

Application for Planning Permission
Under Section 16 of the Town Planning
Ordinance (Cap. 131) for Proposed
Residential Development at Various Lots
in D.D. 221 and Adjoining Government
Land at Sha Ha, Sai Kung
Supporting Planning Statement

v.3 | February 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

This Planning Statement is submitted under Section 16 of the Town Planning Ordinance (Cap. 131) in support of a Proposed Residential Development at various lots in D.D. 221 and adjoining Government land in Sha Ha, Sai Kung (“the Application Site”). The Application Site, with an area of about 9,038m², consists of (i) a Development Site (about 7,614m²) that is no longer required for the planned Hiram’s Highway Improvement Stage 2 (HH2) works and (ii) an area that falls within the limits of HH2 work area but not the road alignment of future widened Tai Mong Tsai Road upon HH2 and with no long-term designated use.

The Application Site, located to the immediate south of Tai Mong Tsai Road, was originally part of a “Comprehensive Development Area (1)” (“CDA(1)”) zone and has been reserved for proposed road works since 6 January 2006, with the road’s “form and alignment subject to detailed design”. In January 2020, the Highways Department (HyD) proposed to implement the HH2 works. With reference to HyD’s Gazette Plan No. 91272/GAZ/1007 published in January 2020 (with subsequent amendments), the section of Tai Mong Tsai Road near the Application Site will be improved into a single two-lane carriageway with proposed footpath works. The Application Site, despite being shown as ‘Road’ area in the OZP, is confirmed to be no longer required as part of the HH2 improvement. The updated road alignment upon the detailed design and road gazettal therefore warrant a land use review for its surroundings which ensures no “left-over” area without future land management potentially becoming an eyesore at the entrance of Sai Kung Town.

To the immediate south of the Application Site, a comprehensive residential development with plot ratio 1.5 for 972 housing units in the “CDA(1)” zone was approved with conditions by the Town Planning Board on 14 January 2022 (No. A/SK-SKT/28). Taken into consideration of the updated road alignment under the HH2 works, opportunity is taken by the Applicants to review the readily available land at the Application Site, largely under their consolidated ownership, for a residential development compatible with the adjoining “CDA(1)” development.

The Proposed Development at the Application Site will adopt a plot ratio of about 1.5 (based on the Development Site), in the same scale as the “CDA(1)” zone, to provide about 280 private housing units by year 2032 which aligns with the completion of HH2. The design of the Proposed Development has carefully observed the approved Master Layout Plan of the “CDA(1)” zone to create synergies and ensure compatibility, maintaining the stepped building height profile for the Sai Kung Town, extending the 3 planned visual corridors, offering pedestrian connection from Tai Mong Tsai Road to Mei Fuk Street, providing right of access for Antiquities and Monuments Office (AMO)’s excavation works at the adjoining “CDA(1)” zone, etc.

With the Proposed Development, the following public planning gains and design merits could be realised:

- Rationalising Valuable Land Resources No Longer Serving ‘Road’ Function for Housing Purpose;
- Ensuring Compatibility with the Surrounding Context;
- Synergising with the Approved Master Layout Plan of the Adjoining “CDA (1)” Zone to Optimise Public Benefits;
- Supporting Community Needs with the Provision of Public Vehicle Parking Spaces and Extended Public Pedestrian Walkway;
- Enhancing Landscape and Visual Amenity at the Highly Visible Entrance to Sai Kung Town; and

- Setting a Desirable Precedent for Optimising Spade-Ready Sites for Housing Development.

The technical assessments have also confirmed no adverse impacts on the surrounding area arising from the Proposed Development. In light of the planning merits and justifications put forward in the Supporting Planning Statement, we sincerely seek favourable consideration from the Town Planning Board on this Section 16 Application.

行政摘要

(內容如有任何差異，應以英文內文為準)

根據《城市規劃條例》(第 131 章)第 16 條，申請人現向城市規劃委員會(下稱「城規會」)就位於新界西貢沙下丈量約份第 221 約多個地段及毗連政府土地(下稱「申請地點」)擬議住宅發展申請規劃許可。申請地點面積約 9,038 平方米，當中包括 (i) 不須用作西貢公路改善工程第二期的發展用地(約 7,614 平方米)，及 (ii) 位於西貢公路改善工程第二期施工區界限內但不納入未來拓寬的道路走線，且沒有長遠指定用途的區域。

申請地點毗鄰大網仔路，原是「綜合發展區(1)」地帶的一部分，並自 2006 年 1 月 6 日以來一直被預留作沿線道路工程(「道路形式及路線有待計細設計」)。在 2020 年 1 月，路政署公告擬進行西貢公路改善工程第二期。根據刊憲圖則 91272/GAZ/1007(和及後修訂方案)，大網仔路毗鄰申請用地的一段路將會改善為一條雙線分隔行車道，並配以擬建行人道。儘管申請地點在大綱圖上是「顯示為「道路」的地方」，是次改善工程並沒將其包含在道路用途內。因應詳細設計和道路憲報更新的道路走線，是此申請特意檢討道路旁之土地，以避免留下不受未來土地管理的“剩餘”區域，於西貢市入口成礙眼點。

申請地點毗連「綜合發展區(1)」地帶。該地帶在 2022 年 1 月 14 日獲得城規會有附帶條件下批核作綜合住宅發展，地積比率為 1.5 倍，可提供約 972 個單位(申請編號 A/SK-SKT/28)。鑒於西貢公路改善工程第二期的最新走線，申請人借此機會檢討其業權下的土地，以發展與相鄰「綜合發展區(1)」地帶相容的住宅用途。

申請地點的擬議發展將採用與毗連「綜合發展區(1)」地帶相近的約 1.5 倍地積比率(按照發展用地面積計)，有望於 2032 年西貢公路改善工程第二期完工之際提供約 280 個私人住宅單位。擬議發展的設計特意考慮已批准的「綜合發展區(1)」地帶總綱發展藍圖，以創造協同效應並確保相容性。擬議發展將維持西貢市的梯級式高度外觀、延伸 3 條視覺走廊、連接大網仔路及美福街之間的公共行人通道、為「綜合發展區(1)」地帶提供預留供古物古蹟辦事處挖掘工程的通路等。

擬議發展將就規劃方面帶來以下規劃增益：

- 檢討不再用作道路用途的珍貴土地資源，以作住宅發展；
- 確保與與周邊發展和環境互相協調；
- 與毗鄰「綜合發展區(1)」的總綱發展藍圖創造協同作用，為社會帶來效益；
- 為社區提供額外的公共停車位及公共行人通道需要；
- 有助提升景觀美化價值及改善地區環境；及
- 為善用即熟地作住宅用途建立一個理想的先例。

本申請亦就各項技術範疇作評估，證明不會對周圍環境帶來負面的影響。基於上述提出的規劃增益和理據，我們懇請城規會批准是次規劃申請。

1 INTRODUCTION

- 1.1.1 This Application is to seek approval from the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance (Cap. 131) for a Proposed Residential Development at various lots in D.D. 221 and adjoining Government land in Sha Ha, Sai Kung (“the Application Site”).
- 1.1.2 The Application Site is an elongated piece of land falling within area shown as ‘Road’ on the Approved Sai Kung Town Outline Zoning Plan (OZP) No. S/SK-SKT/6. To its immediate north is the existing Tai Mong Tsai Road which will be widened under the planned Hiram’s Highway Improvement Stage 2 (HH2) works, while to its immediate south is a “Comprehensive Development Area (1)” (“CDA(1)”) site, where an approved comprehensive residential development with plot ratio (PR) 1.5 for 972 housing units was approved with conditions by the Town Planning Board (No. A/SK-SKT/28) on 14 January 2022.
- 1.1.3 The Application Site, with an area of about 9,038m², is the leftover area between the extent of the Tai Mong Tsai Road to be widened under HH2 works and the “CDA(1)” site largely under the Applicant’s ownership, yet with no long-term designated use. Specifically, the Development Site (about 7,614m²) is not required for the planned HH2 works at all. By better utilising the “leftover” area, this Application rationalises the site boundary for the purpose of good land management.
- 1.1.4 The planning history of the Application Site is as below:
- As part of the ‘Road’ area since the Proposed Amendments to the Draft Sai Kung Town OZP No. S/SK-SKT/2 exhibited to public on 6 January 2006 (as shown on Plan No. O/S/SK-SKT/1-A), the Application Site has been left vacant and reserved for potential road projects for almost two decades.
 - In January 2020, HyD proposed to implement the HH2 works with the objectives to relieve traffic congestion and improve road design¹. According to the Gazette Plan No. 91272/GAZ/1007 published in January 2020, one of the proposed works was the “*improvement of a section of Po Tung Road and Tai Mong Tsai Road of approximately 600 metres long between Fuk Man Road and Wai Man Road to a single two-lane carriageway up to current standard*”.
 - An Amendment Scheme and the associated Amendment Plan No. 91272/GAZ/2106 were later published in November 2020², with a section of the proposed noise barrier relocated towards the southbound carriageway near The Mediterranean. The amended Scheme and Plan were then authorized on 29 October 2021³.

¹ Roads (Works, Use and Compensation) Ordinance (Chapter 370), Scheme annexed to Plans Nos. 91272/GAZ/1000 to 91272/GAZ/1007 under section 5 describing PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 30 December 2019 [https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn43/6806th_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn43/6806th_scheme(eng).pdf)

² Roads (Works, Use and Compensation) Ordinance (Chapter 370), Amendment Scheme annexed to Amendment Plan Nos. Nos. 91272/GAZ/2100 to 91272/GAZ/2106 describing the proposed amendments to PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, Amendments under section 7, dated 16 November 2020 [https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6680/6806th_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6680/6806th_scheme(eng).pdf)

³ G.N. 6702, Roads (Works, Use and Compensation) Ordinance (Chapter 370) (Notice under section 11 (9)(d)), PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 18 October 2021 https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6702/gn6702.pdf

- The HH2 works are scheduled to commence in the second quarter of 2024 and complete in 2032⁴.

1.1.5 With reference to the Gazette Plan No. 91272/GAZ/1007 (with amendments as shown on Gazette Plan No. 91272/GAZ/2106) indicating the planned works and limits of works area, the Application Site is not required to be the extent of the road under the HH2 works⁵. As status quo, this piece of land of only slightly shy of 1 hectare will be a roadside leftover area with no destined use. Yet, indeed it is readily available, intimately connecting with the Sai Kung Town Centre within the residential neighbourhood (“CDA(1)”, “CDA(2)” and various “R(C)” sites in the proximity). It warrants a land use review for optimising the use of the land with unrealised development potential. Being the landowners of consolidated private lots within the Application Site, the Applicants are keen to put forward a quality residential proposal synergising with the adjoining “CDA(1)” site while not compromising the programme of the HH2 works.

1.1.6 The Proposed Development, with a PR of about 1.5 (based on the Development Site) will provide about 280 private housing units by 2032. This aligns with the scheduled completion year of the HH2 works, in order to minimise interface issues during construction stage with consideration of the current traffic concerns in Sai Kung Town. The design of the Proposed Development has made thoughtful consideration to synergise with the planning and design merits of the approved Master Layout Plan of the “CDA(1)” site, e.g. including a compatible PR, maintaining a stepped building height profile, extending 3 visual corridors, connecting to the 6m-wide public pedestrian walkway, and providing the right of access for Antiquities and Monuments Office (AMO)’s excavation works of the “CDA(1)” site. The Proposed Development will become an organic extension of the adjoining developments and enhance the visual and landscape amenity at this highly visible entrance location of Sai Kung Town.

1.1.7 Technical assessments have also been conducted to ascertain feasibility of the Proposed Development from landscape, traffic, environmental, drainage, sewerage, visual and archaeological aspects. Approval of this S16 planning application will set a desirable precedent to rationalise a “spade ready” piece of land at a highly convenient location for housing purpose.

1.1.8 The structure of this Supporting Planning Statement is as below:

- **Section 2** provides information of the Application Site and its site context;
- **Section 3** outlines the planning context of the Application Site;
- **Section 4** discusses the Architectural Scheme in detail with its key development parameters, and design considerations; and
- **Section 5** presents various planning justifications in support of this Planning Application.

1.1.9 We sincerely seek the favourable consideration from the TPB to grant approval to this well-justified S16 Application.

⁴ Government posts notices of land resumption and acquisition for dualling works of Hiram's Highway from Marina Cove to Sai Kung Town, Gov HK Press Release, dated November 30, 2023 <https://www.info.gov.hk/gia/general/202311/30/P2023113000272.html>

⁵ According to information provided by Highways Department in Dec 2024, the proposed layout plan of Tai Mong Tsai Road under the HH2 works has been further updated to incorporate the proposed foot path.

2 SITE CONTEXT

2.1 Location

- 2.1.1 The Application Site, with a site area of about 9,038m², is located at Sha Ha, in the northern fringe of Sai Kung Town. It is an elongated piece of land sandwiched between the existing Tai Mong Tsai Road (and the future road extent under the planned HH2 works) to its north and an approved residential development at the “CDA(1)” site to its south. The Application Site includes the Development Site (with an area of about 7,614m²), which does not fall within the limits of HH2 works area and has no long-term designated use.
- 2.1.2 Please refer to **Figure 2.1** for the location of the Application Site and Development Site.
- 2.1.3 Please also refer to **Figures 2.2a-b** for the Gazette Plan No. 91272/GAZ/1007 (with amendments as shown on Gazette Plan 91272/GAZ/2106) for the details of HH2 works along Tai Mong Tsai Road with an overlay of the Application and Development Site boundaries.

2.2 Land Status

- 2.2.1 The Application Site mostly comprises private lots with an area of about 6,448m² (about 71.3%), and there is a minor portion of Government land of about 2,590m² (about 28.7%). Most Government land are located outside the Development Site, i.e. in the area fallen within the limits of HH2 works area (but not the road extent) with no long-term designated use.
- 2.2.2 All private lots within the Application Site are solely owned by the Applicants. They include Lot Nos, 70 S.A, 76 S.A RP (Part), 76 S.B, 77 RP, 78 S.C ss.1, 78 S.D RP, 78 S.E RP, 78 S.E ss.1, 78 S.F ss.1, 78 S.G RP, 202 S.A, 206 S.A, 228 S.A, 233 S.A, 234 S.B, 235, 236 S.A, 237, 238, 239 RP (Part), 240 RP (Part), 242 RP (Part), 247 (Part), 248 (Part), 249 S.A (Part), 249 S.B, 250 (Part), 251 (Part), 254, 259 RP, 261 RP, 263, 264, 265 S.B RP, 267, 268 S.A, 271 S.A RP (Part), 271 S.A ss.4, 271 S.A ss.5, 271 S.C, 271 S.D (Part), 271 S.E (Part), 272 RP, 272 S.B RP, 272 S.C RP and 1696 in D.D. 221.
- 2.2.3 Please refer to **Figure 2.3** for the lot index plan, including the land ownership pattern of the Application Site.

2.3 Existing Use and Condition

- 2.3.1 A large part of the Application Site is currently vacant while a portion at the southwest has been formed for temporary open-air storage and carpark.
- 2.3.2 Please refer to **Figure 2.4** for the existing conditions of the Application Site.

2.4 Surrounding Uses

- 2.4.1 Existing developments in the surroundings mainly comprise low-to-medium-density private residential developments, as well as scattered temporary open storage uses.

- 2.4.2 To the immediate north of the Application Site is the existing Tai Mong Tsai Road. A “Government, Institution or Community” (“G/IC”) zone with no designated use can be found between Tai Mong Tsai Road and the Application Site, which is currently vacant with unmanaged vegetation. To the further north across Tai Mong Tsai Road are low-rise, low-density residential developments, e.g. Burlingame Garden under “Residential (Group C) 1” (“R(C)1”) and Hunlicar Garden under “Residential (Group C) 3” (“R(C)3”) under the Approved Pak Kong and Sha Kok Mei OZP No. S/SK-PK/11.
- 2.4.3 To the immediate east across Wai Man Road is a Green Belt (“GB”) zone and the Sha Ha Village under “Village Type Development” (“V”) zone. To the further east is a site zoned as “Other Specified Uses” (“OU”) annotated “Beach Related Leisure Uses”.
- 2.4.4 To the immediate south of the Application Site is the “CDA(1)” zone, which is the subject of an approved planning application (No. A/SK-SKT/28) for proposed comprehensive residential development with domestic PR of 1.5 and building height (BH) of not exceeding 10 storeys, providing 972 residential flats⁶. To the southeast is “The Mediterranean” that falls within a “CDA(2)” zone⁷, which is a residential development with 280-units, domestic PR of about 1.45, non-domestic PR of about 0.07 and BH of 9 storeys (including 1 storey of basement).
- 2.4.5 To the west of the Application Site across Tai Mong Tsai Road is the low-density village areas of Sha Kok Mei under “V” zone. To the northwest is a large piece of “Recreation” (“REC”) zone planned for active and/ or passive recreation and tourism/ eco-tourism use, which is currently partly occupied by temporary structures.
- 2.4.6 Please refer to **Figures 2.5a-b** for the surrounding land uses of the Application Site.

2.5 Accessibility

- 2.5.1 Vehicular and pedestrian access to the Application Site could be made via the existing Tai Mong Tsai Road, a local distributor linking Sai Kung Town to the surrounding areas. Under the planned HH2 works, this section of Tai Mong Tsai Road along the northern boundary of the Application Site will be improved to a single two-lane carriageway up to current standard with proposed footpaths on both sides.
- 2.5.2 The Application Site is well-served by public transport services, including franchised bus and green minibus. Bus stops can be found along Tai Mong Tsai Road adjoining the Application Site, providing public transport services to Wong Shek Pier, Sai Kung Town, Diamond Hill, and Shatin. There are also non-scheduled public light bus services along Tai Mong Tsai Road providing alternative connections to other regions in Hong Kong such as Causeway Bay, Kwun Tong, Mong Kok etc.

⁶ RNTPC Paper No. A/SK-SKT/28 For Consideration by the Rural and New Town Planning Committee On 13.8.2021.

⁷ Broad Development Parameters of the Applied Use/ Development in respect of Application No. A/SK-SKT/8
<https://www.ozp.tpb.gov.hk/api/Perm/Gist?caseNo=A%2fSK-SKT%2f8&lang=EN&ext=pdf&dType=in>

3 PLANNING CONTEXT

3.1 Statutory Land Use Zoning

- 3.1.1 The Application Site falls within an area shown as ‘Road’ on the Approved Sai Kung Town OZP No. S/SK-SKT/6 (the OZP) gazetted on 14 June 2013.
- 3.1.2 As shown on the Plan of the OZP, the Application Site, as part of the area shown as ‘Road’, has been indicated as *“Proposed Road (Form and Alignment subject to Detailed Design)”* (**Figures 2.1** refers). This has been further elaborated in the Explanatory Statement (ES) of the OZP that *“Improvement to this section of Hiram’s Highway, Po Tung Road and Tai Mong Tsai Road under the Hiram’s Highways Stage 2 Improvement Project is under planning.”* Paragraph (5) of the Cover Notes of the OZP also states *“Road junctions, alignments of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds”*, which provide a mechanism for land use review of the Application Site that is no longer required for the HH2 works.
- 3.1.3 It is specified in the paragraph (8) in the Cover Notes of the OZP that *“In any area shown as ‘Road’, all uses or developments except on-street vehicle park and those specified in paragraph (7) (of the same Cover Notes)...require permission from the Town Planning Board.”* Paragraph (7) of the Cover Notes listed out uses/developments that are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones (relevant to the area shown as ‘Road’ where the Application Site falls within), which are *“(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine; (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and (c) maintenance or repair of watercourse and grave.”*
- 3.1.4 Since the Proposed Residential Development at the Application Site is not one of the specified uses stated in both paragraphs (7) and (8) above, a S16 planning application is required to seek permission from the TPB.
- 3.1.5 Please refer to **Figures 3.1** and **3.2** for the extracted Cover Notes and Explanatory Statement of the OZP that is relevant to the Application Site.

3.2 Planning History of the Application Site

- 3.2.1 The Application Site was zoned as part of a “CDA(1)” zone on the first Sai Kung Town OZP No. S/SK-SKT/1 exhibited to public on 4 March 2005. Later on, the Application Site was rezoned as part of an area shown as ‘Road’ reserved for proposed road work under the Proposed Amendments to the Draft Sai Kung Town OZP No. S/SK-SKT/2 exhibited to public on 6 January 2006 (as shown on Plan No. O/S/SK-SKT/1-A). Since then, the planning status on the Application Site has remained unchanged.

3.2.2 The Application Site is not a subject of any previous planning applications.

3.3 Changing Planning Circumstances Brought by the Hiram's Highway Improvement Stage 2 Works for Relieving Traffic Congestion and Enhancing Safety of Road Section at Sai Kung Area

3.3.1 Hiram's Highway is a strategic road linking up Sai Kung to East Kowloon and Tseung Kwan O. The existing Hiram's Highway between Marina Cove to Sai Kung Town is generally a single 2-lane carriageway.

3.3.2 Improvement works to Hiram's Highway has been planned by HyD, with the objectives to relieve existing traffic congestion and enhance the resilience to unexpected incidents. The works have been divided into 2 stages. Stage 1 works included the road widening of Hiram's Highway between Clear Water Bay Road and Marina Cove, which has been completed in 2021⁸. Stage 2 works (i.e. HH2) includes widening of the road section between Marina Cove to Sai Kung Town, which covered the existing Hiram's Highway, Po Tung Road and a section of Tai Mong Tsai Road abutting the Application Site⁹. Under the Scheme annexed to the Gazette Plan No. 91272/ GAZ/ 1007 published in January 2020, one of the proposed works includes "*improvement of a section of Po Tung Road and Tai Mong Tsai Road of approximately 600 metres long between Fuk Man Road and Wai Man Road to a single two-lane carriageway up to current standard*"¹⁰. The Amendment Scheme and the Amendment Plan No. 91272/GAZ/2106 were later published in November 2020¹¹ with changing location of a section of the originally proposed noise barrier from being adjacent to the northbound carriage to the southbound carriageway near The Mediterranean. The amended Scheme and Plan were then authorized on 29 October 2021¹². According to HyD's press releases dated 29 September 2023, the construction work is scheduled to be completed by 2032¹³.

3.3.3 As indicated on the Gazette Plans No. 91272/ GAZ/1007 (with amendments in Gazette Plan No.91272/GAZ/2106)¹⁴ (please refer to **Figure 2.2a-b** for the plans with an overlay of the Application and Development Site boundaries) near the Application Site, the Applicants observed that a considerable land area (about 7,614m²) outside the works area of HH2 works is mostly under their consolidated ownership, while some remaining areas (about 1,424m²), mostly comprising Government land, are located within the limit of the works area yet not the road extent and are without long-term designated use after HH2 construction.

⁸ Hiram's Highway Improvement Stage 1 Project Description. https://www.hyd.gov.hk/en/our_projects/road_projects/703th_Hirams/index.html

⁹ Hiram's Highway Improvement Stage 2 Project Description. https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/index.html

¹⁰ Scheme annexed to Plans Nos. 91272/GAZ/1000 to 91272/GAZ/1007 under section 5 describing PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town (gazetted on 30 December 2019)

¹¹ Roads (Works, Use and Compensation) Ordinance (Chapter 370), Amendment Scheme annexed to Amendment Plan Nos. Nos. 91272/GAZ/2100 to 91272/GAZ/2106 describing the proposed amendments to PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, Amendments under section 7, dated 16 November 2020
[https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazetta/scheme/gn6680/6806th_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazetta/scheme/gn6680/6806th_scheme(eng).pdf)

¹² G.N. 6702, Roads (Works, Use and Compensation) Ordinance (Chapter 370) (Notice under section 11 (9)(d)), PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 18 October 2021
https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazetta/scheme/gn6702/gn6702.pdf

¹³ Tenders invited for Dualling of Hiram's Highway from Marina Cove to Sai Kung Town dated 29 September 2023. The Highways Department (HyD) Press Release. https://www.hyd.gov.hk/en/information_corner/press_releases/2023/20230929/20230929.html

¹⁴ According to information provided by Highways Department in December 2024, the Application Site has been further refined by taking into account the latest layout plan of Tai Mong Tsai Road and proposed footpath under the HH2 works.

- 3.3.4 In view of the changing circumstances brought by the HH2 works, opportunity is taken to review the land area no longer in the future road alignment after Government's road planning and consider utilising it for development uses that serve the community. The boundary of the Application Site is deliberately drawn to include a "Development Site" (about 7,614m²) that completely falls outside the limits of the HH2 works area. The reason to include the remaining areas out of the Development Site (about 1,424m²), which is not required for future road alignment despite falling within the works limits, is to rationalise the site boundary from future land management perspective (otherwise "leftover" land at roadside will exist). Connection of the public footpath proposed under the HH2 to the Development Site is also allowed, which further connects to the 6m-wide public pedestrian walkway committed in the adjoining "CDA(1)" site to Mei Fuk Street.
- 3.3.5 In view of the scheduled completion year of HH2, the future development at the Application Site is intended to be completed by 2032, in order to minimise interface issues during construction stage with consideration of the current traffic concerns in Sai Kung Town.

3.4 Approved Comprehensive Residential Development at "CDA(1)" Zone Immediately Adjoining the Application Site

- 3.4.1 The Application Site is immediately adjacent to a "CDA(1)" site (with a site area of 59,262m²) to its south, where a comprehensive residential development was approved with conditions (No. A/SK-SKT/28) by the TPB on 14 January 2022. The total PR and GFA of the "CDA(1)" site are 1.5 and about 88,893m² respectively. According to the Master Layout Plan (MLP) of the approved development (**Figure 3.3** refers), it consists of 15 residential towers (from 4-10 storeys) providing a total of 972 private housing units with a 2-storey clubhouse.
- 3.4.2 The planning and design merits committed in the approved MLP of the "CDA(1)" site are summarised as below:
- Adhere to a stepped building height concept with building heights descending from maximum 10 storeys in the north to not more than 4 storeys in the south, towards Mei Yuen Street and the proposed town square;
 - Provide 3 visual corridors with widths of 15m, 7.5m and 10m respectively to enhance visual permeability to the waterfront and the town square;
 - Provide a 15m-wide breezeway aligning with Sha Ha Road and linking up with the proposed breezeway of the adjacent "CDA(2)" zone;
 - Provide a 6m wide public pedestrian walkway to connect the realigned Tai Mong Tsai Road and Mei Fuk Street;
 - Provide a Right of Access for AMO's excavation works; and
 - Provide 50 public vehicle parking spaces.
- 3.4.3 Being the same Applicants of the "CDA(1)" site and in view of the close proximity of the two sites, the Applicants intend to position the Application Site as an organic extension of the "CDA(1)" site for private residential use, and explore design solutions in response to the committed planning and design merits in the "CDA(1)" site to create synergies and optimise compatibility with the Sai Kung Town.

3.5 Responding to Government's Initiative to Identify Spade-Ready Sites for Territorial Housing Supply

- 3.5.1 According to the latest projection from the Long-Term Housing Strategy (LTHS) Annual Progress Report 2023 (for the 10-year period from 2024-25 to 2033-34), the projected total private housing supply is 132,000 units¹⁵. It is estimated that around 80,000 units of private housing could be provided in the first five-year period (i.e. 2024-25 to 2028-29). While the Government has identified sufficient land to meet the housing targets in the coming 10 years, the report has stated that the timetable of projects within the second five-year period is relatively less certain. It has been highlighted that the Government will continue to spare no efforts in creating a multi-pronged approach to meet the private housing supply target in a sustained and orderly manner, under possible changes of household formation and different economic and property market situations.
- 3.5.2 This has been reaffirmed in the 2023 Policy Addresses that the Government will continue to update the forecast of 10-year supply of developable land (i.e. spade-ready sites) on an annual basis, so as to facilitate monitoring of work progress for housing supply. The Application Site, for the following reasons, is qualified as a spade-ready site for catering development needs for Hong Kong: (1) Prompt development through early implementation by private initiatives; (2) Proximity to Sai Kung Town enabling the Application Site to tap on not only the existing infrastructure, but also the community facilities and open space provision (e.g. Sai Kung District Community Centre, Sai Kung Tang Siu Kin Sports Ground, Wai Man Road Playground and Sai Kung Waterfront Promenade); (3) Served by comprehensive road network, in particular the future upgraded Hiram's Highway.
- 3.5.3 Therefore, the Proposed Residential Development at the Application Site aligns with the Government's multi-pronged housing strategy, to optimise a spade-ready piece of land next to an already approved residential development, for contributing to private housing supply without the need of public resources.

¹⁵ Long Term Housing Strategy Annual Progress Report 2023 (for the 10-year period from 2024-25 to 2033-34).
https://www.hb.gov.hk/eng/policy/housing/policy/lths/LTHS_Annual_Progress_Report_2023.pdf

4 THE PROPOSED RESIDENTIAL DEVELOPMENT

4.1 Optimising Development Potential of the Land for Private Housing Development

- 4.1.1 Taking into consideration of the changing planning circumstances brought by the HH2 works and proximity of the Application Site to the approved comprehensive residential development at the “CDA(1)” site, the Applicants are keen to take forward a Proposed Residential Development on the Application Site, which aligns with the Government’s policy initiatives to develop spade-ready sites for housing development by private initiatives.
- 4.1.2 Some general planning and design principles have been formulated to determine the development scale and design layout of the Proposed Residential Development. They are presented in **Section 4.2** below.

4.2 General Planning and Design Principles

- 4.2.1 **Realising a Spade-Ready Site for Private Housing Development** – In response to the Government’s continuous efforts in achieving the long-term housing supply, the Proposed Development is intended to rationalise a spade-ready site not required for the future widened Tai Mong Tsai Road for private residential housing at a highly accessible location without the need to mobilise public resources. The Applicants, who have consolidated ownership of all private lots within the Application Site, also ensure an efficient and certain implementation of the development at the Application Site. The completion year of the Proposed Development is set to be 2032 tentatively, aligning with the completion year of the HH2 work, to minimise interface issues and avoid traffic impact considering the current traffic concerns in Sai Kung Town prior to the improvement works.
- 4.2.2 **Adopting Sensitive Design in Response to the Site Configuration** – The Application Site is characterised with an elongated site configuration due to its planning history. Future residential blockings will be situated within the boundary of the Development Site, which will be mainly in the northeastern part of the Application Site. Taking the site configuration into account, the same architectural language is reflected by adopting a curvilinear design form in harmony with the adjoining “CDA(1)” site. The building disposition of residential towers will also ensure the three visual corridors to be remained undisturbed and extended from the adjoining “CDA(1)” site. A minimum 20m setback of residential towers from the road kerb of the realigned Tai Mong Tsai Road will also be observed to minimise the potential noise impact to future residents. In addition to the buffer provided by the “G/IC” zone with no designated use, existing plants along the periphery of the Application Site will function as a landscape and visual buffer between the realigned Tai Mong Tsai Road and the Proposed Development.
- 4.2.3 **Ensuring a Compatible Development Intensity with the Surroundings** – The Application Site is located within a low-to-medium-density residential neighbourhood at the fringe of Sai Kung Town. To fully respect the rural township character, the Proposed Development adopts the same development scale as the adjoining “CDA (1)” site. With a PR of about 1.5 (on Development Site), the Proposed Development will seamlessly blend in with the adjoining development and act as its natural extension.

- 4.2.4 **Maintaining a Stepped Building Height Profile for Sai Kung Town** – Respecting the stepped building height profile of the adjoining “CDA(1)” site (from 10 storeys in the north to 4 storeys in the south), the BH of the Proposed Development to its north is set to be not more than 10 storeys, so that it will organically blend in with the “CDA(1)” site to maintain the overall cascading profile from the hinterland, towards the planned town square and the waterfront. Carparking spaces will be provided at basement level to minimise building bulk and optimise aboveground spaces for pedestrian movement and landscape opportunities.
- 4.2.5 **Synergising with the Planning and Design Merits of the adjoining “CDA(1)” Site** – The Proposed Development is intended to be developed in a self-contained manner, for instance with its own vehicular and pedestrian access and car parking facilities. Meanwhile, being the same Applicants with the adjoining “CDA(1)” site, the Applicants are committed to extend and synergise with the planning and design merits committed in the approved MLP to ensure design compatibility. Specifically, the stepped BH profile will be maintained (Please refer to **Section 4.2.4**), while the residential tower disposition will respect the 3 visual corridors committed in the “CDA(1)” site, where the 7.5 and 10m wide visual corridors running in northwest-southeast direction will allow visual permeability to the “REC” zone and rural townscape to the further north, while the 15m wide visual corridor running in northwest-southeast direction will enhance visual permeability to the low-density village areas of Sha Kok Mei towards the waterfront. In addition, a section of land will be reserved at the south of the Application Site to connect the committed 6m-wide public pedestrian walkway to the footpaths of the realigned Tai Mong Tsai Road. The Applicants will also observe the need to provide right of access for AMO’s excavation works of the “CDA(1)” site through Tai Mong Tsai Road. Please refer to **Figure 4.1** for the illustrative diagram on the synergy with the “CDA(1)” site.
- 4.2.6 **Provision of Additional Public Vehicle Parking Spaces to Serve the Locality** – Considering that the Application Site is located at a highly accessible location along Tai Mong Tsai Road, and in proximity to the recreational and tourism destinations in Sai Kung Town, the Applicants explored the provision of public vehicle parking (PVP) spaces within the Application Site to address the problems of insufficient parking spaces and illegal parking highlighted by the Sai Kung District Council¹⁶. Taking into account the elongated site configuration, 10 additional PVP spaces can be accommodated at the basement level of Proposed Residential Development. The location of the PVP spaces will be located close to the ingress/egress point at the re-aligned Tai Mong Tsai Road for the convenience of the future users.
- 4.2.7 Please refer to **Appendix A** for the Architectural Drawings for the Proposed Residential Development.

4.3 Key Development Parameters

- 4.3.1 The Proposed Residential Development consists of 3 residential towers (10 storeys, excluding 1 storey of basement) with a total PR of about 1.5, providing a total of about 280 private housing units on the Development Site. A 2-storey clubhouse will be provided at the narrower portion of the Development Site on its south-west. All parking spaces (including

¹⁶ Gist of Meeting of Working Group on Illegal Parking in Sai Kung District under Traffic and Transport Committee of Sai Kung District Council, dated November 2020.
https://www.districtcouncils.gov.hk/sk/doc/2020_2023/en/working_groups_minutes/WGIPSKD/SKDC_IPWG_20_002_ME.pdf

PVP) will be placed in the 1 storey basement floor following PNAP APP-2. Key development parameters of the Proposed Residential Development are summarised below.

Table 1 Key Development Parameters of the Proposed Residential Development

Key Development Parameters	Proposed Residential Development
Application Site ⁽¹⁾	About 9,038m ²
Development Site ⁽²⁾	About 7,614m ²
Domestic Plot Ratio (PR)	About 1.5
Domestic Gross Floor Area (GFA)	About 11,421m ²
Site Coverage	Not more than 42%
No. of Residential Blocks	3
Building Height (No. of Storeys)	10 storeys ⁽³⁾ (excluding a 1 storey basement)
No. of Units	About 280
Average Unit Size	About 40.79m ²
Anticipated Population ⁽⁴⁾	About 756
Local Open Space	Not less than 756m ²
Residents' Clubhouse ⁽⁵⁾	One 2-storey block with GFA of about 571.05m ²
Car parking Spaces ⁽⁶⁾	
Residential	62
Visitor	13
Motorcycle Parking	3
Public Vehicle Parking	10
HGV Loading/ Unloading Bays	3

Remarks:

- ⁽¹⁾ The Application Site includes the Development Site that is no longer in the limits of HH2 works area. A remaining area falls within the works limits of HH2 but not the future road extent and are with no future designated use in the long run.
- ⁽²⁾ Plot ratio calculation is based on the Development Site area.
- ⁽³⁾ With the site formation level of the Application Site at about +11mPD, the proposed building height is about +46mPD (subject to detailed design).
- ⁽⁴⁾ A person per flat (PPF) ratio of 2.7 is assumed, with reference to the average household size in the District Council Constituency Area Q01 Sai Kung Central according to the 2021 Population Census.
- ⁽⁵⁾ According to PNAP APP-104, a maximum 5% of total Domestic GFA can be applied for GFA concession for a development with Domestic GFA up to 25,000m². Therefore, the said clubhouse GFA is assumed to be exempted from GFA calculation.
- ⁽⁶⁾ According to PNAP APP-2, car parking spaces to be provided at basement level is assumed to be exempted from GFA calculation.

4.4 Landscape Design Framework

4.4.1 The objectives for the landscape design of the Proposed Residential Development are:

- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To provide visual integration between the Proposed Development and the surrounding rural setting;
- To enhance visual permeability through adoption of view corridors in-between building blocks;
- To propose and utilize the vacant area adjacent to the Hiram's Highway Improvement Works as landscape amenity strip for visual and aesthetic enhancement;

- To soften the form of the built environment through the use of responsive design, preservation of existing trees and new tree planting;
- To provide adequate open space for future residents; and
- To enhance the tranquil ecological and aesthetic balanced living environment by planting of both native and ornamental species.

4.4.2 Adhering to the design objectives above, Landscape Master Plan (**Appendix B** refers) have been prepared for the Proposed Residential Development with key features highlighted as below.

4.4.3 **Provision of Landscape Buffer** – Disturbance to existing tree clusters within the Application Site will be minimised as far as practicable to preserve existing rural character of the site. The tree clusters currently under the management of Highways Department along the boundary of the Application Site are proposed to retain in-situ, serving as a landscape buffer to screen off the proposed buildings from Tai Mong Tsai Road.

4.4.4 **Provision of Local Open Space** – The Proposed Residential Development will provide local open space of at least 1m² per resident in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). Based on the design population, not less than 756m² will be provided on the Development Site. Central open space containing both hard and soft landscaped areas for both passive and active recreation, such as children play area, water feature and landscape garden, will be provided to future residents for leisure and relaxation.

4.4.5 **Provision of Greenery** – The landscape design maximises greening opportunities within the development through tree preservation and planting of high-quality ornament trees. A combination of specimen trees and shrub planting will be provided along the internal roads and pedestrian walkway within the Proposed Development. The Proposed Development would contribute to an overall green coverage of not less than 20% of the Development Site, with not less than 10% to be provided at the primary zone in accordance with PNAP APP-152 Sustainable Building Design Guidelines (SBDG).

4.4.6 **Tree Treatment Proposal** – Based on the tree survey, there are a total of 126 nos. of existing trees within the Development Site and 49 nos. outside. Trees that will be felled due to direct conflicts with the layout plan, poor health conditions, and low amenity value will be compensated with a replanting ratio of 1:1 in terms of quantity (except undesirable species that can be excluded from the compensation requirement). Upon review, a total of 44 nos. of new trees (including native species) will be planted to compensate for the felling of 41 nos. within Development Site (excluding *Leucaena leucocephala*) and 3 nos. outside Development Site due to the proposed development¹⁷ The other 46 nos. of existing trees outside the Development Site maintained by HyD will be unaffected and undisturbed. Should there be road widening works in the future, the treatment of existing trees maintained by HyD outside the Development Site will be subject to tree proposal(s) by the respective Government department(s).

4.4.7 **Vehicular and Pedestrian Access** – The vehicular ingress/egress for the Proposed Residential Development will be provided at the realigned Tai Mong Tsai Road. Pedestrian connection will also be provided for residents and visitors at the realigned Tai Mong Tsai

¹⁷ The 3 nos. of existing trees surveyed outside the Development Site (located on unleased/ unallocated government land currently maintained by DLO) are to be felled due to the required 6m-wide public pedestrian walkway and proposed vehicular run-in/out.

Road. A 6m-wide public pedestrian walkway will be extended from the adjoining “CDA(1)” site to the southwestern portion of the Application Site, linking Mei Fuk Street and the proposed footpath along Tai Mong Tsai Road under the HH2 works, providing convenient public access (**Figure 4.2** refers).

4.4.8 Internal Transport Facilities – All necessary ancillary traffic facilities, such as car parking and loading/unloading bays will be provided in accordance with the latest HKPSG high-end requirement. Parking spaces for the residential towers would be provided on the 1 storey basement level while the loading/unloading bays would be located on the ground floor level along the 7.3m-wide internal driveway.

4.4.9 Public Vehicle Parking Provision – The Proposed Development explores the potential to optimise the elongated site for PVP provision through placing the PVP spaces in underground space for good carpark management. Taking into consideration the basement extent, 10 nos. of car parking spaces for PVP are proposed. The entrance of the basement carpark will be placed as close as possible to the site run-in/out and meticulously positioned away from the residential towers to ensure that traffic can be swiftly moved without disturbing the calm environment at grade.

4.4.10 Please refer to **Appendix C Traffic Impact Assessment** for details on the traffic and transport arrangement for the Proposed Development.

4.5 Proposed Programme

4.5.1 According to the HyD’s press releases dated 29 September 2023, the construction of the HH2 works is scheduled to be completed by 2032¹⁸. In view of this, the Proposed Residential Development at the Application Site is intended to be completed by 2032 tentatively, to avoid traffic impact considering the current traffic concerns in Sai Kung Town prior to the road improvement works.

¹⁸ Tenders invited for Dualling of Hiram's Highway from Marina Cove to Sai Kung Town dated 29 September 2023. The Highways Department (HyD) Press Release. https://www.hyd.gov.hk/en/information_corner/press_releases/2023/20230929/20230929.html

5 PLANNING JUSTIFICATIONS

5.1 Rationalising Valuable Land Resources No Longer Serving ‘Road’ Function for Housing Purpose

- 5.1.1 Since the Proposed Amendments to the Draft Sai Kung Town OZP No. S/SK-SKT/2 exhibited in 2006, the Application Site has been reserved as an area shown as ‘Road’ for potential road projects along the existing Tai Mong Tsai Road for almost 20 years. With the gazettal of the HH2 works’ Scheme and Plan in 2020, it is confirmed that the Application Site will no longer be required as part of the future road extent upon improvement.
- 5.1.2 With reference to a recent Sai Kung District Council Paper (Document No. 42/24)¹⁹, it is observed that the Government is also taking the initiative to review land uses of area which is no longer required by the Hiram’s Highway Stage 1 work in Ho Chung, Sai Kung, including residential uses. Therefore, this Planning Application echoes with the Government direction to review and rationalise the long-term use of the Application Site at the highly visible and accessible entrance location of Sai Kung Town.
- 5.1.3 Immediately adjoining a “CDA(1)” site to its south with a comprehensive residential development for 972 private housing flats approved in 2022, a Proposed Residential Development with the same nature and scale, and by the same Applicants, at the Application Site is fully justified as an organic extension of the “CDA(1)” site ensuring compatibility.
- 5.1.4 The Application Site has taken into account the “leftover” area along the future extent of the realigned Tai Mong Tsai Road, rationalising the site boundary from land management perspective in long-term. Meanwhile, careful thought has also been in place in defining the Development Site, which deliberately excludes the area that falls within the limits of HH2 works area to accommodate interface issues during construction of the HH2. The said area is proposed to be “deferred possession area” under the future Land Grant as a normal practice of other similar developments in this context. It is noted that the HH2 project is currently under the detailed design stage and the road alignment of the future widened Tai Mong Tsai Road is subject to change. Should there be an update to the road alignment, the site boundary of the proposed residential development will be revised in the future Land Grant accordingly. The completion year of the Proposed Residential Development set in 2032 tentatively will align with the targeted completion year of the HH2 to minimise interface issues during construction stage.

5.2 Ensuring Compatibility with the Surrounding Context

- 5.2.1 The Proposed Development has paid attention to ensure compatibility with the surroundings, which is characterised by a low- and medium-density private residential neighbourhood. The Proposed Development will adopt a plot ratio of about 1.5, in the same scale of the adjoining “CDA(1)” site. Moreover, to maintain the stepped building height concept in the Approved MLP of the “CDA(1)” site (descending from 10 storeys in the north to 4 storeys in the south), the Proposed Development, located to the immediate north of it, will also adopt a BH of 10 storeys (excluding 1 storey of basement carpark). The Proposed Development will

¹⁹ SKDC (DFWC) Document No. 42/24 - Proposed Amendment to the Approved Ho Chung Outline Zoning Plan S/SK-HC/11 to discuss in the Sai Kung District Council on 10 Sept 2024.

hence seamlessly blend in as an organic extension of the approved development and fully compatible with the setting of Sai Kung Town.

- 5.2.2 A Visual Impact Assessment (**Appendix G** refers) has also been prepared and confirmed that the Proposed Development is fully compatible with the surroundings and will not generate adverse visual impact from the 6 viewpoints assessed.

5.3 Synergising with the Planning and Design Merits of the Adjoining “CDA(1)” Zone to Optimise Public Benefits

- 5.3.1 In view of the close proximity of the Application Site and the “CDA(1)” site, the design of the Proposed Development has taken on the opportunities to synergise with the planning and design merits committed in the approved “CDA(1)” site. They include:

- Adopt the same architectural language with a curvilinear design;
- Adhere to a stepped building height concept with building heights descending from the north to the south, towards Mei Yuen Street and the proposed town square;
- Extend the 3 visual corridors with widths of 15m, 10m and 7.5m to enhance visual permeability to the waterfront and the town square;
- Provide a Right of Access (through the Application Site) for AMO’s excavation works;
- Extend the 6m-wide public pedestrian walkway to connect the realigned Tai Mong Tsai Road and Mei Fuk Street; and
- Provide additional PVP spaces.

- 5.3.2 The Applicants, being the same in both the Application Site and “CDA(1)” site, provide certainty in realising the synergised planning and design merits generated from both developments in a coordinated manner, benefiting the community at large.

5.4 Supporting Community Needs with the Provision of Additional Public Vehicle Parking Spaces and Extended Public Pedestrian Walkway

- 5.4.1 In response to the request from the District Council to provide more parking spaces in Sai Kung to address illegal parking issue, the Proposed Development has optimised its basement extent to contribute 10 nos. of PVP spaces at the Application Site. The PVP spaces will be located close to the ingress/egress point along the realigned Tai Mong Tsai Road for the convenience of public users. In addition, the Application Site will also reserve a portion of land to the southwest and the Applicants are willing to commit to extend the 6m-wide public pedestrian walkway from the “CDA(1) zone connecting the realigned Tai Mong Tsai Road to Mei Fuk Street to the south. This will help to provide easy and convenient access for the public, in particular residents in Sha Kok Mei Village to the north of Tai Mong Tsai Road to other community facilities, such as Sai Kung District Community Centre, Wai Man Road Playground and the Sai Kung Waterfront Promenade.

5.5 Enhancing Landscape and Visual Amenity at the Highly Visible Entrance to Sai Kung Town

- 5.5.1 Tai Mong Tsai Road immediately adjoining the Application Site is the major road access connecting Sai Kung Town Centre with rural destinations in the northern part of Sai Kung

(such as Pak Tam Chung and Wong Shek Pier via Pak Tam Chung Road) and Ma On Shan via Sai Sha Road. Located along a section of Tai Mong Tsai Road in proximity to the roundabout at Wai Man Road, the Application Site is at a highly visible entrance location for visitors entering the Sai Kung Town Centre from the north.

- 5.5.2 As a piece of road reserve for almost 20 years, the Application Site has been left vacant, characterised with unmanaged vegetation and scattered open storage and temporary structures, next to an approved “CDA(1)” development. This Planning Application is therefore submitted in time to transform the eye sore to a well-managed development, bringing landscape and visual enhancement to at this highly visible location of Sai Kung Town. With a thoughtful Landscape Master Plan (**Appendix B** refers) that is responsive to Sai Kung’s rural township and synergise with the adjoining “CDA(1)” site, approval of this Planning Application will provide certainty for a well-managed modern development that is coherent with the overall image of Sai Kung as the “Leisure Garden of Hong Kong”.

5.6 Confirming No Adverse Impacts on the Surrounding Area

- 5.6.1 Various technical assessments have been conducted to ascertain technical acceptability of the Proposed Development. These include Landscape Master Plan (**Appendix B**), Traffic Impact Assessment (**Appendix C**), Environmental Assessment (**Appendix D**), Sewerage Impact Assessment (**Appendix E**), Drainage Impact Assessment (**Appendix F**), Visual Impact Assessment (**Appendix G**), Archaeological Impact Assessment (**Appendix H**), and Water Supply Impact Assessment (**Appendix I**).
- 5.6.2 Findings of all technical assessments have demonstrated that the Proposed Development will NOT be bringing in any adverse impact on the surroundings nor itself susceptible to unacceptable environmental qualities.

5.7 Setting a Desirable Precedent for Optimising “Spade-Ready” Site for Housing Development

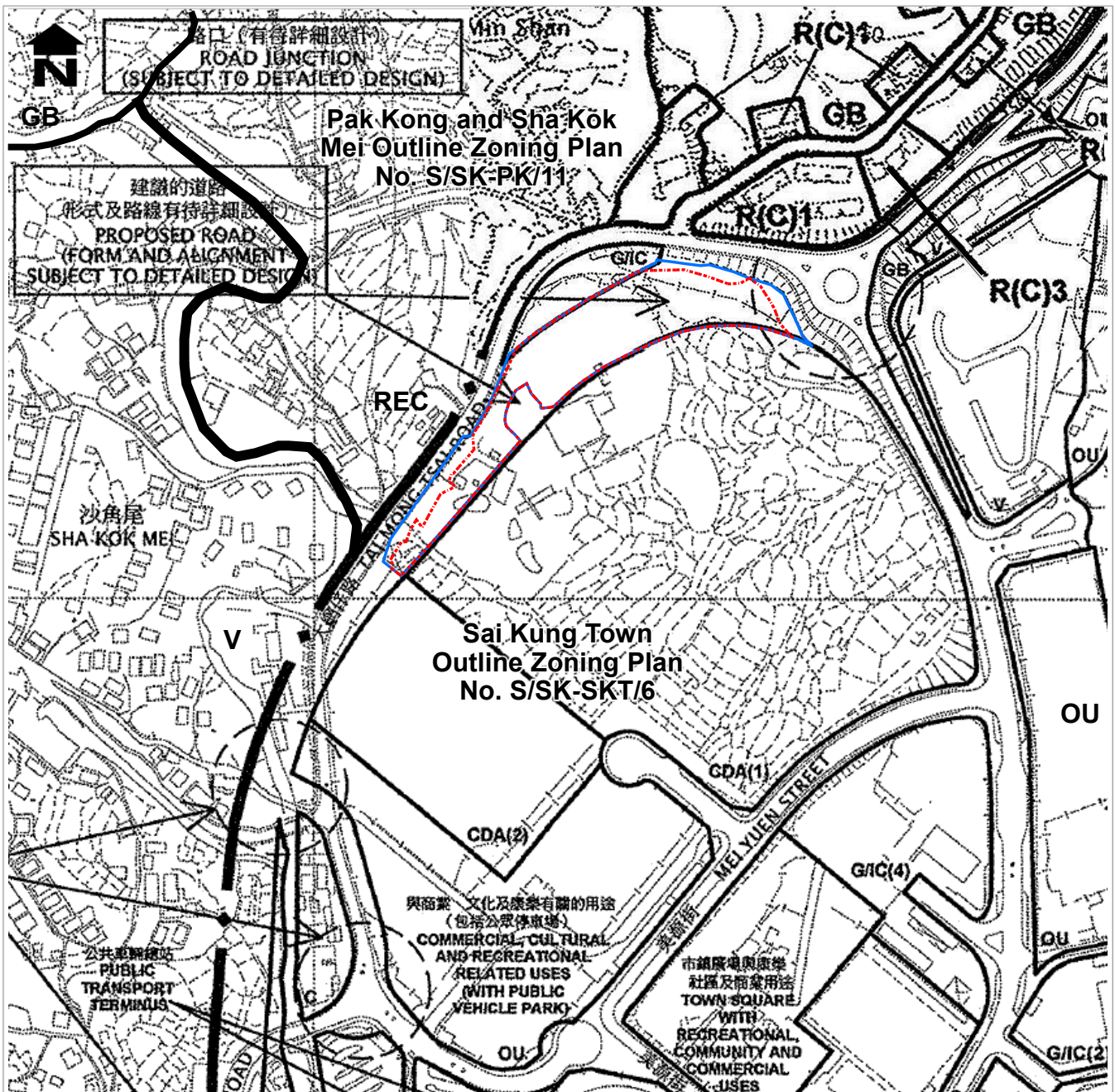
- 5.7.1 Utilising the Application Site, which is no longer required for future road alignment upon HH2 works, for housing development echoes with Government’s policy to identify spade-ready site for housing supply in an effective manner, in the context that: (1) Prompt development through early implementation by private initiatives is feasible; (2) Proximity to Sai Kung Town enables the Application Site to tap on not only the existing infrastructure but also the community facilities and open space provision (e.g. Sai Kung District Community Centre, Sai Kung Tang Siu Kin Sports Ground, Wai Man Road Playground and Sai Kung Waterfront Promenade); and (3) Served by comprehensive road networks (i.e. the realigned Tai Mong Tsai Road). The Proposed Development will make optimal use of the spade-ready site to provide additional 280 flats contributing to the quantity, speed, efficiency, and quality of housing land supply.
- 5.7.2 In addition, it is also demonstrated that the development scale and design of the Proposed Development will be compatible and synergised with the surroundings, providing multiple planning and design merits for the community, and will bring significant landscape and visual enhancement at the highly visible entrance location to Sai Kung New Town. Technical assessments have also confirmed technical feasibility of the Proposed Development at the Application Site.

5.7.3 Therefore, this Planning Application demonstrates a desirable precedent to optimise the use of spade-ready sites for housing supply at a suitable location.

6 CONCLUSION

- 6.1.1 This Application is to seek approval from the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance for proposed residential development at various lots in D.D. 221 and adjoining Government land, Sha Ha, Sai Kung (“the Application Site”).
- 6.1.2 This Supporting Planning Statement demonstrates the genuine intention of the Applicants to review the land use of a spade-ready site, which has been confirmed no longer required to be the upgraded road extent upon the HH2 works after being marked for road reserve for almost 20 years at a highly accessible location in Sai Kung Town.
- 6.1.3 The Applicants have demonstrated sincerity to optimise the Application Site for a private housing development with about 280 units in harmony with the adjoining “CDA(1)” site with a compatible development scale. The same Applicants, being for both this Application and the approved one for the “CDA(1)” site, provide certainty for the building design at the Application Site to synergise with the planning and design merits committed in the “CDA(1)” site to maximise public benefits. Additional 10 nos. of PVP spaces will be provided at the optimised basement extent to serve the locality. Transforming the Application Site from an existing eyesore occupied by unmanaged vegetation and temporary structures to a modern residential development with a dedicated landscape design will bring significant enhancement to the landscape and visual amenity at this entrance location of Sai Kung. Technical assessments have been carried out and confirmed that the Proposed Residential Development, being much smaller in scale than the adjoining “CDA(1)” site, will not generate adverse impact on the surrounding environment. Approval of the Proposed Development would set a desirable precedent for optimising spade-ready sites for housing development, which would also bring in multiple planning merits and uplift the area’s image.
- 6.1.4 We therefore sincerely seek the support from members of the Town Planning Board to approve this well-justified Planning Application.

Figures



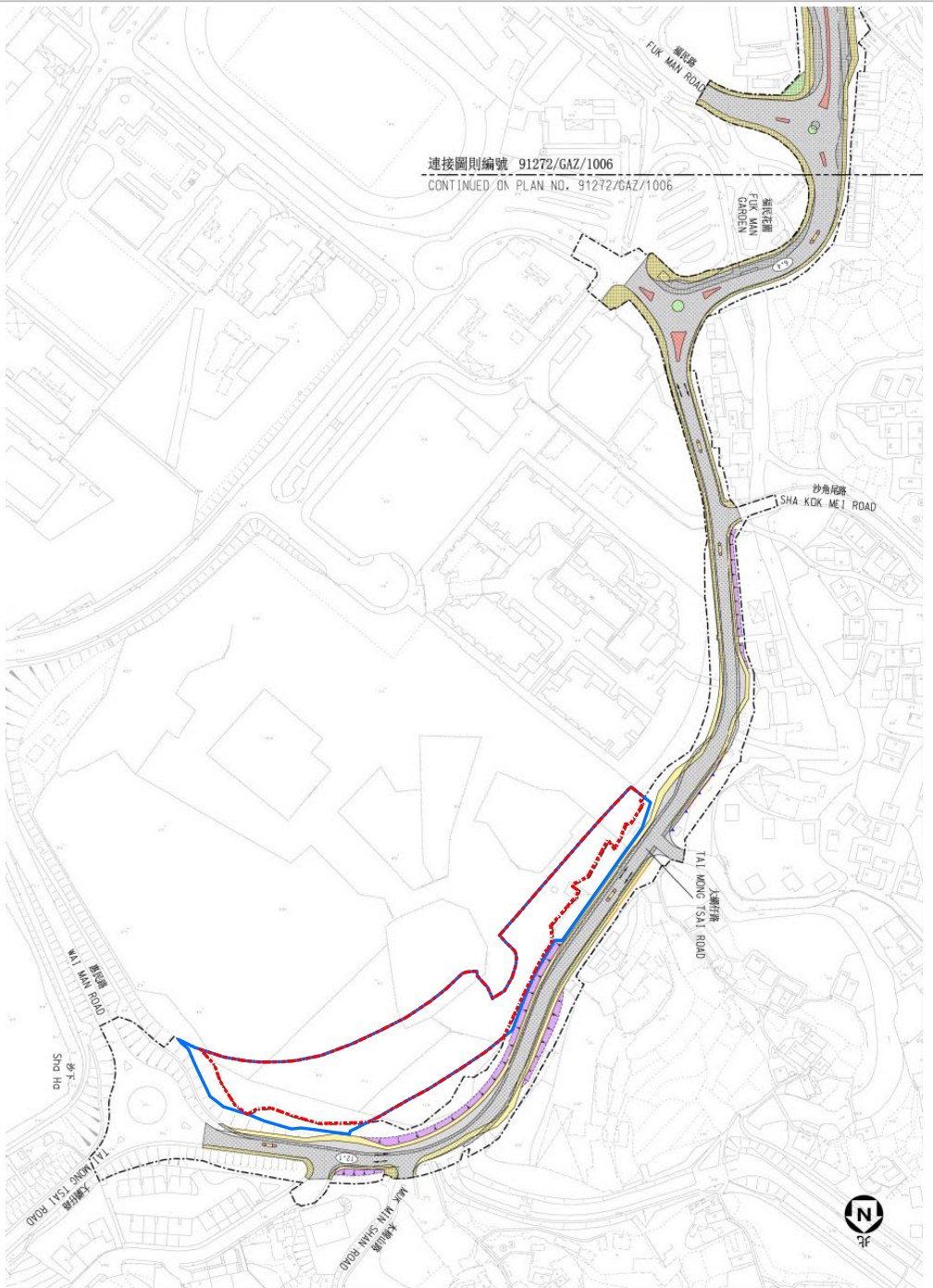
LEGEND

- Application Site
- Development Site

ZONES

- CDA** Comprehensive Development Area
- GB** Green Belt
- G/IC** Government, Institution or Community
- OU** Other Specified Uses
- R(C)** Residential (Group C)
- REC** Recreation
- V** Village Type Development

Figure No.	Scale	Figure Title
2.1	As Indicated	Location Plan
ARUP	Date	Source
	Dec 2024	Extracted from Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6 (gazetted on 14 June 2013) and Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11 (gazetted on 27 October 2006)



LEGEND

Application Site

Development Site



















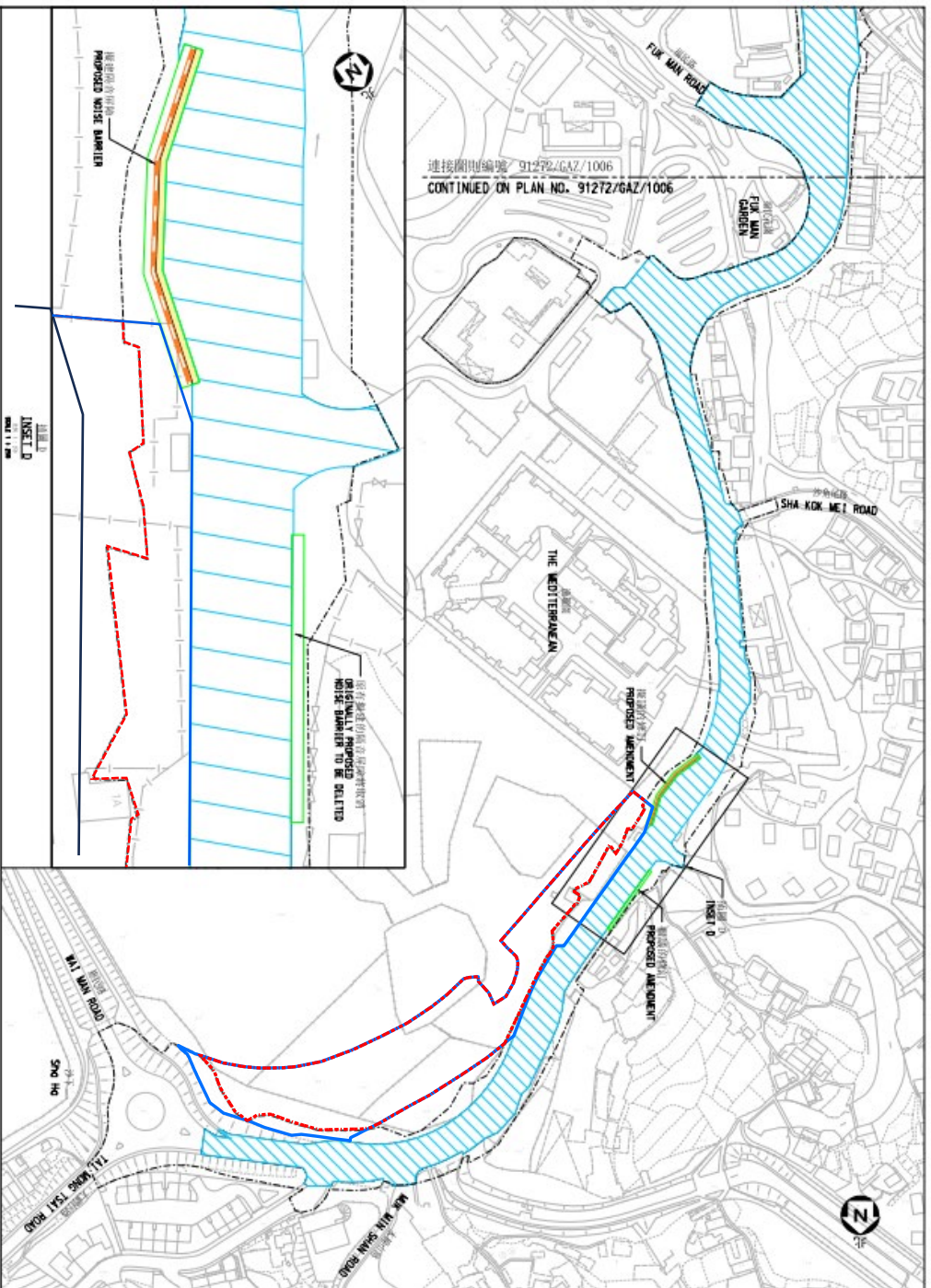
-  擬建中央分隔帶/安全島
PROPOSED CENTRAL MEDIAN/REFUGE ISLAND
-  擬建美化市容地帶
PROPOSED AMENITY AREA
-  擬建行人隧道
PROPOSED SUBWAY
-  現有中央分隔帶/安全島將永久封閉及拆卸
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND DEMOLISHED
-  現有美化市容地帶將永久封閉及拆卸
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
-  現有車道將暫時封閉及重建
EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
-  擬建噪音屏障
PROPOSED NOISE BARRIER
-  擬建邊土牆
PROPOSED RETAINING WALL
-  擬建水平(約數) 8.0
PROPOSED LEVEL (APPROXIMATE)
-  施工區界限
LIMIT OF WORKS AREA
-  擬建行車道
PROPOSED CARRIAGEWAY
-  擬建行人路
PROPOSED FOOTPATH
-  擬建升降機
PROPOSED LIFT
-  現有行車道將永久封閉及拆卸
EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
-  現有行人路將永久封閉及拆卸
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
-  現有行人路將暫時封閉及重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
-  現有美化市容地帶將暫時封閉及重建
EXISTING AMENITY AREA TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
-  擬建的斜坡改善工程
PROPOSED SLOPE IMPROVEMENT WORKS

Figure No. 2.2a	Scale As Indicated	Figure Title Hiram's Highway Improvement Stage 2 Works along Tai Mong Tsai Road (Sheet 1 of 2)
ARUP	Date Dec 2024	Source Extracted from Gazette Plan 91272/ GAZ/ 1007 (gazetted on 10 January 2020)



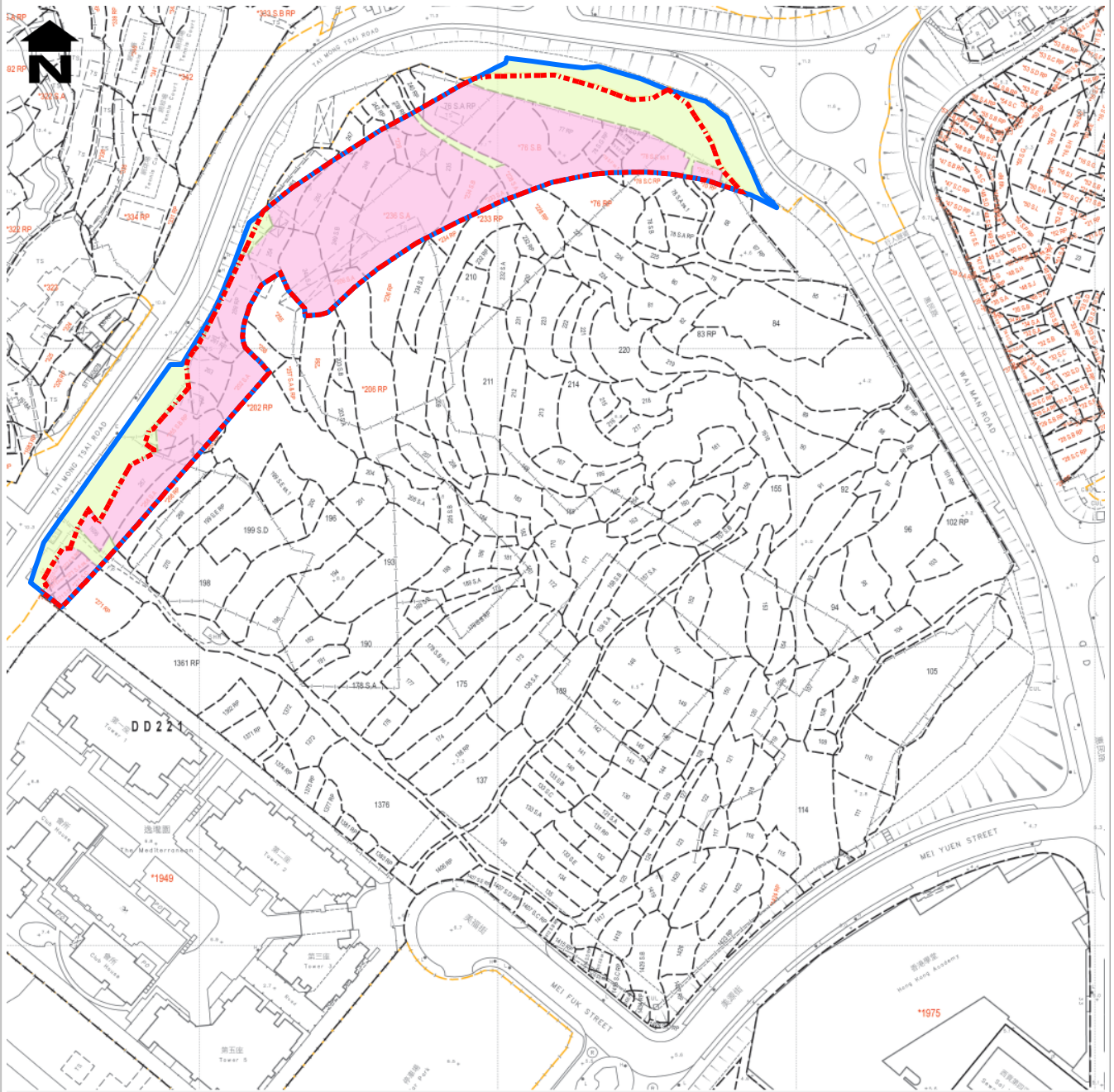
LEGEND

- Application Site
- Development Site

- 擬建中央分隔帶/安全島
PROPOSED CENTRAL MEDIAN/RETENION ISLAND
- 擬建美化市容地帶
PROPOSED AMENITY AREA
- 擬建行人隧道
PROPOSED SUBWAY
- 現有中央分隔帶/安全島將永久封閉及拆卸
EXISTING CENTRAL MEDIAN/RETENION ISLAND TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有美化市容地帶將永久封閉及拆卸
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人隧道將暫時封閉及拆卸
EXISTING SUBWAY TO BE TEMPORARILY CLOSED AND DEMOLISHED
- 現有行人路將永久封閉及拆卸
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將暫時封閉及重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有美化市容地帶將暫時封閉及重建
EXISTING AMENITY AREA TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 擬建的斜坡改善工程
PROPOSED SLOPE IMPROVEMENT WORKS
- 擬建水平 (約數)
PROPOSED LEVEL (APPROXIMATE)
- 施工區界限
LIMIT OF WORKS AREA
- 擬建護土牆
PROPOSED RETAINING WALL
- 擬建噪音屏障
PROPOSED NOISE BARRIER
- 現有車道將暫時封閉及重建
EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 擬建噪音屏障
PROPOSED NOISE BARRIER
- 擬建行人路
PROPOSED FOOTPATH
- 擬建車道
PROPOSED CARRIAGEWAY
- 擬建升降機
PROPOSED LIFT
- 現有行車道將永久封閉及拆卸
EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED

此部分道路工程原載於圖則第91272/GAZ/1001至91272/GAZ/1005，和91272/GAZ/1007
 該圖則已按《道路工程、使用及補償》條例(第370章)第8(2)條的規定。
 在2020年1月3日和2020年1月10日刊登的第43號政府公告提及。
 THIS PART OF THE ROADWORKS IS SHOWN ON PLAN NOS. 91272/GAZ/1001 TO
 91272/GAZ/1005, AND 91272/GAZ/1007 REFERRED TO IN G.N.-43 PUBLISHED
 UNDER SECTION 8(2) OF THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE
 (CHAPTER 370) ON 3 JANUARY 2020 AND 10 JANUARY 2020.

Figure No. 2.2b	Scale As Indicated	Figure Title Hiram's Highway Improvement Stage 2 works along Tai Mong Tsai Road (Sheet 2 of 2)
ARUP	Date Dec 2024	Source Extracted from Gazette Plan 91272/ GAZ/ 2106 (gazetted on 20 November 2020)



LEGEND

- Application Site
- Development Site
- Lots owned by Applicants
- Government Land

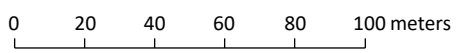
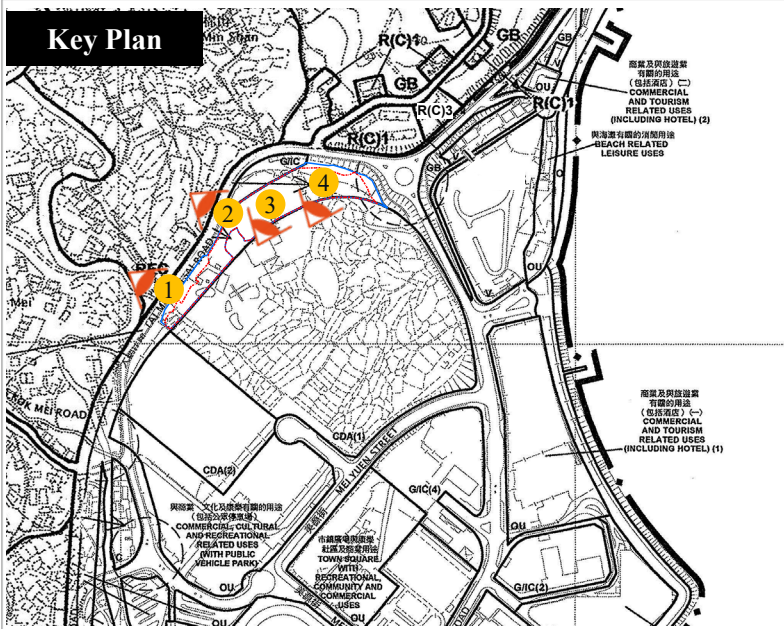


Figure No. 2.3	Scale As Indicated	Figure Title Lot Index Plan
ARUP	Date Feb 2025	Source Extracted from the Lot Index Plan No. ags_S00000138858_0001



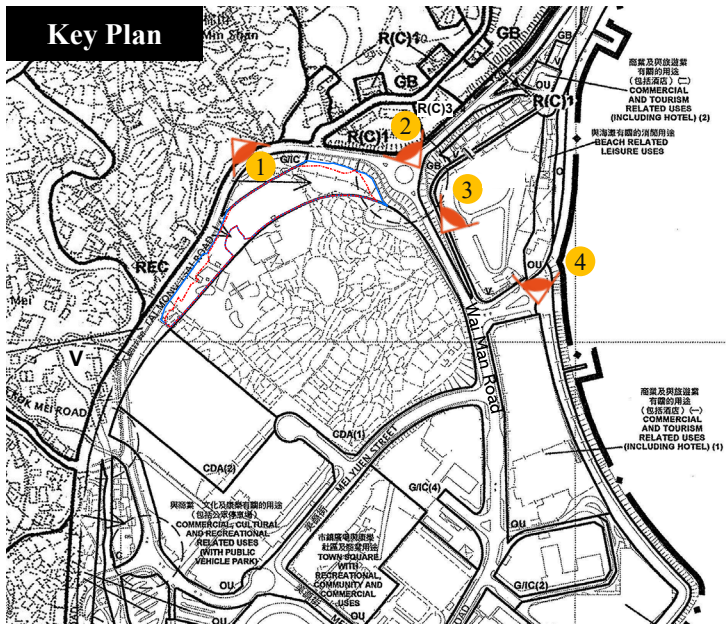
LEGEND

 Application Site

 Development Site



Figure No.	Scale	Figure Title
2.4	-	Existing Site Conditions
ARUP	Date	Source
	Dec 2024	Site Photo taken on 20 June 2024



LEGEND

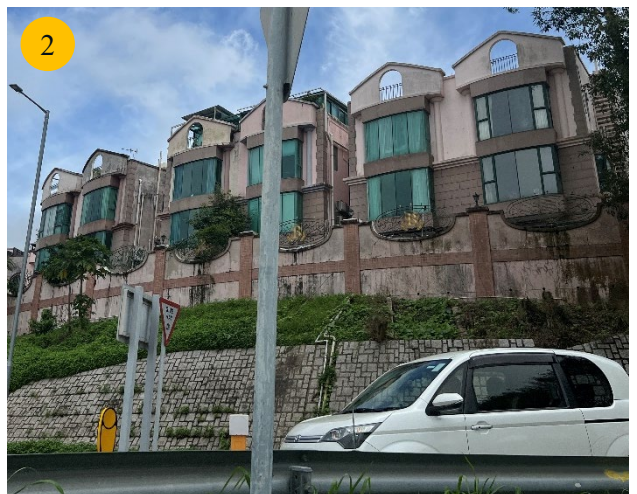
- Application Site
- Development Site

ZONES

- CDA** Comprehensive Development Area
- GB** Green Belt
- G/IC** Government, Institution or Community
- OU** Other Specified Uses
- R(C)** Residential (Group C)
- REC** Recreation
- V** Village Type Development



A “G/IC” zone without designated use



Residential Development in “R(C)1” zone – Burlingame Garden

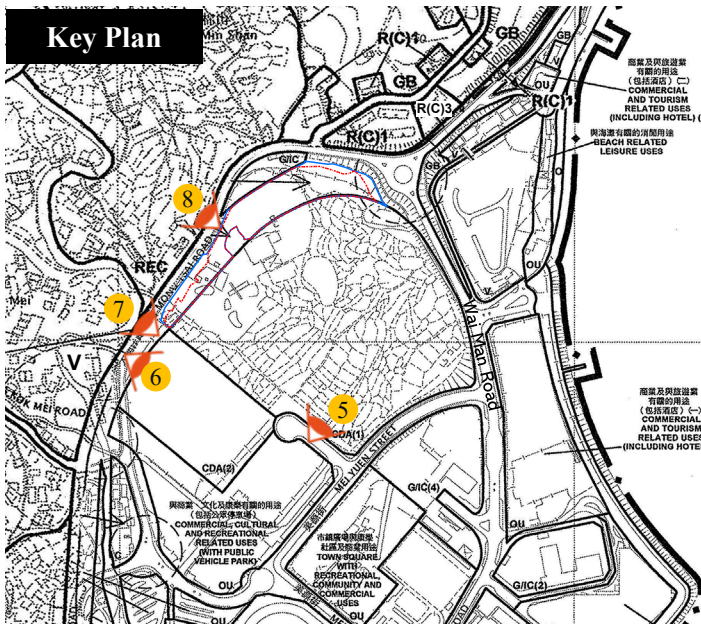


Sha Ha Village in “V” zone



“OU” annotated “Beach Related Leisure Uses”

Figure No.	Scale	Figure Title
2.5a	-	Surrounding Context of the Application Site (Sheet 1 of 2)
ARUP	Date Dec 2024	Source Site Photo taken on 20 June 2024



LEGEND

- Application Site
- Development Site

ZONES

- CDA** Comprehensive Development Area
- GB** Green Belt
- G/IC** Government, Institution or Community
- OU** Other Specified Uses
- R(C)** Residential (Group C)
- REC** Recreation
- V** Village Type Development



“CDA(1)” zone with approved residential development (No. A/SK-SKT/28)



Residential Development in “CDA(2)” zone – The Mediterranean



Sha Kok Mei Village in “V” zone



Temporary structures in “REC” zone

Figure No.	Scale	Figure Title
2.5b	-	Surrounding Context of the Application Site (Sheet 1 of 2)
ARUP	Date Dec 2024	Source Site Photo taken on 20 June 2024

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except on-street vehicle park and those specified in paragraph (7) above require permission from the Town Planning Board.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes,
- “Existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- “New Territories Exempted House” means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as ‘Shop and Services’ or ‘Eating Place’, the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

Figure No.	Scale	Figure Title
3.1	-	Extracted Cover Notes of Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6
ARUP	Date June 2024	Source Extracted from Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6

10.13 Green Belt (“GB”) : Total Area 12.15 ha

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

10.13.2 Areas under this zoning include mainly the densely vegetated slopes to the north of Sai Kung Outdoor Recreation Centre, west of Tui Min Hoi Chuen and southwest of Sai Kung Sewage Treatment Works.

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

10.14 Country Park (“CP”) : Total Area 7.70 ha

10.14.1 Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority. Approval from the Board is not required.

10.14.2 The densely vegetated slope at the southern fringe of the Area, which is part of the gazetted Tsiu Hang Special Area and Ma On Shan Country Park and is endowed with natural landscape and diversity of habitats, is under this zoning.

11. COMMUNICATION AND TRANSPORT

11.1 Road Network

11.1.1 The Hiram’s Highway, Po Tung Road and Tai Mong Tsai Road, running along the western boundary of the Area, serve as the major distributors linking Sai Kung Town with the surrounding areas. Improvement to this section of Hiram’s Highway, Po Tung Road and Tai Mong Tsai Road under the Hiram’s Highways Stage 2 Improvement Project is under planning.

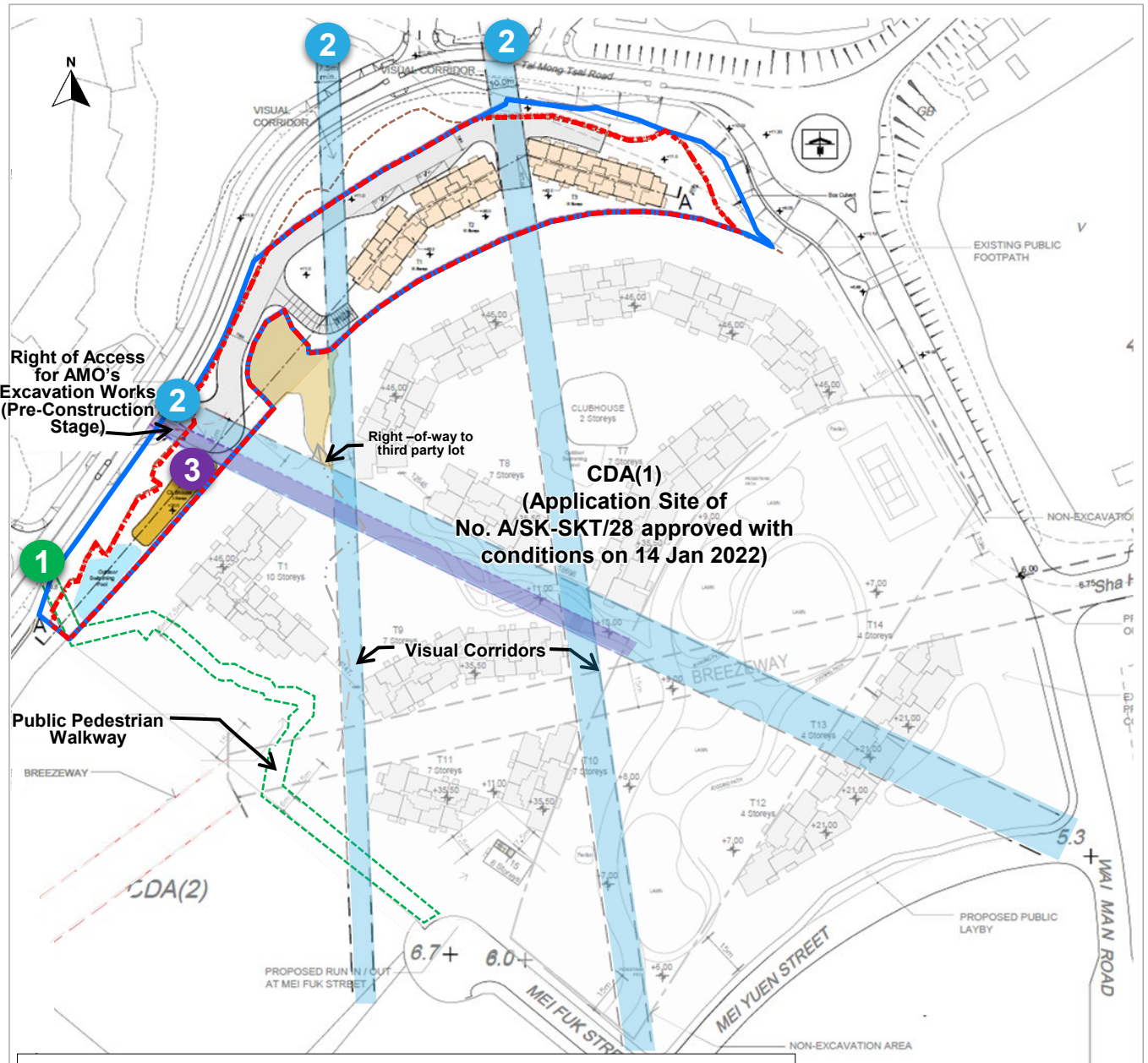
11.1.2 Fuk Man Road, separating the town centre from Sai Kung Town North, serves both parts of the Area. Construction of the road network for Sai Kung Town North was completed in 2006.

11.1.3 Man Nin Street and Fuk Man Road, branching off Po Tung Road, are the two existing local roads serving the town centre. Hong Kin Road and Chui Tong Road, branching off the Hiram’s Highway, serve Tui Min Hoi and the areas in the south.

11.2 Public Transport Facilities

The Area is served by public transport including buses, public light buses and green mini-buses, linking with Kowloon, Shatin, Tseung Kwan O and the rural

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>
3.2	-	Extracted Explanatory Statement of Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6 – Road Network
ARUP	<i>Date</i>	<i>Source</i>
	June 2024	Extracted from Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6



- Legend**
- Application Site
 - Development Site
 - Limit of the Works Area of Hiram's Highway Improvement Work Stage 2

- 1** 6m-wide public pedestrian walkway connecting Tai Mong Tsai Road and Mei Fuk Street is extended
- 2** All relevant visual corridors (3 nos.) with widths of 7.5m, 10m and 15m respectively are extended from “CDA(1)” site
- 3** Right of access for AMO’s excavation works of “CDA (1)” Site is ensured (under the Engineering Proposal of approved No. A/SK-SKT/28)

Figure No. 4.1	Scale -	Figure Title Planning and Design Merits extended from adjoining “CDA(1)” Site
ARUP	Date Dec 2024	Source MLP of “CDA(1)” Site Extracted from RNTPC Paper No. A/SK-SKT/28A for Consideration by the Rural and New Town Planning Committee on 14 January 2022

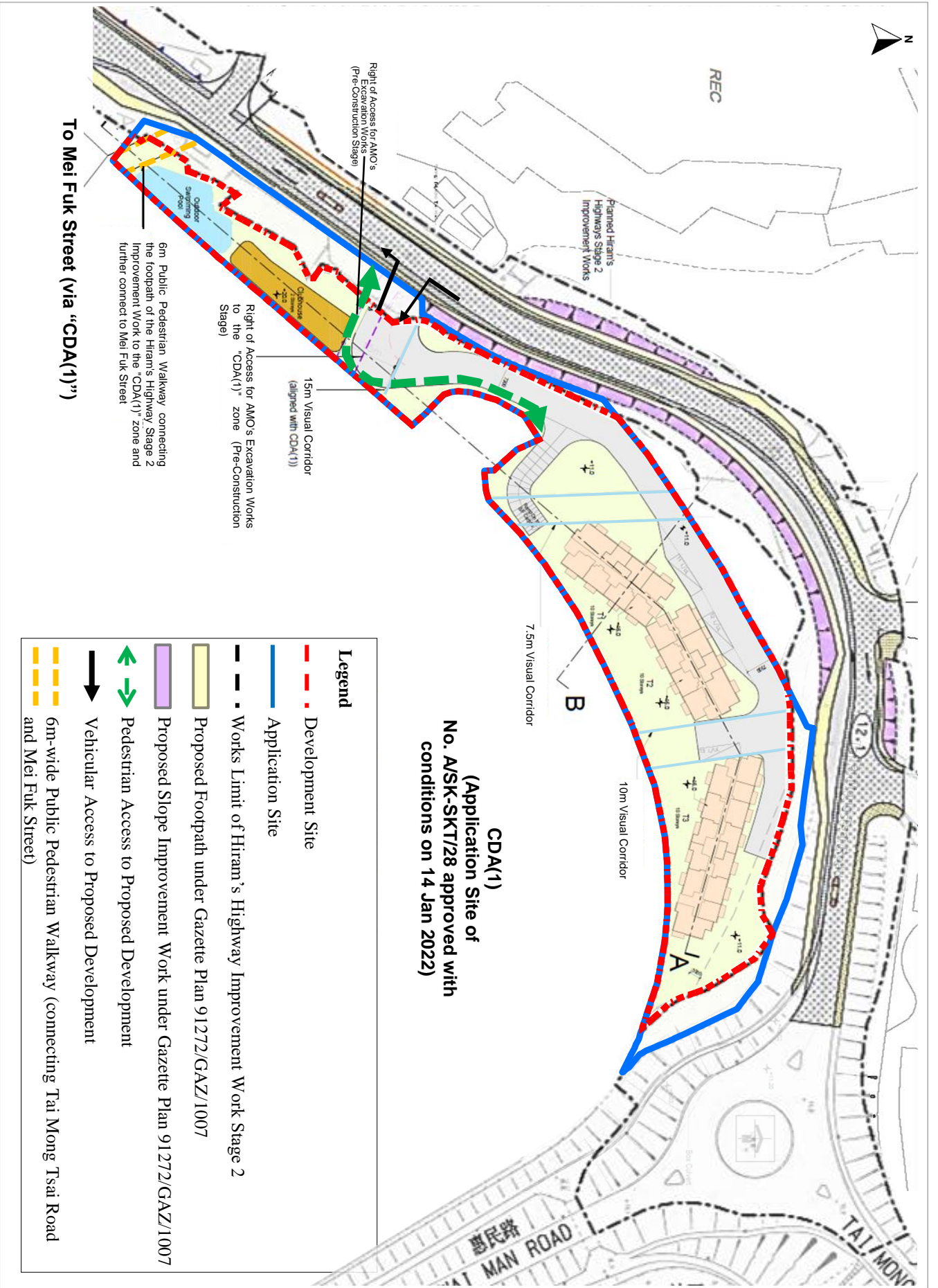


Figure No.	Scale	Figure Title
4.2	-	Vehicular and Pedestrian Access to the Proposed Development
ARUP	Date Dec 2024	Source Extracted from Gazette Plan 91272/ GAZ/ 1007 (gazetted on 10 January 2020)