storey)
-  School
-  Retail
-  District Wind / Eco / View Corridor

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EXTRACT PLAN PREPARED ON 3.4.2014

PROPOSED WIND / ECOLOGICAL / VIEW CORRIDORS

規劃署
PLANNING DEPARTMENT





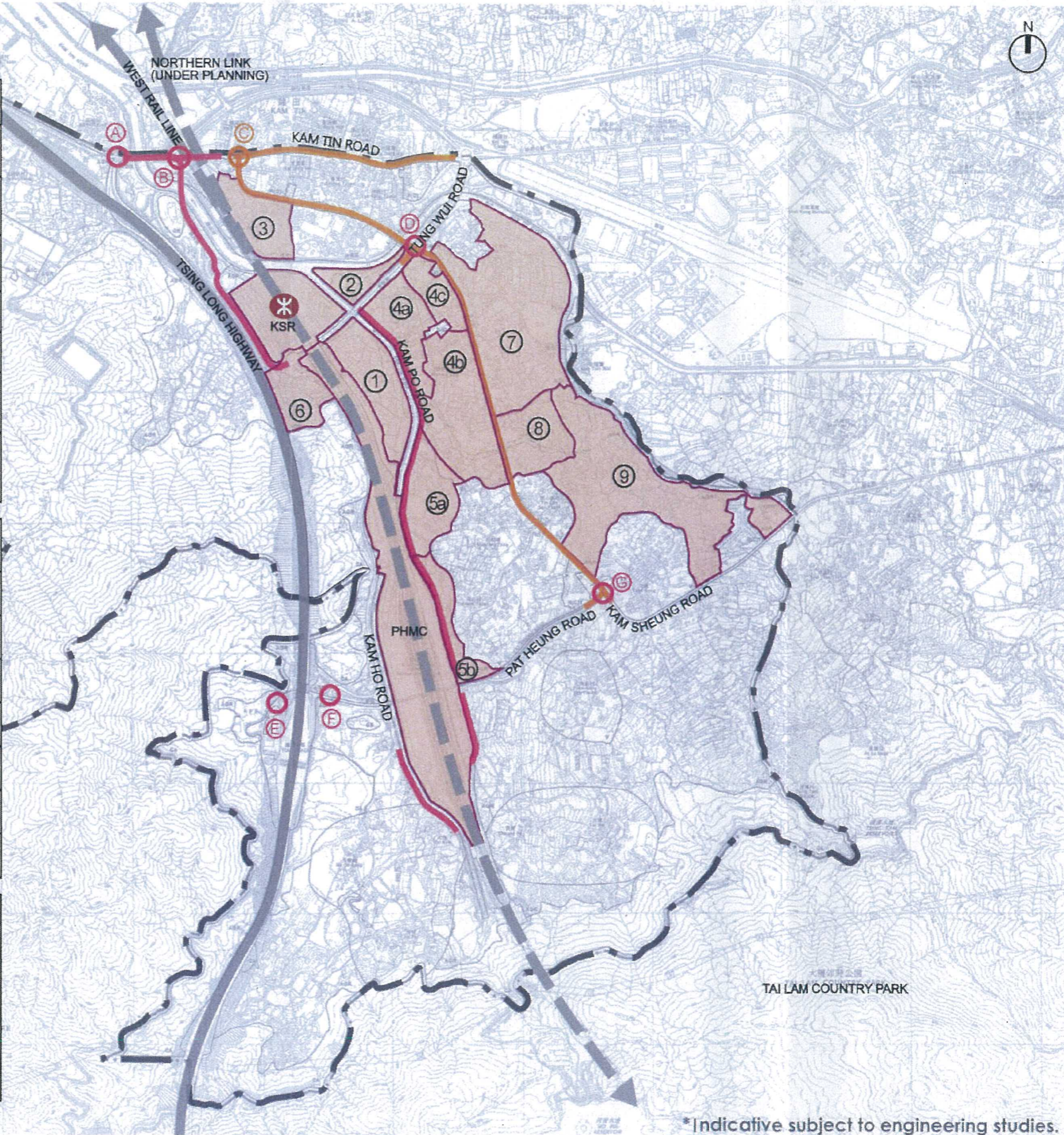
參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
22

Summary of Proposed Road Improvement Works		
	Existing Road	Proposed Road Improvement
Kam Sheung Road	Single Two Lane Carriageway	Single Two Lane Carriageway (upgrade to the standard)
Kam Ho Road – section between Kam Tin Road and Tung Wui Road	Single Two Lane Carriageway	Dual Two Lane Carriageway
Kam Ho Road – south of Pat Heung Road	Single Track Access Road	Single Two Lane Carriageway
Kam Po Road	Single Track Access Road	Single Two Lane Carriageway
Kam Tin Road – section between Kam Sheung Road and Kam Ho Road	Single Two Lane Carriageway	Dual Two Lane Carriageway
Kam Tin Road – section between Kam Sheung Road and Tung Wui Road	Single Two Lane Carriageway	Single Two Lane Carriageway (upgrade to the standard)

Proposed Junction Improvement Works	
(A)	Kam Tin Road/ Tsing Long Highway Slip Road
(B)	Kam Tin Road/ Kam Tin Bypass/Kam Ho Road
(C)	Kam Tin Road/ Kam Sheung Road
(D)	Kam Sheung Road/ Tung Wui Road
(E)	Pat Heung Road/ Tsing Long Highway Exit Slip Road
(F)	Pat Heung Road/ Pat Heung Road (Slip Road)
(G)	Kam Sheung Road/ Pat Heung Road

LEGEND	
PROPOSED ROAD WIDENING AND IMPROVEMENT WORKS FOR KSR, PHMC AND PUBLIC HOUSING DEVELOPMENTS	
PROPOSED ROAD WIDENING AND IMPROVEMENT WORKS FOR THE REMAINING POTENTIAL DEVELOPMENT SITES	



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EXTRACT PLAN PREPARED ON 3.4.2014

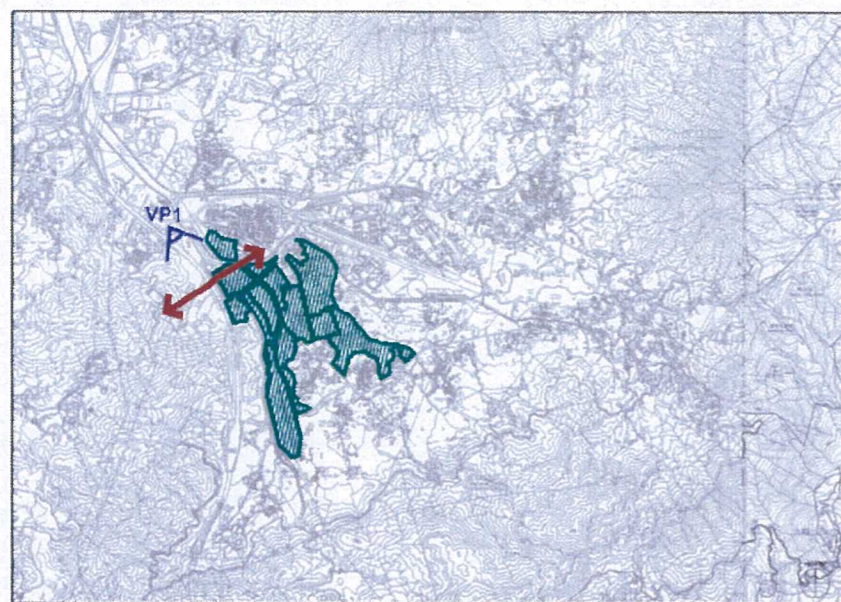
PROPOSED JUNCTIONS AND ROAD IMPROVEMENTS

規劃署
PLANNING DEPARTMENT



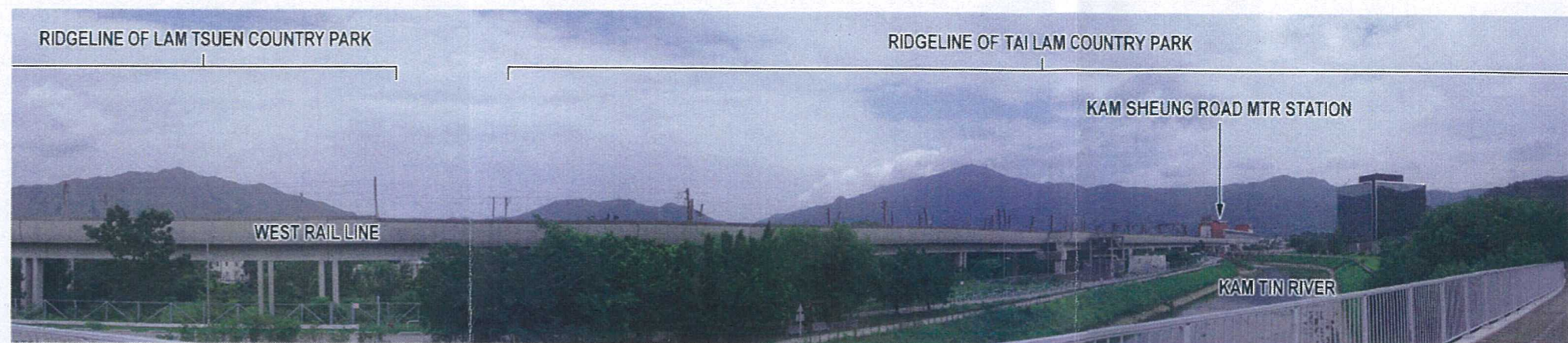
參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
23



Keyplan

- Area KSR
- Area 1
- Area 2
- Area 3
- Area 4a
- Area 5a
- Area 6
- Area 7
- ←
→
 View Corridor



Before



After

PHOTOMONTAGES

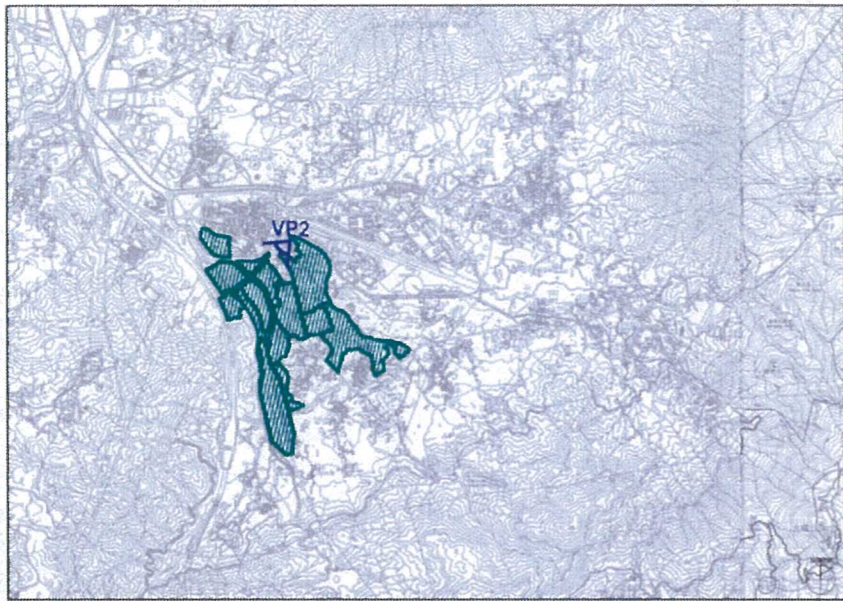
本摘要圖於2014年4月9日擬備
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規劃署
PLANNING DEPARTMENT

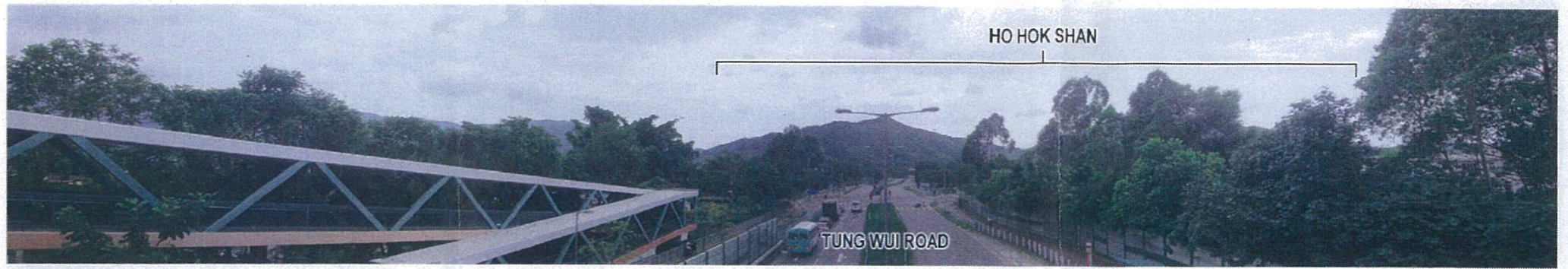


參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
24a



Keyplan



Before

- Area KSR
- Area 2
- Area 4a
- Area 4b
- Area 4c
- Area 6
- Area 7
- Descending Building Height Profile



After

PHOTOMONTAGES

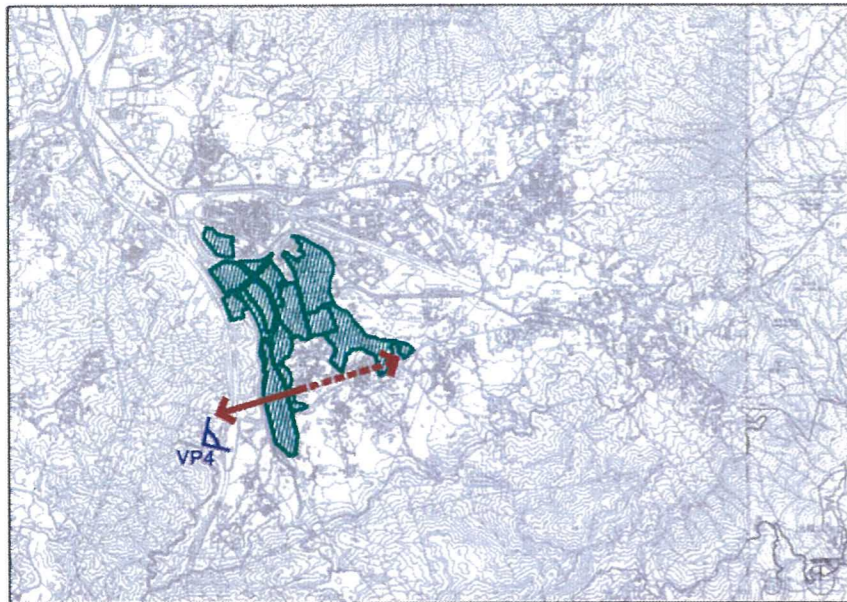
本摘要圖於2014年4月9日擬備
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規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
24b

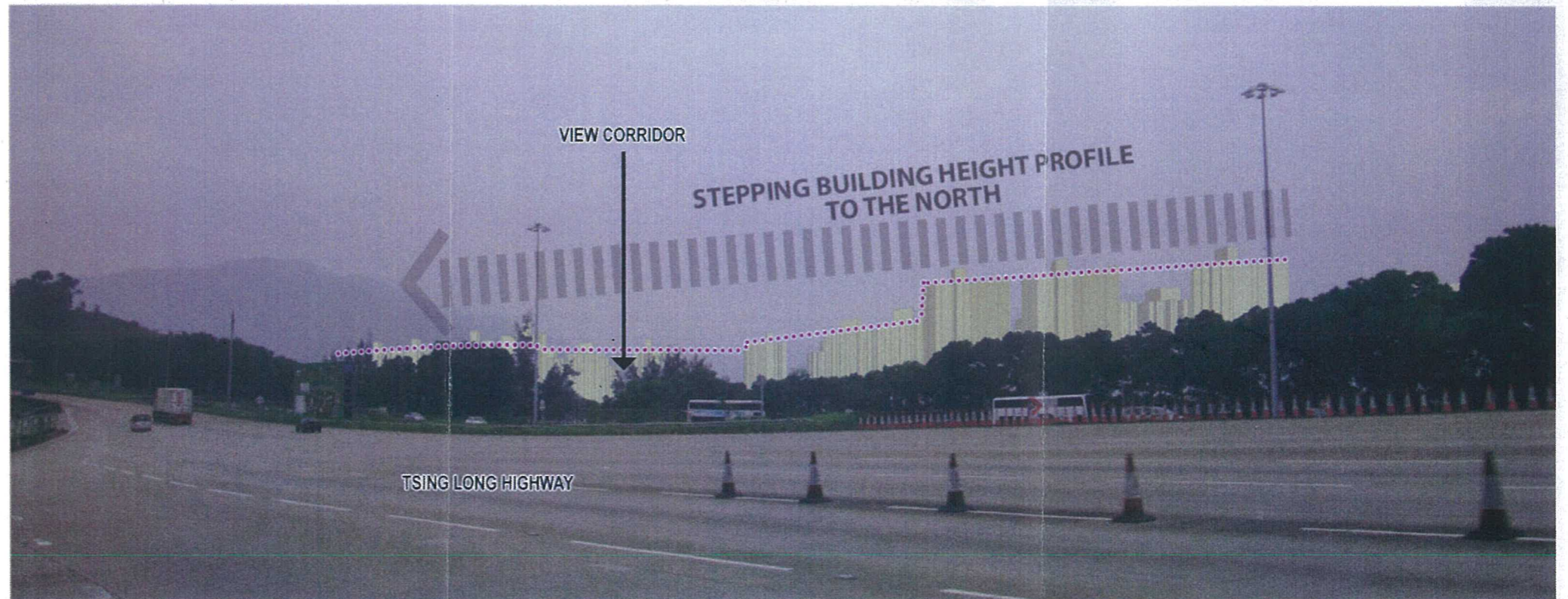


Keyplan

- Area PHMC
- Descending Building Height Profile



Before



After

本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

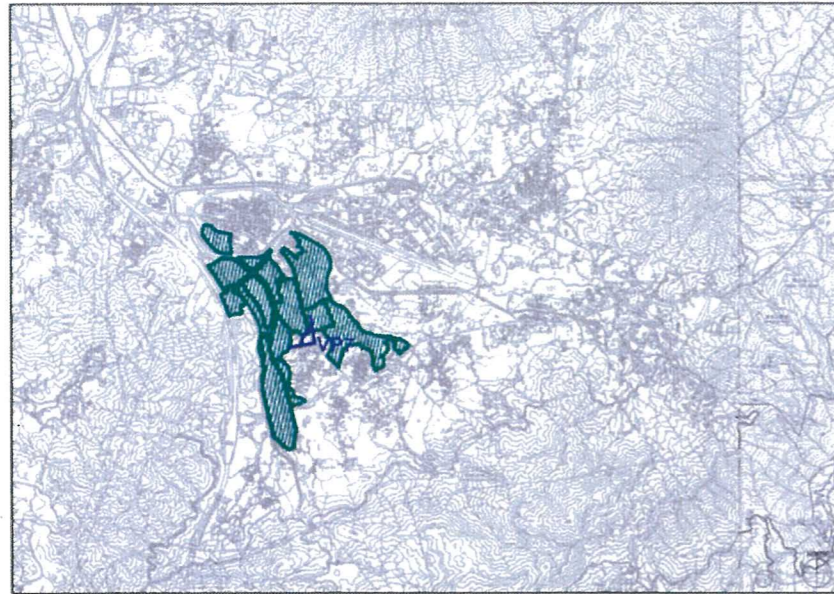
PHOTOMONTAGES

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
24c



Keyplan



Before

- Area PHMC
- Area 5a
- Area 5b
- Area 8
- Descending Building Height Profile



After

本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

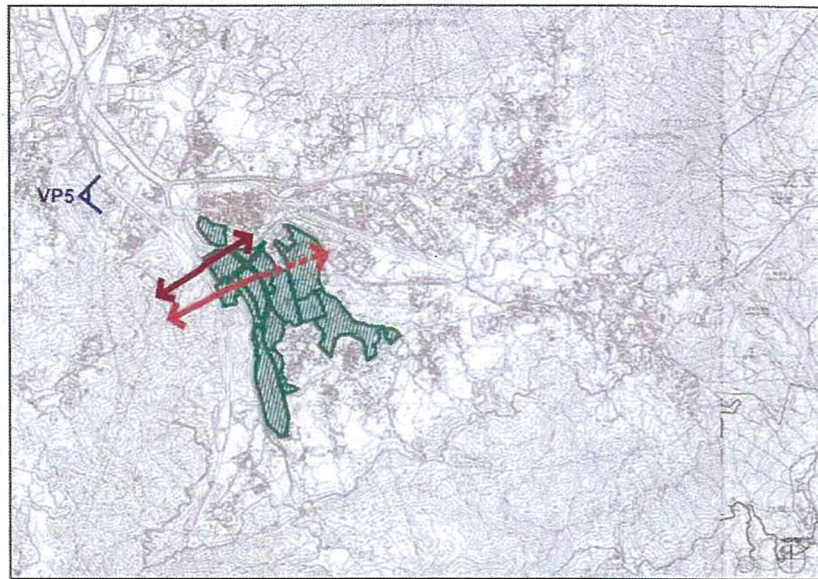
PHOTOMONTAGES

規劃署
PLANNING DEPARTMENT

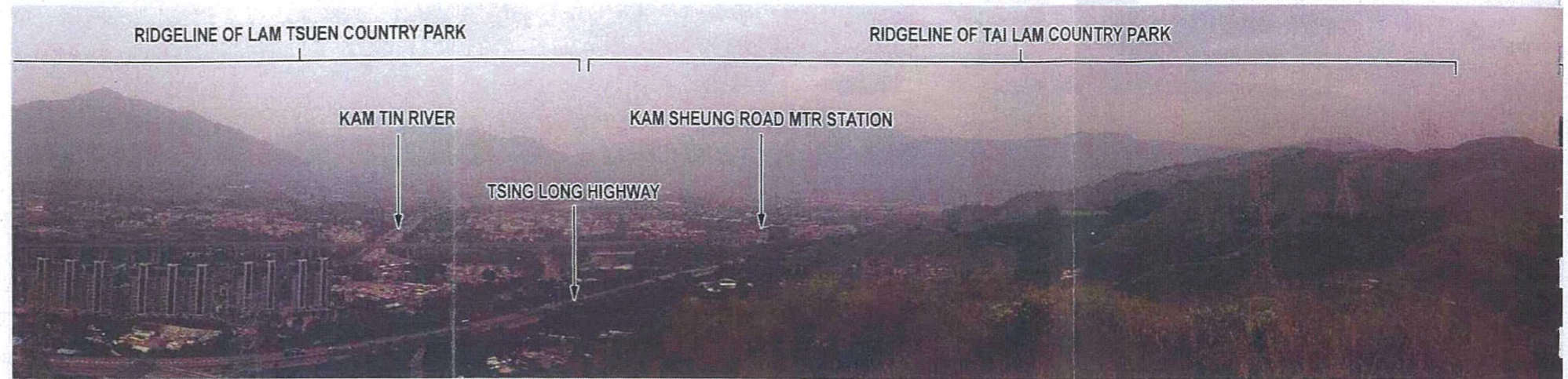


參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
24d

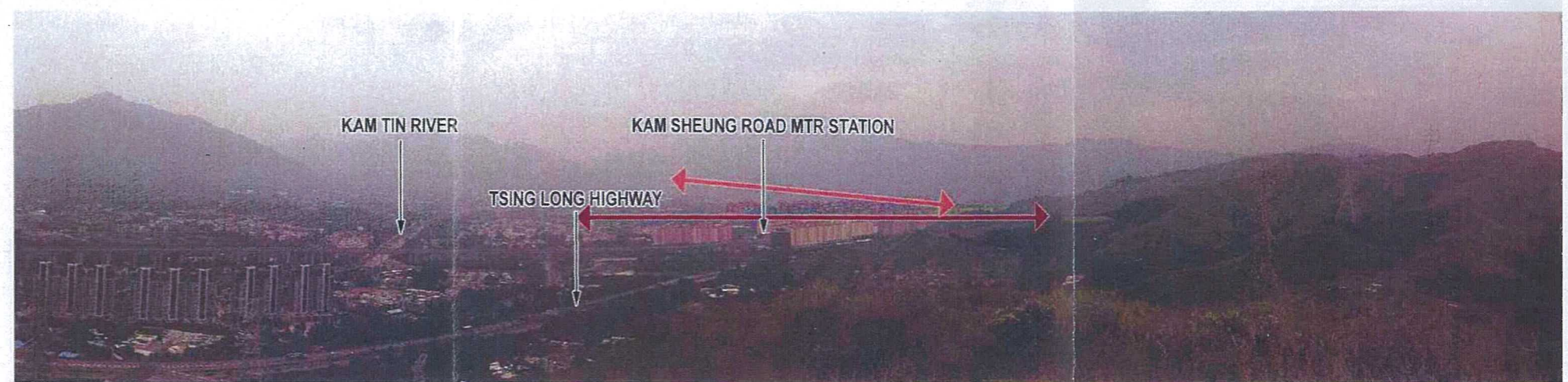


Keyplan



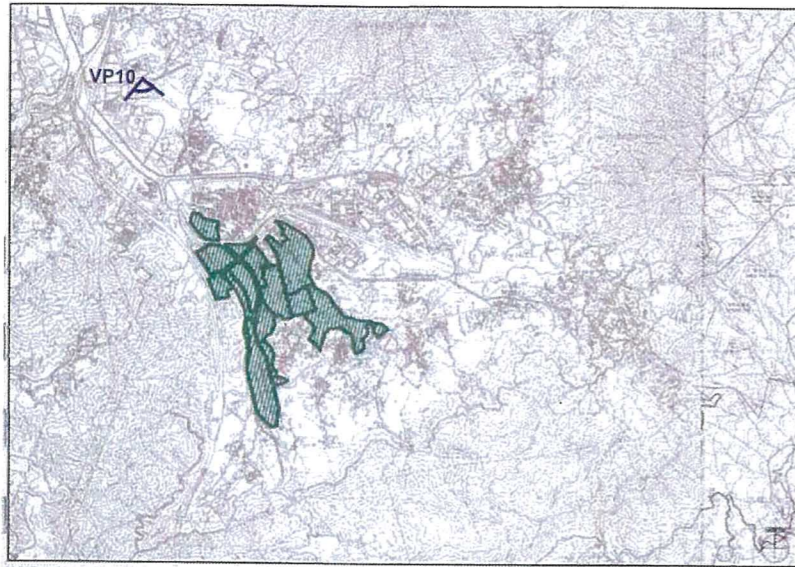
Before

- Area KSR
- Area 1
- Area 2
- Area 3
- Area 4a
- Area 4b
- Area 4c
- Area 5a
- Area 6
- Area 7
- Area 8
- Area 9
- ←
→
 View Corridor



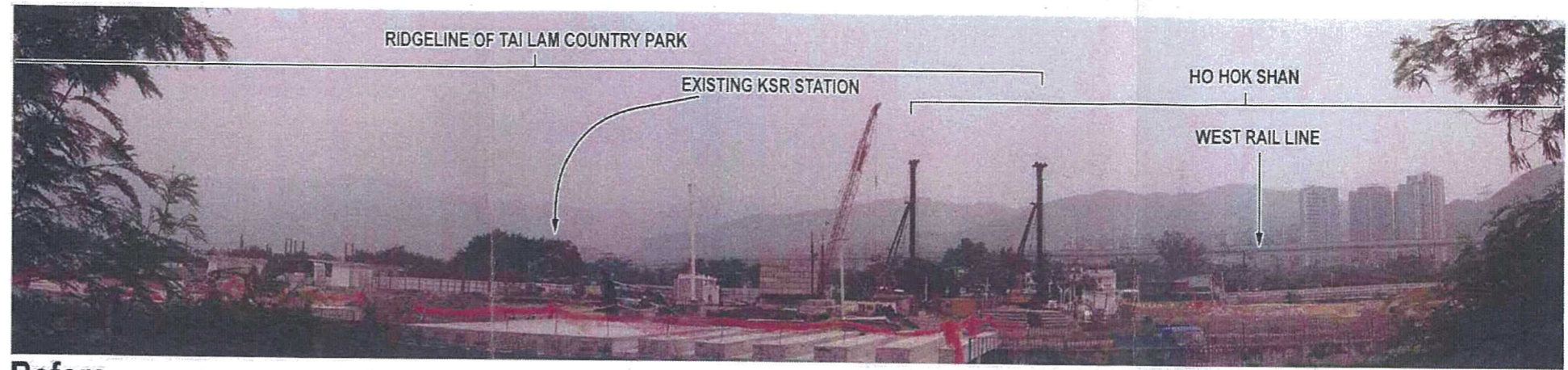
After



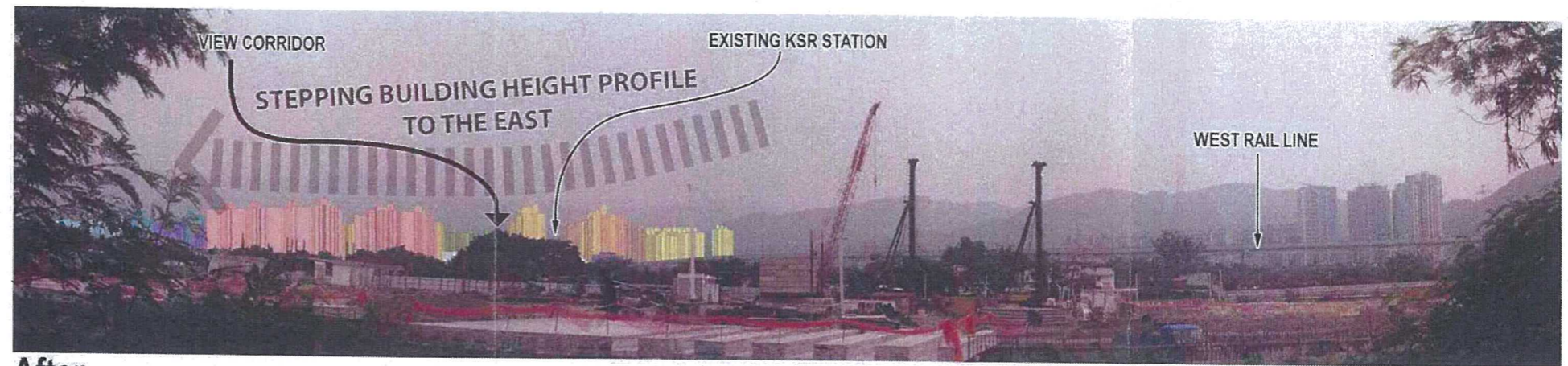


Keyplan

- Area KSR
- Area PHMC
- Area 1
- Area 2
- Area 3
- Area 4a
- Area 4c



Before



After

PHOTOMONTAGES

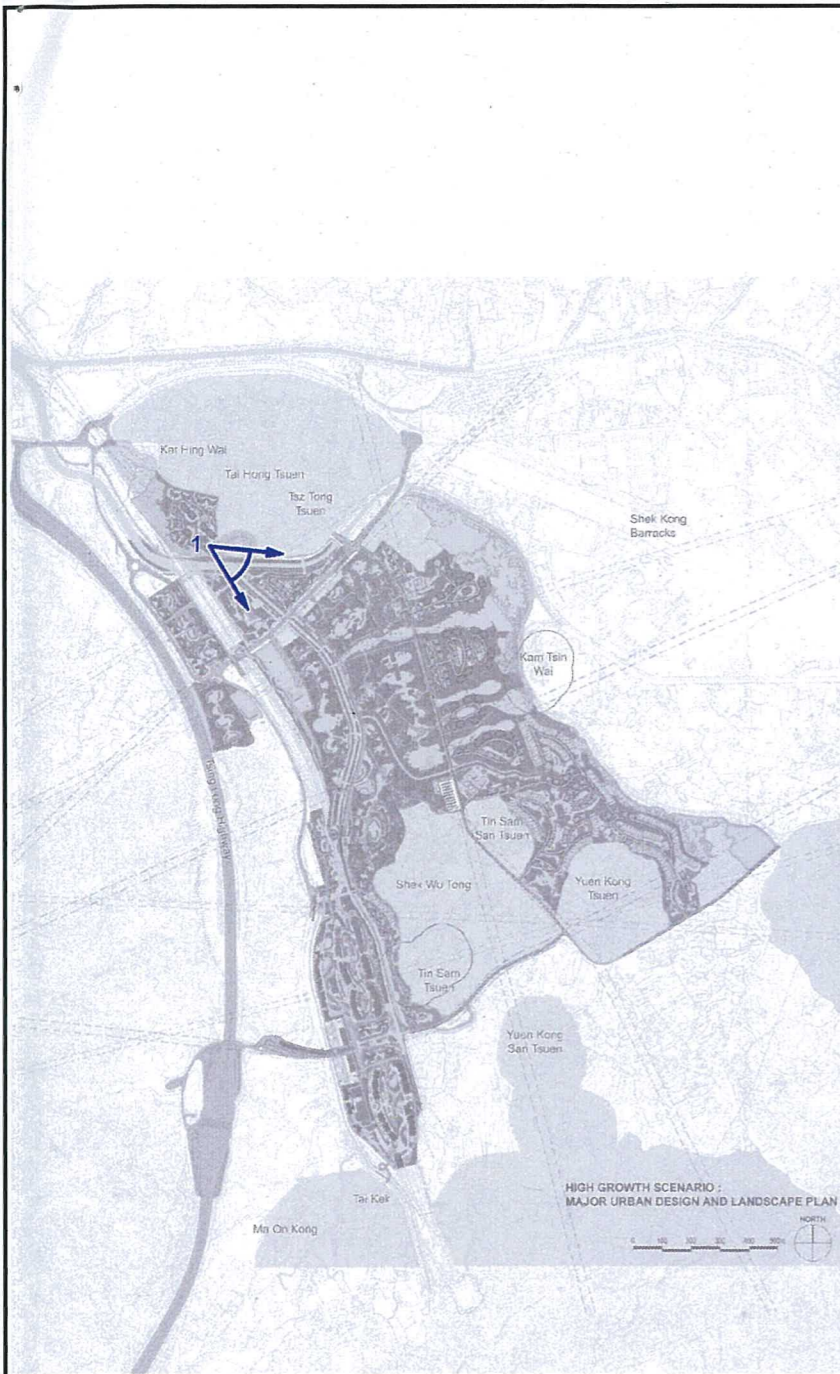
本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YLE/14/19

圖 PLAN
24f



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EXTRACT PLAN PREPARED ON 9.4.2014

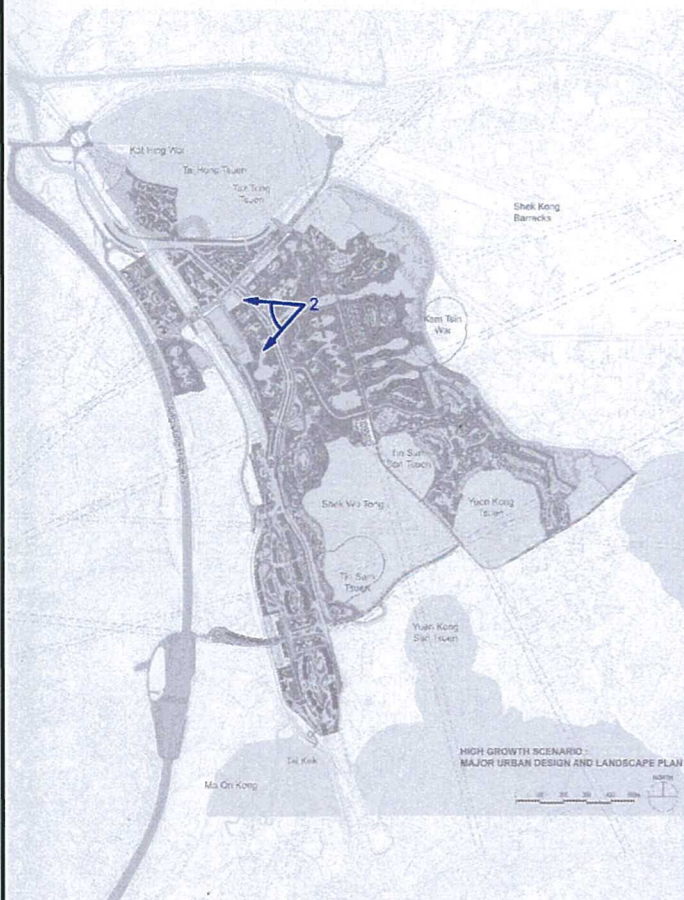
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規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
MYLE/14/19

圖 PLAN
24g



本摘要圖於2014年4月9日擬備
EXTRACT PLAN PREPARED ON 9.4.2014

PHOTOMONTAGES

規劃署
PLANNING DEPARTMENT



參考編號 REFERENCE No.
M/YL/14/19

圖 PLAN
24h