

**Section 16 Planning Application for Joint-user Complex
and Joint-user General Office Building at Area 29, Kwu
Tung North**

Planning Statement

**Government Property Agency
The Government of Hong Kong Special Administrative
Region**

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Executive Summary

This Planning Statement is submitted on behalf of the HKSAR Government Property Agency ("GPA") by Urban Design & Planning Consultants Limited to request planning permission from the Town Planning Board ("TPB") for a minor relaxation of the Building Height Restriction ("BHR") for the Joint-user Complex ("JUC") and Joint-user General Office Building ("JUB") (collectively referred to as the Proposed Scheme) at Area 29, Kwu Tung North ("the Project Site") under Section 16 ("S.16") of the Town Planning Ordinance.

Located in the southern part of the planned Kwu Tung North New Development Area ("KTN NDA"), the Project Site falls within an area zoned "Government, Institution & Community" ("G/IC") on the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4 ("OZP"). The OZP stipulates a BHR of 130 mPD, while the Proposed Scheme aims for a height of about 170 mPD, necessitating the S.16 Planning Application for the minor relaxation of the BHR.

KTN NDA is one of the earliest new development areas in the Northern Metropolis entering construction stage. Other than housing supply, a site within KTN NDA ("the Project Site") has been reserved for the development of a joint-user Government office for relocation of certain Government offices currently in central business districts with no specific location requirements to the KTN NDA, with a view to driving the development of the area. The Proposed Scheme will also include a joint-user complex with provision of essential G/IC facilities, including general outpatient clinics, recreational amenities, social welfare facilities, etc. The Project Site has an area of approximately 20,980 m², and the Proposed Scheme has a total Gross Floor Area ("GFA") of around 163,400 m², resulting in a Plot Ratio of 7.8. Its strategic location with high accessibility near key transport nodes in Kwu Tung North Town Centre positions it to effectively serve the community needs of Fanling North/Kwu Tung North New Development Area and surrounding areas in the future. The Proposed Scheme, given its flexibility from the BHR relaxation, is an improvement from the 130mPD Baseline Scheme in multiple dimensions, details of which will be elaborated in the following statement and supported by various impact assessments. Overall, the Proposed Scheme will foster social cohesion, economic vitality, and promote sustainability and well-being within the Northern Metropolis.

The Planning Statement outlines several justifications for the S.16 Planning Application that warrant favourable consideration by the TPB, namely that the Proposed Scheme:

- enhances visual permeability through building massing and orientation improvements;
- enhances sustainability through innovative building design and construction methods;
- retains a Tree of Particular Interest (TPI) with the surrounding open space in the northwest corner of the Project Site;
- offers additional landscaped elements for public enjoyment;
- provides a welcoming Urban Plaza with additional greenery space for well-being of the users;
- maintains all-weather access to the JUC and JUB and within the Urban Plaza by providing covered walkways;

- blends seamlessly with the surrounding context while maintaining development compatibility with the planned KTN NDA, and;
- would not result in significant adverse impacts on the surrounding environment as indicated in various technical assessments, including visual, landscape, air ventilation, environmental, water supply, drainage, sewerage, and traffic.

Given these justifications, the Applicant requests that the TPB grant favourable consideration to the S.16 Planning Application to allow for the development of the Proposed Scheme with its several design merits through innovative sustainable design, while providing essential community service, employment opportunities, and enhanced landscaped design to its users within the planned KTN NDA.

行政摘要

（內容如與英文版本有任何差異，應以英文版為準）

本公司（城市設計顧問有限公司）現代表申請人（香港特別行政區政府產業署）根據《城市規劃條例》（第 131 章）第 16 條向城市規劃委員會（城規會）就位於古洞北第 29 區的的土地，擬議略為放寬建築物高度限制，以作聯用綜合大樓及聯用辦公大樓（擬議方案）呈交規劃申請及綱領。

申請地點位於古洞北新發展區南部，屬於現行分區計劃大綱核准圖編號 S/KTN/4（大綱圖）內的「政府、機構或社區」地帶範圍內。由於擬議發展的高度達約 170 米（主水平基準），且超出大綱草圖列明於「政府、機構或社區」地帶上 130 米（主水平基準）的高度限制，須根據圖則的規定向城規會申請略為放寬建築物高度限制以符合圖則的規定。

古洞北新發展區是北部都會區內其中一個進入建造階段的新發展區，除提供房屋供應外，新發展區內已預留一幅作政府聯用辦公大樓的土地（即「申請地點」），並會將位處核心商業區而沒有特定地域要求的政府辦公室遷往古洞北新發展區，以帶動該區發展。擬議發展亦包括聯用綜合大樓，提供必要的政府、機構及社區設施，包括普通門診診所、康體設施、社福設施等。擬議方案佔地約 20,980 平方米，總樓面面積約為 163,400 平方米，地積比率為 7.8。擬議發展將利用其位於古洞北市中心和靠近主要交通樞紐的優勢，有效滿足粉嶺北／古洞北新發展區及其周邊地區的社區需求，並促進北部都會區的社會凝聚力、經濟活力、可持續發展和幸福感。擬議方案充分利用放寬建築物高度限制予以的彈性，在主水平基準上 130 米的基礎方案上作出多方面的改善及優化，詳細內容於此規劃綱領中闡述。

總括而言，規劃綱領中提及本擬議方案的規劃增益和理由如下：

- 優化聯用辦公大樓的建築體積及朝向設計成一座修長塔樓，以提升視覺通透性；
- 遵循可持續建築設計，以創新設計及建築方法提升環境可持續性；
- 保留項目用地西北面一顆具有特別價值的樹木及其周邊的公共空間；
- 增添景觀元素供公眾享用；
- 打造入口廣場及增加綠化面積，提升使用者體驗與幸福感；
- 透過設置有蓋行人通道，為前往各大樓及於入口廣場區域內提供全天候通行保障；
- 與周邊環境相容，同時與規劃中的古洞北新發展區保持協調；
- 已完成多項技術評估，結果顯示擬議發展不會為周圍環境帶來有關視覺、景觀、通風、環境、供水、排水、渠道及交通的負面影響。

鑒於上述原因及詳細的補充規劃文件，申請人盼城規會可通過是次申請審批，以便為古洞北新發展區提供必要的社區設施、就業機會及優化的公共空間。

1. Introduction

- 1.1. Pursuant to Section 16 of the Town Planning Ordinance, Cap.131 (the “Ordinance”), the Planning Application for the development of a Joint-user Complex (“JUC”) and Joint-user General Office Building (“JUB”) (collectively known as “the Proposed Scheme”) at Area 29, Kwu Tung North is prepared and submitted for minor relaxation of Building Height Restriction (“BHR”) on behalf of the Government Property Agency (“GPA”) to seek approval from the Town Planning Board (“TPB”).
- 1.2. The Project Site falls within an area zoned as Government, Institution or Community (“G/IC”) use on the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4 (“the OZP”). According to the Schedule of Uses of the OZP, “Government Use (not elsewhere specified)”, “Library”, “Place of Recreation, Sports or Culture”, “School”, “Public Clinic” and “Social Welfare Facility” are always permitted in the G/IC zone. According to the covering Notes of the OZP, all uses directly related and ancillary to the permitted uses and development within the same zone are always permitted and no separate permission is required. The BHR of the Project Site was relaxed from 8-10 storeys to 130mPD in 2022.. In order to achieve better air ventilation, improved visual permeability, reduced heat island effect, provide more green spaces for public enjoyment and retain a Tree of Particular Interest (“TPI”) within the northwest corner of the Proposed Scheme, a planning application for relaxation of the BHR for the Project Site to 170 mPD is considered necessary.
- 1.3. The Planning Statement provides the TPB with the relevant information supported by the required technical assessments for the consideration of the Section 16 Planning Application. The various sections of this report will detail information as follows: Section 2 describes the Project Site and surrounding context. Section 3 introduces the planning context of the Project Site and government policies relevant to the Project. Section 4 provides an overview of the Proposed Scheme and a summary of the impact assessments conducted. Section 5 provides justifications for why the Planning Application should be considered favourably by the TPB. Section 6 concludes the Planning Statement submitted as part of the overall Planning Application to the TPB.

2. Site and Surrounding Context

2.1. Land Status and Surrounding Land Uses

- 2.1.1. The Project Site has an area of about 20,980 m², bounded by Castle Peak Road – Chau Tau in the south and Po Lau Road in the east (**Figure 2.1**). To the north, the future Road L1, be constructed by Civil Engineering and Development Department (“CEDD”), is targeted to complete in the fourth quarter of 2026. The Project Site falls within an area zoned as G/IC on the OZP as a part of Planning Area 29 in the Kwu Tung North New Development Area (“KTN NDA”) (**Figure 2.2**). The Project Site was mostly occupied by the Dills Corner Garden which has been handed over to CEDD to commence site clearance works since the fourth quarter of 2023.
- 2.1.2. The Project Site is currently held by CEDD under Simplified Temporary Land Allocation (“STLA”) GLA-TEMP DN 4284 from December 2020 to December 2026 for the purpose of site formation and infrastructural works. The Project Site would be allocated to ArchSD and handed over to contractor for main works construction with a tentative schedule from January 2027 to December 2031. After project completion, the Permanent Government Land Allocation of the Project Site would be allocated to Government Property Agency.
- 2.1.3. The Project Site is situated near several key developments. To the north, a proposed residential development with a Public Transport Interchange (“PTI”) is set to facilitate improved access and mobility for residents. The Project Site also abuts a planned Green Spine to the east which extends northward to the Kwu Tung railway station (**Figures 2.2**).

2.2. Accessibility

- 2.2.1. The Project Site is located near the planned Kwu Tung North Town Centre within the KTN NDA. It will benefit from well-established public transport access, including the proposed Kwu Tung railway station, situated approximately 200 meters from the north-eastern edge of the Project Site, which is expected to be completed by 2027. Additionally, a PTI is planned directly north of the Project Site, across from Road L1. (**Figure 2.2**).
- 2.2.2. For vehicular access, run-in/run-out points are planned at both the northern side facing Road L1 and the southern side, connecting to Castle Peak Road – Chau Tau where widening and realignment works are planned (**Figure 2-2 in Annex I**).
- 2.2.3. Pedestrian access will be facilitated through connections at both the northern and southern ends of the Project Site. The public could also access the Project Site to and from the public transport hubs and the Kwu Tung North Town Centre via the proposed north-south Green Spine, which abuts the Project Site on the east (**Figure 2.2**).

- 2.2.4. According to the Explanatory Statement of the OZP, a comprehensive network of cycle tracks is also planned for KTN NDA, where cycle tracks are planned to the north (along Road L1) and south (along Castle Peak Road) of the Project Site.

3. Planning Context

3.1. Land Use Zoning

- 3.1.1. The Project Site falls within G/IC zone as indicated in the OZP (**Figure 2.2**). According to the Schedule of Notes of the OZP, the G/IC zone “is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.” As stated in paragraph 6.1 in the Explanatory Statement of the OZP, the new G/IC facilities “would be shared by existing and new residents of the Fanling / Sheung Shui / Kwu Tung (“FL/SS/KT”) New Towns.”
- 3.1.2. The Schedule of Uses and the Explanatory Statement of the OZP for the G/IC zone indicate that “Government Use (not elsewhere specified)”, “Library”, “Place of Recreation, Sports or Culture”, “School”, “Public Clinic” and “Social Welfare Facility” are always permitted. According to the covering Notes of the OZP, all uses directly related and ancillary to the permitted uses and development within the same zone are always permitted and no separate permission is required.
- 3.1.3. The BHR of the Project Site was relaxed from 8-10 storeys to 130 mPD in the Approved Kwu Tung North Outline Zoning Plan No. S/KTN/3. According to TPB Paper No. 10894 outlining the draft S/KTN/3 OZP, the relaxation is to “strengthen the development position of the expanded KTN NDA and Northern Metropolis”. The provision of Government Offices (GO) corresponds to the Government’s initiative in “taking the lead to relocate more jobs to the Northern Metropolis including the NDA”, while the community and social welfare facilities, such as community hall, sports centre, library and post office, aims to “serve the KTN NDA and wider areas.”
- 3.1.4. As the Proposed Scheme exceeds this BH limit of 130 mPD as stipulated in the OZP, with a height of about 170 mPD, a minor relaxation of the BHR is required, necessitating the submission of a Section 16 Application for consideration by TPB. This minor BHR clause is included in the Schedule of Uses of the OZP to encourage developments that demonstrate planning and design merits, with each application evaluated on its individual merits (**Figure 3.1**).

3.2. Planning Background of the KTN NDA

- 3.2.1. KTN NDA is one of the earliest new development areas in the Northern Metropolis entering construction stage. It mainly provides housing supply and various open spaces and G/IC facilities, including those under the Proposed Scheme as detailed in paragraph 4.1.1 below, to foster a vibrant community. According to paragraph 8 of the Explanatory Statement of the OZP, the KTN NDA is projected to have a population of 139,700 upon full development.

3.2.2. According to the Urban Design and Landscape Framework outlined in the OZP, the Kwu Tung North Town Centre will feature a mix of residential units, retail spaces, and community facilities. This Town Centre is planned around the proposed Kwu Tung railway station, serving as a major activity node.

3.2.3. Furthermore, the government has proposed to construct a government office/community complex within the KTN NDA. This initiative aims to relocate certain Government offices currently in central business districts with no specific location requirements to the KTN NDA, with a view to driving the development of the area.

3.3. Government Policy of “Single Site, Multiple Uses”

3.3.1. The Government has faced persistent challenges related to land scarcity for development. Over the years, various strategies have been implemented to increase the availability of development land, including reclamation efforts and the establishment of NDAs. Among these strategies, the “Single Site, Multiple Uses” (“SSMU”) policy has emerged as a key approach to enhance land yield by allowing for higher intensity development on existing sites.

3.3.2. The Policy Address highlighted that insufficient land supply not only contributes to a housing shortage but adversely affects residents' quality of life. This impact spans various essential services, including childcare, elderly care, education, healthcare, and recreation. The SSMU policy aims to make better use of valuable land resources to alleviate these issues, which are perused in both the Baseline and Proposed Schemes.

3.4. Promoting the Adoption of Modular Integrated Construction in New Buildings

3.4.1. The introduction of the Modular Integrated Construction (“MiC”) policy in Hong Kong was prominently featured in the Chief Executive's 2017 Policy Address, emphasizing the necessity for innovative construction methods to tackle critical challenges such as manpower shortages, escalating construction costs, and declining productivity. The Government is committed to promoting MiC as a vital strategy to enhance construction efficiency and expedite housing supply.

3.4.2. To support this policy direction, the Technical Circular (Works) No. 4/2024 issued by the Development Bureau (“DEVB”) mandates that new building works exceeding 300 m² in total construction floor area (“CFA”) under the Capital Works Programme must consider adopting MiC. This regulatory framework ensures that significant public projects align with contemporary construction practices focused on efficiency and sustainability. It is targeted to adopt MiC in the Proposed Scheme.

4. Development Proposal

4.1. Baseline and Proposed Schemes

- 4.1.1. The Baseline Scheme featured two high-rise office buildings (“JUB” 1 and 2) each reaching 130 mPD, and an L-shaped Joint-User Complex (“JUC”) with heights of 82.2 mPD and 65 mPD (**Figure 4.1**). Alternative layouts were previously explored by ArchSD on behalf of GPA at the technical feasibility stage to further optimise land use and to minimise the impact to existing trees on site.
- 4.1.2. With support from the Northern Metropolis Coordination Office, the Proposed Scheme was adopted. The building bulk of the JUC block reduced from 82.2 mPD to approx. 47.2 mPD and from 65 mPD to approx. 63 mPD. The two JUBs towers were replaced by a slender JUB tower block set back at the northeast corner of the Project Site with height of approx. 170 mPD (**Figure 4.2**). The Proposed Scheme with its building orientation and massing achieves much better visual permeability, as well as for nearby residential developments; mitigates heat island effect by providing more greenery on lower and upper ground levels for public enjoyment of its users; and retains a large TPI in the northwest corner of the Project Site by providing certain setback in JUC (**Figures 4.3 & 4.4**).
- 4.1.3. The Proposed Scheme is one of the projects under the SSMU initiative as selected by DEVB to be taken forward expeditiously at Area 29, Kwu Tung North. The Proposed Scheme would provide community services such as postal facilities, a district library, a community hall, welfare facilities, a general outpatient clinic (“GOPC”); sport facilities such as a sports centre, indoor heated swimming pools, and; government offices (**Figure 4.5**). The plans and sections of Baseline and Proposed Schemes are included in **Annex A**.
- 4.1.4. The differences in key development parameters of the Proposed Scheme as compared against the Baseline (OZP-compliant) Scheme are summarised in **Table 4.1** below. The Project Site is a Class A site and the Proposed Scheme has a maximum permissible site coverage (“SC”) of 100% for building height under 15 metres and 60% for building height over 61 metres under the Building (Planning) Regulations.

Table 4.1 - Comparison of Key Development Parameters* between the Baseline Scheme and the Proposed Scheme

Development Parameters	Baseline Scheme	Proposed Scheme	Difference
Development Site Area	~ 20,980 m ²	~ 20,980m ²	-
No. of Blocks	3	2	-1
Site Coverage ("SC") at Floors Above 61 m	~60%	~60%	-
Gross Floor Area ("GFA")	~ 163,400 m ²	~ 163,400 m ²	-
• G/IC Facilities	~ 45,800 m ²	~ 42,500 m ²	~ -3,300 m ²
• Office	~ 117,600 m ²	~ 120,900 m ²	~ +3,300 m ²
Plot Ratio ("PR")	~ 7.8	~ 7.8	-
Maximum Building Height	Not exceeding +130 mPD	Not exceeding +170 mPD	+40 m
No. of Storeys Above Ground	29 storeys	35 storeys	+6 storeys
No. of Parking Spaces	400	400	-
No. Loading / Unloading ("L/UL") Facilities	33	33	-
No. of TPIs in vicinity of Project Site retained	2	3	+1
Greenery Area	~ 6,370 m ²	~ 9,700 m ²	~ +3,330 m ²
Public Open Space	~ 9,000 m ²	~ 10,000 m ²	~ +1,000 m ²

**The parameters listed are based on the latest hypothetical design stage layout. They are subject to change during design development.*

4.2. General Planning and Design Principles

4.2.1. Seamless Integration with Road Networks and Efficient Space Utilisation of Car Parking

The Proposed Scheme is designed to seamlessly integrate with main road networks, featuring ingress and egress points on the LG/F to Castle Peak Road – Chau Tau and G/F levels to the future Road L1, with dedicated drop-off areas and pedestrian access points on G/F and LG/F. Thus the Project Site has high accessibility and enhanced connectivity to facilitate efficient transportation for residents and visitors. Additionally, a B/F will provide sufficient parking spaces following user's requirement and/or by making reference to HKPSG, including ancillary parking and loading/unloading facilities. Some bicycle parking space will be provided on G/F. To maximize land use efficiency, Automated Parking System (APS) will be incorporated, streamlining operations and optimising the space typically required for parking (**LG/F & G/F Plans are included in Annex A**). A detailed breakdown of parking and L/UL spaces can be found in **Table 4.2** below.

4.2.2. Enhancing Pedestrian Connectivity through Integration of Existing Landscape Elements and Creation of Additional Public Spaces

The Proposed Scheme prioritises enhancing pedestrian connectivity by integrating existing landscape elements and creating seamless pathways. Unlike the Baseline Scheme where no TPIs within the Project Site would be retained, the Proposed Scheme retains a TPI in the northwest corner of the Project Site by the removal of one JUB block and providing more setbacks in the JUC. This is in addition to two TPIs retained on the eastern edge abutting the Project Site similar to the Baseline Scheme (**Appendix III in Annex C**). The Proposed Scheme revises the building footprint and incorporates strategic setbacks to preserve such TPIs, hence the need for the additional BH. As a result, a welcoming entrance from Road L1 with the retained TPI is formed on the northern end of the Project Site. Furthermore, users and the public are invited to explore the Project Site with an accessible Urban Plaza on the G/F from the Green Spine to the east of the Site through an open and seamless entry on LG/F (**LG/F & G/F Plans in Annex A**).

Furthermore, the Proposed Scheme focuses on creating public open spaces that connect existing and future landscape resources. The Urban Plaza on G/F—a public space designed with seating and landscaped greenery space. The entry staircase and escalator on the LG/F directly leads to the Urban Plaza on G/F with a 6-storey high void, which not only enhances air ventilation within the Proposed Scheme, but also resonates with the ventilation corridor along the Green Spine (**Figure 4.6, LG/F & G/F Plans in Annex A**). The compensatory planting plan and landscape proposal also enhance the Plaza's ecological value and aesthetic appeal to better integrate with the Green Spine (**Appendix V & VI in Annex C**). By providing extensive landscaping and ample public open space, the Proposed Scheme further provides opportunities for recreation, relaxation, and socialization.

4.2.3. Committing to Sustainable Building Design

The Proposed Scheme adopts the Sustainable Building Design Guidelines, including building separation and extensive landscaped areas and green cover throughout the JUC & JUB, to foster a more environmentally friendly urban environment in accordance with the PNAP APP-151, APP-152, and Joint Practice Note No. 6. The OZP Explanatory Statement also encourages future developments adjacent to the Town Plaza to implement design measures that enhance wind penetration, facilitating natural ventilation and improving the pedestrian experience.

In this regard, the Proposed Scheme takes into account the surrounding context while designing with optimal building orientation and massing to make the building slender and less imposing. In terms of building separation, the overall permeability of the JUC & JUB at low, middle, and high zones exceeds the minimum requirement. For the site coverage of greenery as per the landscape proposal, the Proposed Scheme would provide a total greening ratio of approx. 46% that exceeds the minimum site coverage of 30% greenery overall, and greenery coverage at grade of approx. 16.5% which fulfils the requirement of 15% for primary zone. (**Figure 4.8**)

Moreover, the Proposed Scheme aims to achieve a BEAM Plus New Buildings Platinum status, reflecting a commitment to sustainable development throughout the design, construction, and operation phases. By pursuing the Platinum rating, the Project will not only enhance the indoor environment to improve occupant health, wellbeing, and productivity but also minimize external pollution. It will promote energy efficiency, encourage the use of renewable energy, reduce consumption of scarce resources like water and tropical timber, and foster cost-effective sustainable design processes. The BEAM Plus New Buildings V2.0 framework emphasizes a human-centric approach, integrated green building design, and adaptability, ensuring that the Project aligns with evolving industry standards and best practices.

4.2.4. Advanced Construction Technologies for Efficiency and Sustainability

The Proposed Scheme will employ advanced fast track construction technologies, specifically Design for Manufacture and Assembly (“DfMA”) and Modular Integrated Construction (“MiC”) in parts of the design and construction process. DfMA simplifies building design by enabling prefabrication of components off-site, enhancing quality control while reducing complexity, labour costs, and on-site activities. The JUB will explore the possible adoption of MiC and DfMA, utilising Structure plus Multi-trade integrated Mechanical, Electrical and Plumbing (SMiMEP) units to expedite construction.

MiC involves constructing entire building modules off-site, which are then assembled on-site, resulting in reduced labour needs and construction timelines. Both DfMA and MiC decreases construction waste and environmental impact by optimizing material usage, thereby lowering the overall carbon footprint of the project.

Table 4.2 – Provision of Parking and L/UL Facilities in the Proposed Scheme

Use	Vehicle Type	Proposed Provision	Size (L x W x H)
Parking Spaces (~400 Nos.)	Private Car	~337	5m x 2.5m x 2.4m
	Motorcycle	7	2.5m x 1m x 2.4m
	Estate Cars	7	5m x 3m x 2.4m
	Van	13	7m x 3.5m x 3.6m
	10-Seater Van	1	5.7m x 3.13m x 2m
	16-seater Van	3	7m x 3m x 3.5m
	Large Van	1	5.3m x 2.2m x 2.4m
	Medium / Heavy Goods Vehicles	3	11m x 3.5m x 4.7m
	Coach	4	12m x 3.5m x 3.8m
	Ambulance	2	8m x 3.5m x 3.6m
	General Outpatient Clinic Accessible Parking	2	5m x 3.5m x 2.4m
	Bicycle	20	2m x 0.7m x 2.4m
Loading / Unloading (L/UL) Spaces (~33 Nos.)	Private Car	4	5m x 2.5m x 2.4m
	Van	6	7m x 3m x 3.5m
	16-seater Van	1	7m x 3m x 3.5m
	Light Goods Van	1	7m x 3.5m x 3m
	Medium / Heavy Goods Vehicles	6	11m x 3.5m x 4.7m
	Coach	6	12m x 3.5m x 3.8m
	Ambulance	4	8m x 3.5m x 3.6m
	Ambulance	2	9m x 3m x 3.6m
	General Outpatient Clinic Loading Platform	2	11m x 3.5m x 4.7m
	General Outpatient Clinic Garbage Truck	1	9m x 3m x 4.7m
Total Nos. of Parking and L/UL spaces		~433	

5. Justifications and Planning Gains

5.1. Improving Visual Permeability through Reducing Number of Blocks

- 5.1.1. The Proposed Scheme presents a significant improvement in building design compared to the Baseline Scheme. By considering the surrounding planning context, it employs a more appropriate building orientation and massing, resulting in a slender and less imposing tower (**Figure 4.4**). In contrast, the Baseline Scheme consists of two high-rise office buildings (JUB 1 & 2) each reaching 130 mPD, along with a Joint-User Complex (JUC) with heights of 82.2 mPD and 65 mPD. This configuration leads to inter-looking issues, reduced air ventilation, and view blockage for nearby residential developments (**Figure 4.3**).
- 5.1.2. To improve these conditions, the Proposed Scheme reduces the number of blocks to two, with a single slender high-rise JUB block at 170mPD, replacing the two bulky towers at 130 mPD in the Baseline Scheme. This strategic reduction significantly enhances airflow across the Project Site, thereby improving ventilation for surrounding areas while minimizing view obstruction for neighbouring residential developments, but necessitates the requirement for the increase in BH.
- 5.1.3. Additionally, the JUC's building bulk is substantially reduced, with heights lowered to approximately 47.2 mPD and 63 mPD. This streamlined design enhances daylighting and natural ventilation at lower levels due to improved building separation (**Figure 4.4**). The greater separation between structures allows for better airflow and more access to natural light, benefiting both users of the development and the broader community. Overall, the building permeability of the JUC and JUB at low, middle, and high zones exceeds the minimum requirements outlined in the Sustainable Building Design Guidelines (**Figure 4.8**).
- 5.1.4. In summary, the Proposed Scheme not only addresses the shortcomings identified in the Baseline Scheme but also emphasizes the importance of relaxing building height restrictions. These adjustments substantiate the claims of improved air ventilation, reduced view blockage, and enhanced daylighting.

5.2. Enhancing Sustainability and Efficiency through Innovative Design and MiC Construction

- 5.2.1. The Proposed Scheme demonstrates a strong commitment to sustainable building design principles, surpassing the Baseline Scheme in multiple ways. The streamlined design allows for a more efficient use of office ancillary facilities through a single-core system that supports the entire office area, contrasting with the Baseline Scheme's less efficient two-core setup. This single-core approach not only simplifies the layout but also enhances operational efficiency.
- 5.2.2. Furthermore, the Project leverages Modular Integrated Construction (MiC) to significantly improve construction efficiency, enhance site safety, ensure higher

building quality, and reduce construction waste, labour demands, and overall disturbances. By standardizing MiC and MiMEP systems for a single office building at 170 mPD, the Proposed Scheme streamlines the construction process. With the reduction of JUB office buildings to one, type of MiC and SMiMEP components could be reduced compared to the Baseline Scheme, which features two office buildings at 130 mPD. This reduction directly translates to improved buildability and greater cost-effectiveness, making the Proposed Scheme a more practical and economical solution.

- 5.2.3. Moreover, the Project's commitment to sustainability is further underscored by its aim to achieve BEAM Plus New Buildings Platinum status. This goal reflects a dedication to energy efficiency, renewable energy use, reduced resource consumption, and sustainable design practices. The Proposed Scheme will adhere to the BEAM Plus New Buildings V2.0 framework, emphasizing a human-centric approach, integrated green building design, and adaptability. This ensures that the development aligns with industry standards and best practices for long-term sustainability.
- 5.2.4. The enhanced MiC methods not only contribute to the Project's efficiency but also reinforce its cost-effectiveness and ease of construction. By prioritizing these sustainable practices, the Proposed Scheme represents a forward-thinking and environmentally responsible development that sets a benchmark for future projects.

5.3. Retaining Tree of Particular Interest within the Project Site and Providing Additional Landscaped Resources for Public Enjoyment

- 5.3.1. The Proposed Scheme places a strong emphasis on the integration of landscape resources, highlighting a commitment to environmental stewardship and the well-being of residents. This is achieved by preserving three Trees of Particular Interest (TPIs), one within the north west corner of the Project Site through strategic adjustments to the building footprint and setbacks and two in the vicinity of the Project Site, in contrast to the Baseline Scheme, which retains no TPIs within the Project Site and preserves only two TPIs in the vicinity. The retained large TPI in the northwest corner of the Project Site in the Proposed Scheme will create a visually appealing and inviting gateway from Road L1 (**Figure 4.6**).
- 5.3.2. Moreover, to compensate for the ~69 trees to be removed (including 8 undesirable species), the Proposed Scheme plans to plant ~61 new trees, ensuring a zero net loss in tree quantity (**Appendix VI in Annex C**). This initiative not only maintains tree density but also enhances the aesthetic quality of the Project Site. The new trees will soften the building frontage on the eastern and southern sides of the Project Site, integrating seamlessly with the adjoining Green Spine and providing necessary screening from Castle Peak Road.
- 5.3.3. Additionally, new planting areas across six levels will provide approximately 9,700 m² of greenery, effectively offsetting the removal of about 8,174 m² of existing landscape

(**Appendix V in Annex C**). The landscape proposal will also contribute an additional 3,330 m² of greenery for public enjoyment compared to the Baseline Scheme, exceeding the minimum site coverage requirements for greenery by about 16% as outlined in the Sustainable Building Design Guidelines (**Figure 4.8**). Therefore, the relaxation of BHR facilitates the enhancement of both the quantity and accessibility of greenery within the Project Site, promoting a healthier and more inviting urban environment. However, it should be noted that the greenery calculation is based on hypothetical design stage layout, and so the actual figures presented above are subject to change and are for reference only.

5.4. Providing Additional Greenery Space for Enhanced Experience While Improving Accessibility for Pedestrians

- 5.4.1. The Proposed Scheme features a welcoming entrance on the lower ground floor (LG/F) that leads to a six-storey high open plaza on the ground floor (G/F), feasible as a result of the additional BH requirement (**Figure 4.6**). In addition to retaining the Tree of Particular Interest (TPI) at the northwest corner, the reduction of building mass at the G/F—with only one tower in the Proposed Scheme in place of the two towers in the Baseline Scheme—frees up more greenery space for public enjoyment. The location of office building (JUB 1) in the Baseline Scheme will be transformed into landscaped open space surrounding the retained TPI, creating a welcoming entrance to the development adjacent to Road L1.
- 5.4.2. The Urban Plaza on the G/F fosters social interaction and is thoughtfully integrated with seating and landscaping, enhancing community engagement and promoting a sense of belonging (**Appendix V in Annex C**). These landscaped open spaces contribute significantly to the mental and physical well-being of residents by providing opportunities for recreation, relaxation, and socialization.
- 5.4.3. The Proposed Scheme within the KTN NDA prioritizes accessibility and walkability for pedestrians, a significant enhancement over the Baseline Scheme. While both schemes aim to integrate with key transport infrastructure and enhance pedestrian access through ground-level open areas, the Proposed Scheme provides a covered pedestrian connection along the eastern edge of the Development at LG/F. (**Figure 4.7**).
- 5.4.4. Overall, the provision of more greenery space in the Proposed Scheme represents a valuable planning gain that aligns with the planning themes of the KTN NDA and enhances the living environment for nearby residents and future users of the Proposed Scheme. The relaxation of BHR enables the incorporation of more extensive greenery space without compromising the programming and quality of space for the various JUB and JUC functions.

5.5. A Landmark on the Southern Gateway of KTN NDA

- 5.5.1. The KTN NDA is planned to create a vibrant Town Centre that integrates residential, retail, and community facilities around the proposed railway station and PTI. According to the Explanatory Statement of the OZP, this Town Centre, where the Project Site is located, is envisioned as a major activity node characterised by a mix of uses that enhances accessibility and fosters community interaction. The Urban Design and Landscape Framework stipulated in the OZP outlines a strategic decrease in BHR towards the southern periphery of the development, “except for a landmark development at the southern entrance of the Area.” Given such planning context, the Proposed Scheme should be positioned as the primary landmark within this context for several compelling reasons.
- 5.5.2. Firstly, the Project is located within 200 metres of the Town Centre, which is designed to be a focal point for community activities, with a mix of residential, retail, leisure, and social facilities. The proposed railway station and PTI serve as central elements, ensuring that the area remains accessible and vibrant. Given the Project Site’s strategic location within the KTN NDA, the Proposed Scheme presents the opportunity to offer a landmark tower to diversify and activate the townscape. As opposed to the Baseline Scheme which has a bulky building mass, the Proposed Scheme has a more slender and permeable design. As detailed above, in order to retain the TPI in the north west corner of the Project Site only 2 blocks are used in place of 3 blocks used in the Baseline Scheme; to provide the various landscaped open space integrated well with the Green Spine adjacent to the Project Site; to offer various amenities for a more pleasant experience for the users and the public; and to provide better air ventilation as well as reduced heat island effect by using one slender tower at 170 mPD in place of two bulky towers at 130 mPD in the Baseline Scheme, the Proposed Scheme needs the additional BH requirement.
- 5.5.3. Considering the approved BHR relaxations of the planned developments within the NDA to the north of the Project Site, which ranges from 120 mPD to 180 mPD, the minor BHR relaxation from 130mPD to 170 mPD of the Proposed Scheme is considered compatible to the planned developments in KTN NDA. By positioning itself as a legible landmark, with a more distinctive building design, enhanced greenery space, the Proposed Scheme will significantly contribute to the KTN NDA's identity and vibrancy. Thoughtful design elements will transform what could be an otherwise standard development into an architectural highlight that improves the legibility and enriches the local environment. The Proposed Scheme aligns with broader urban design goals by creating dynamic public spaces that foster social interaction and community well-being. The Proposed Scheme will not only enhance the visual landscape but will also serve as a testament to the area's commitment to innovative and sustainable urban development.

5.6. No Adverse Impacts on Technical Aspects

5.6.1. No Adverse Impact for Visual Impact Assessment (“VIA”)

The VIA (**Annex B**) for the Proposed Scheme compared to the Baseline Scheme was conducted using seven publicly accessible View Points (VPs) in the Visual Envelope (**Figure 3.5 in Annex B**). The assessment indicated that the visual impact of the Proposed Scheme is "Negligible" from VPs 1-7, resulting in no negative visual impact overall. The VIA promulgates that the slender tower in the Proposed Scheme is found to be enhancing the visual composition in comparison to the bulky Baseline Scheme. The building mass has been strategically broken up to foster greater separation between the tower and the lower block, thereby enhancing legibility and promoting visual and physical permeability. It would contribute to creating a landmark at the southern gateway along Fanling Highway, while maintaining compatibility with the planned KTN NDA.

5.6.2. No Adverse Impact for Landscape Impact Assessment ("LIA")

The LIA (**Annex C**) for the Proposed Scheme and the KTN NDA reveals that the redevelopment will significantly change the character of the surrounding area while emphasising the need to conserve and enhance existing high-quality landscape resources. The site formation for the proposed JUC & JUB Building has prioritised the retention of existing trees, specifically preserving three out of seven identified TPIs, while four will be removed due to their unsuitability for relocation (**Appendix VI in Annex C**). The retained trees will be accessible to the public and maintained for their amenity value. To compensate for the loss, 61 new heavy standard trees will be planted, ensuring no net loss in quantity, and these will enhance visual and physical accessibility. Additionally, new planting areas will feature appropriate species for public enjoyment introduced across six levels (**Appendix V in Annex C**). Overall, the LIA concludes that the loss of quality landscape resources on the Project Site is effectively mitigated by the provision of new resources, ensuring no net loss in quality or quantity from the development.

5.6.3. No Adverse Impact on Air Ventilation Assessment - Expert Evaluation ("AVA-EE")

The AVA-EE (**Annex D**) for the Proposed Scheme concluded that the Proposed Scheme would not have a significant adverse impact on the surrounding pedestrian wind environment. The site wind availability analysis indicated that the annual prevailing winds primarily come from the ENE, E, and ESE directions, while summer prevailing winds are from the S, SSW, and SW. The Proposed Scheme is designed such that these prevailing winds will effectively reach the leeward side buildings by skimming over the low-rise JUC situated on the southern side of the Project Site. The evaluation determined that the air ventilation impact of the Proposed Scheme would be comparable to that of the Baseline Scheme, indicating that no further AVA Initial Study is required.

5.6.4. No Adverse Impact for Environmental Review ("ER")

The ER (**Annex E**) concluded that the Proposed Scheme would not have adverse environmental impacts during both the construction and operation phases. During construction, dust and gaseous emissions can be effectively controlled through the implementation of required dust control measures and regulations, thus ensuring air

quality remain acceptable. Additionally, construction noise can be minimized with practical mitigation strategies, including quieter construction methods and noise barriers. In the operational phase, potential air quality impacts from vehicular emissions and fixed noise sources will be managed to comply with relevant criteria, with air conditioning systems reducing reliance on open windows for ventilation. Waste management procedures in place will further prevent any adverse environmental effects, indicating that the project can proceed with minimal ecological disruption.

5.6.5. No Adverse Impact for Water Supply Impact Assessment (“WSIA”), Drainage Impact Assessment (“DIA”) and Sewerage Impact Assessment (“SIA”)

The WSIA (**Annex F**), DIA (**Annex G**) and SIA (**Annex H**) for Proposed Scheme concluded that both the proposed water supply, drainage and sewerage systems have sufficient capacity to accommodate the anticipated impacts from the development. The WSIA confirms that the total daily demands and peak demands of fresh water and flushing water for the Proposed Scheme are adequately supported by the proposed 150 mm fresh water main and 100 mm flushing water main, providing sufficient capacity for the JUC & JUB. The DIA results indicated that the drainage system serving the area can adequately handle the drainage generated by the Proposed Scheme and surrounding catchments without any adverse effects, thus eliminating the need for upgrades or improvements. Similarly, the SIA findings revealed that the existing sewerage network is deemed capable of managing the peak sewage flows generated by the development, and no additional mitigation measures or system enhancements are required.

5.6.6. No Adverse Impact for Traffic Impact Assessment (“TIA”)

The TIA (**Annex I**) concluded that the Proposed Scheme would not adversely affect the future road network in the vicinity of the Project Site. Capacity assessments conducted for the 2024 AM and PM peak hours indicated that key junctions and road links currently perform satisfactorily. Projections for the 2034 assessment year, three years after the anticipated project completion in 2031, utilized a Local Area Traffic Model based on the 2019-based Base District Traffic Model. The results showed that all key junctions and road links would operate within capacity during peak hours, both in the Reference Scenario (without the Proposed Scheme) and the Design Scenario (with the Proposed Scheme). Additionally, the Proposed Scheme includes provisions for 433 parking and loading/unloading spaces, complying with the agreed provisions under the Project Definition Statement in Traffic Feasibility Study stage. Overall, the TIA findings support that the Proposed Scheme will integrate effectively into the existing traffic framework without causing significant impacts.

5.6.7. In conclusion, the comprehensive assessments—including the VIA, LIA, AVA-EE, ER, WSIA, DIA, SIA, and TIA—demonstrate that the Proposed Scheme will not result in any adverse impacts across various technical aspects. The findings indicate that the development can be successfully integrated into the existing environment while enhancing the KTN NDA’s landscape and infrastructure. Approving the minor height

relaxation to 170 mPD for the slender tower is unlikely to set a negative precedent, as it aligns with the overall goals of the KTN NDA and will contribute positively to the character and functionality of the area. This development is poised to serve as a catalyst for future growth, ensuring that both environmental and community needs are met without compromising the quality of the surrounding landscape.

6. Conclusion

- 6.1. This application is submitted under Section 16 of the Town Planning Ordinance, seeking to relax the BHR from 130 mPD to 170 mPD, exceeding the current OZP restrictions. The additional building height requirement is justified for various reasons, including retaining the TPI in the northwest corner of the Project Site with the provision of a slender tower at 170 mPD in place of two towers at 130 mPD in the Baseline Scheme. The revised building massing also helps to enhance air ventilation at the upper/lower ground and roof levels of the JUC within the Proposed Scheme, as well as to resonate with the ventilation corridor along the Green Spine. The Urban Plaza on the G/F, designed with a 6-storey void, seating and landscaping, offers more of greenery space than the Baseline Scheme. The space provides a pleasant environment for users and pedestrians passing by as it opens directly onto the Green Spine, enhancing accessibility to and from the Project Site. Additionally, the extensive landscaped open space and greening provided within the Proposed Scheme helps to reduce the heat island effect, providing a much more comfortable and pleasant landscaped environment for the users and the public.
- 6.2. The Proposed Scheme aligns with the Government's initiative to relocate Government offices from the urban core to the KTN NDA with a view to driving the development of the area. The Proposed Scheme will also serve as a central hub and landmark, integrating improved community facilities that will significantly benefit the population of KTN NDA as well as the nearby areas and other NDA developments. Importantly, the design respects the established urban planning and design framework outlined in the OZP, ensuring compatibility with the surrounding environment. The various technical assessments indicate that the Proposed Scheme will not result in any significant impacts on air ventilation, environmental, water supply, drainage, sewerage, visual, landscape, or traffic.
- 6.3. Given these planning merits, we request the TPB to favourably consider this application for minor relaxation of the BHR.

FIGURES

JOINT-USER COMPLEX AND JOINT-USER GENERAL OFFICE BUILDING
AT AREA 29, KWU TUNG NORTH

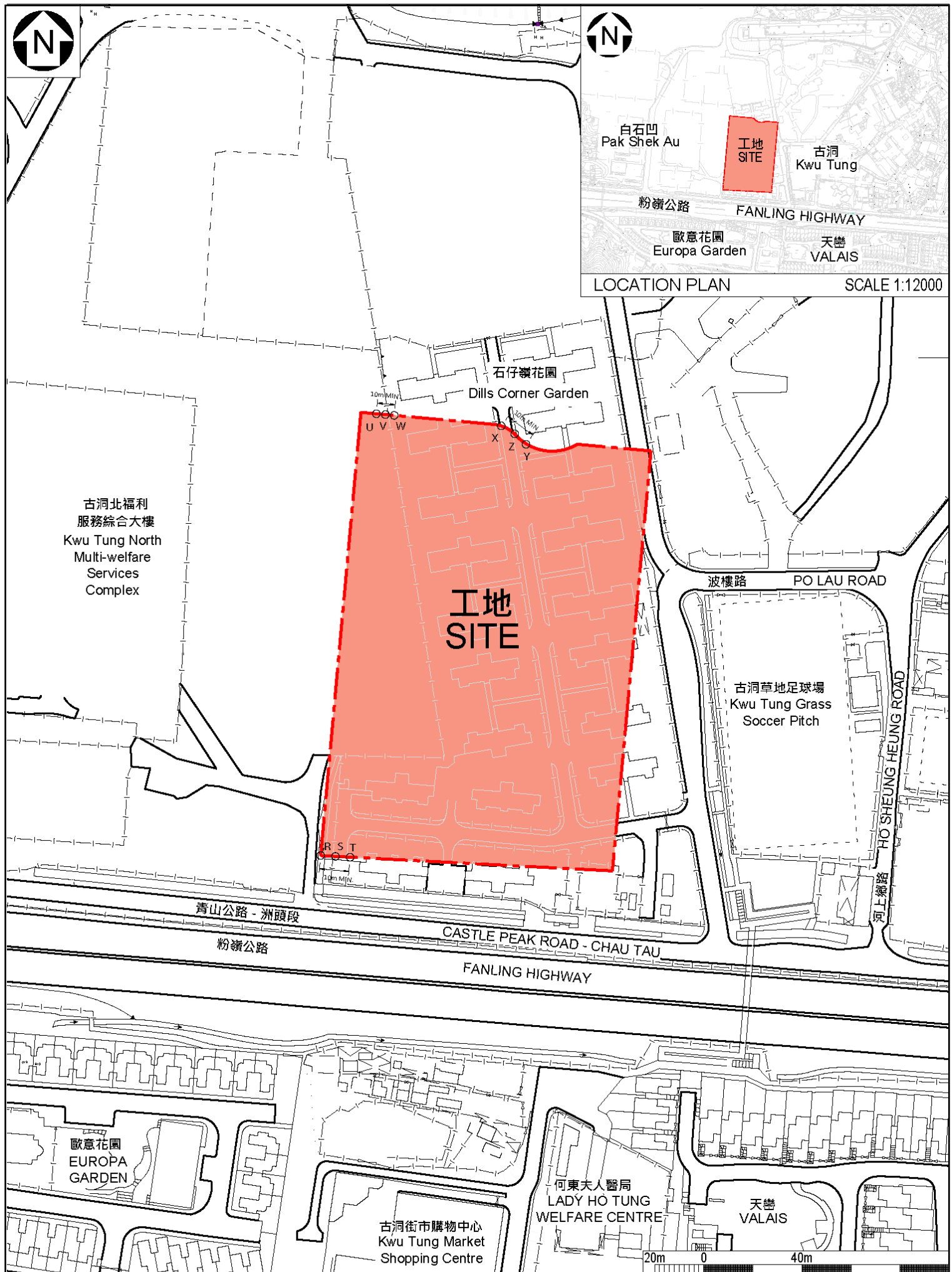


FIGURE 2.1

SITE PLAN OF JOINT-USER COMPLEX AND JOINT-USER
GENERAL OFFICE BUILDING AT AREA 29, KWU TUNG NORTH

SOURCE:
ARCHITECTURAL
SERVICES
DEPARTMENT

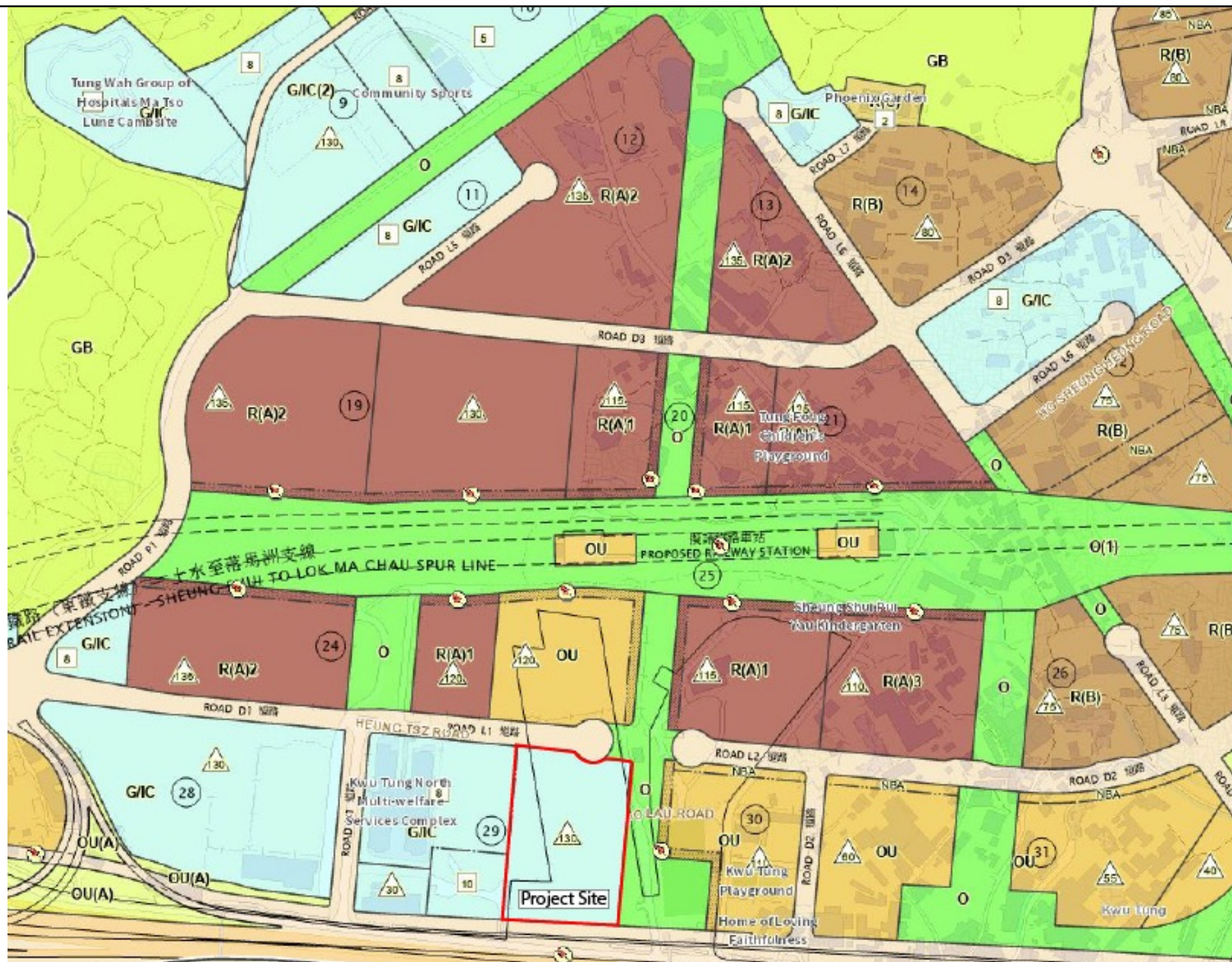


FIGURE 2.2

EXTRACTED APPROVED KWU TUNG NORTH
OUTLINE ZONING PLAN NO. S/KTN/4

SOURCE:
TOWN PLANNING BOARD

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

Remarks

- (a) On land designated “G/IC”, “G/IC(1)” and “G/IC(2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

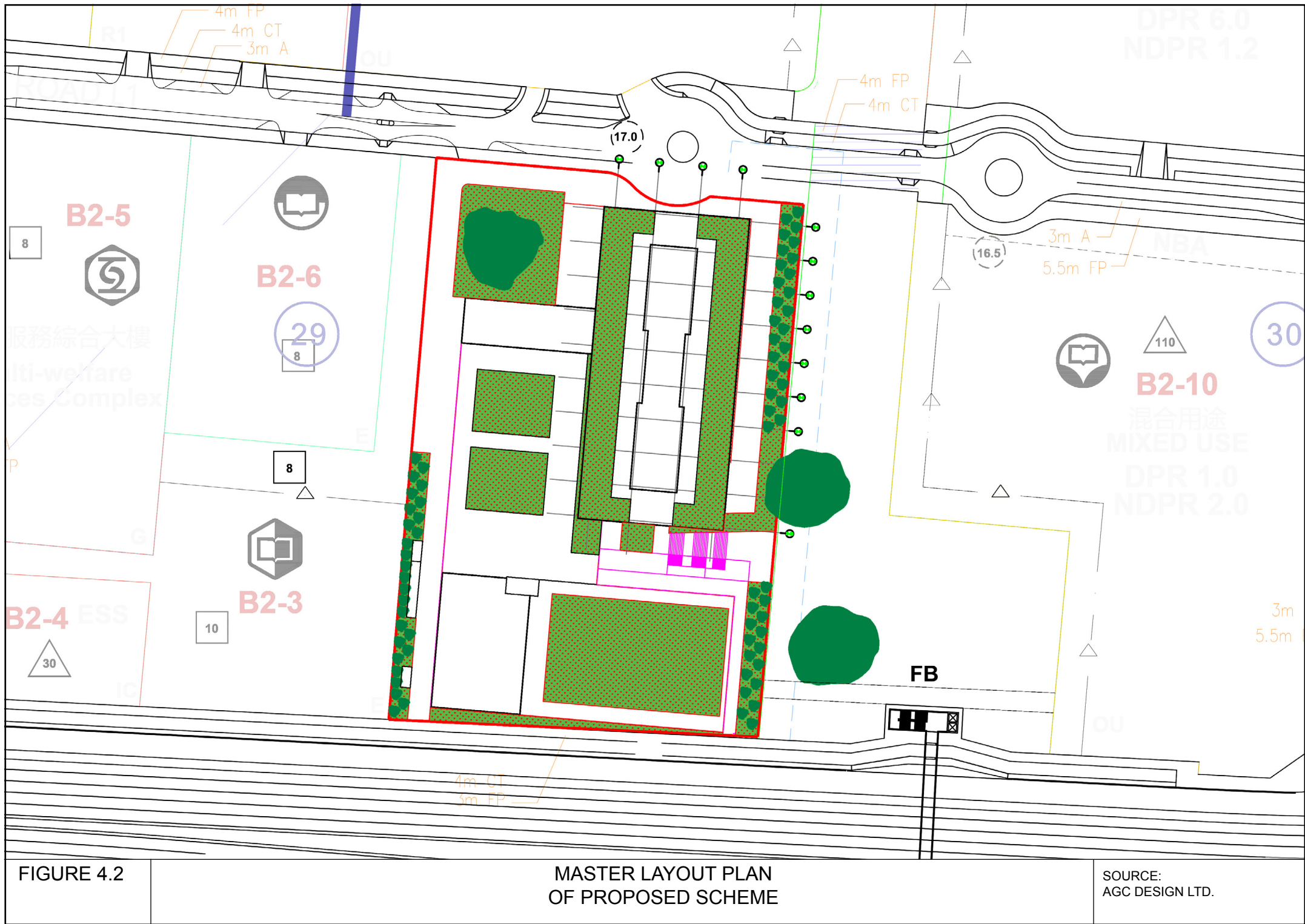


FIGURE 4.2

MASTER LAYOUT PLAN
OF PROPOSED SCHEME

SOURCE:
AGC DESIGN LTD.

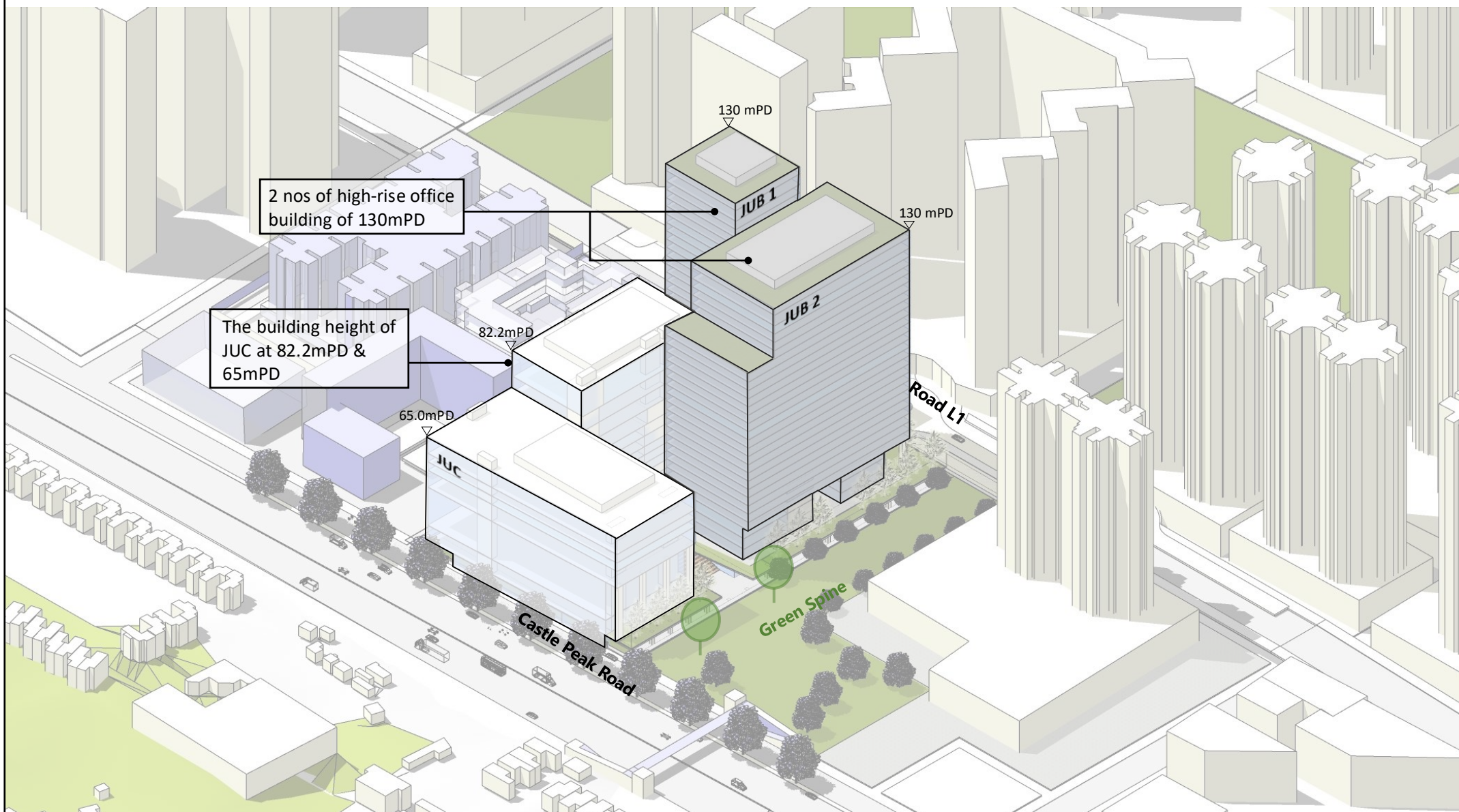


FIGURE 4.3

BUILDING MASSING DIAGRAM OF BASELINE SCHEME

SOURCE:
ARCHITECTURAL SERVICES
DEPARTMENT

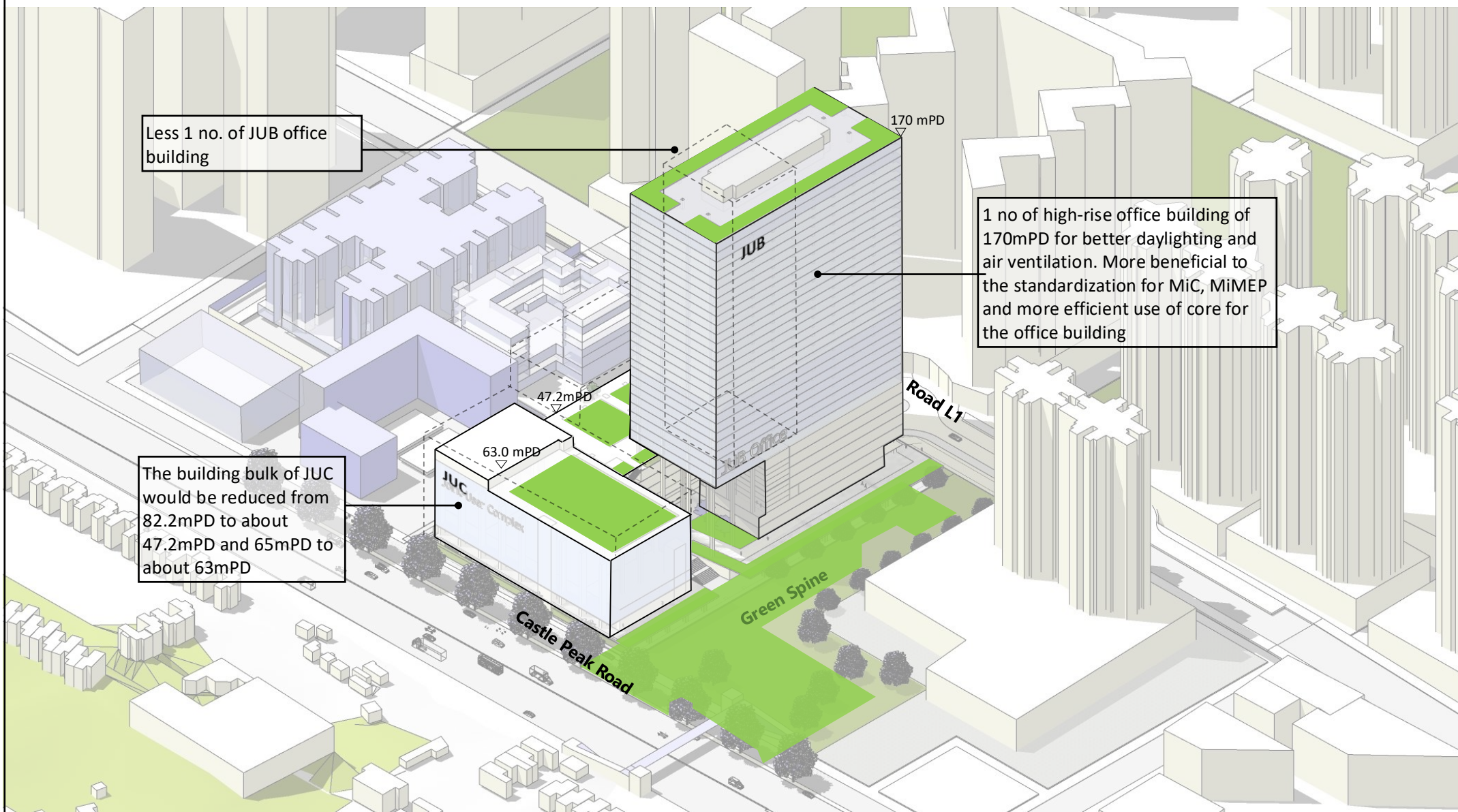


FIGURE 4.4

BUILDING MASSING DIAGRAM
OF PROPOSED SCHEME

SOURCE:
ARCHITECTURAL SERVICES
DEPARTMENT

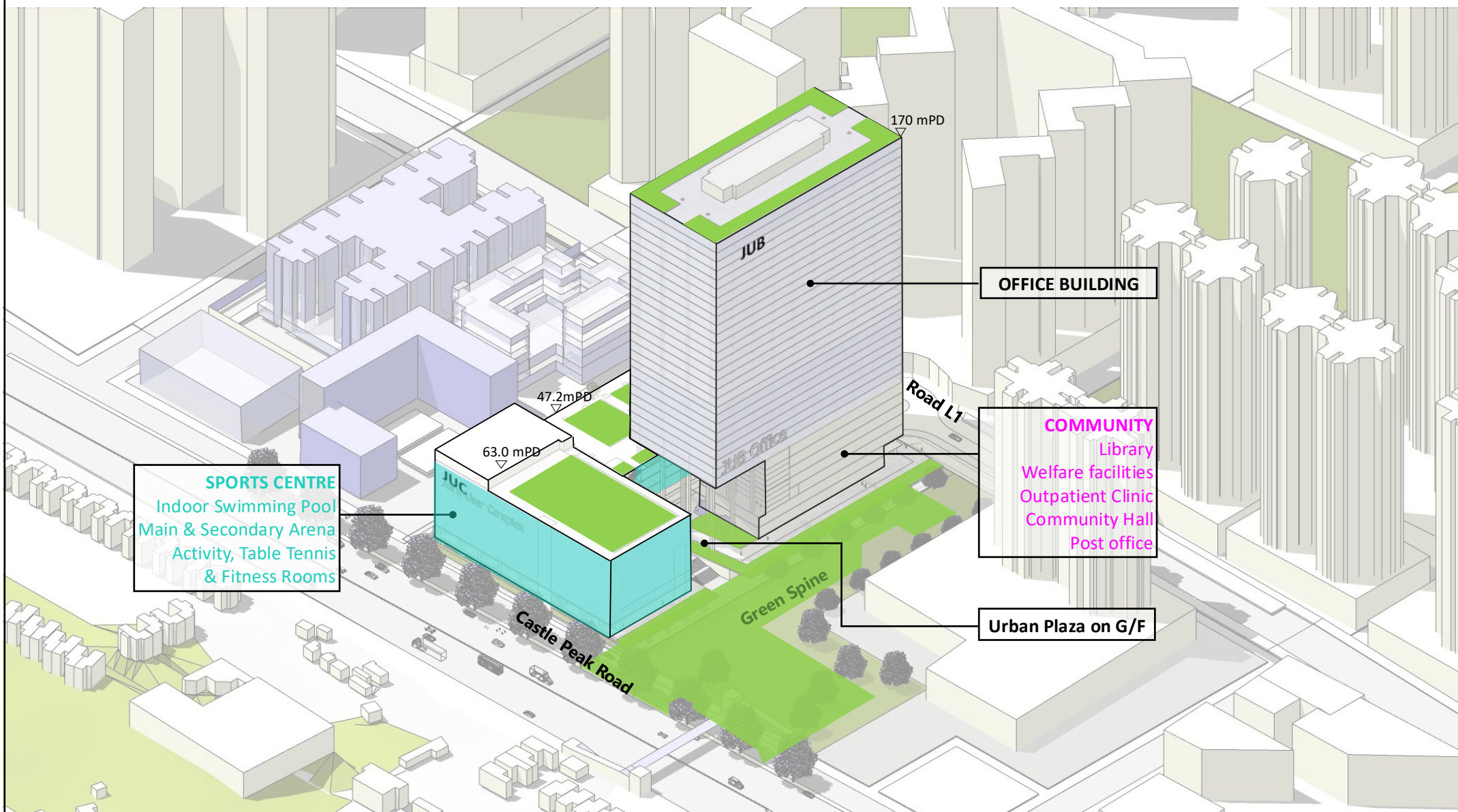


FIGURE 4.5

ZONING & IDENTITY DIAGRAM OF PROPOSED SCHEME

SOURCE:
ARCHITECTURAL SERVICES
DEPARTMENT

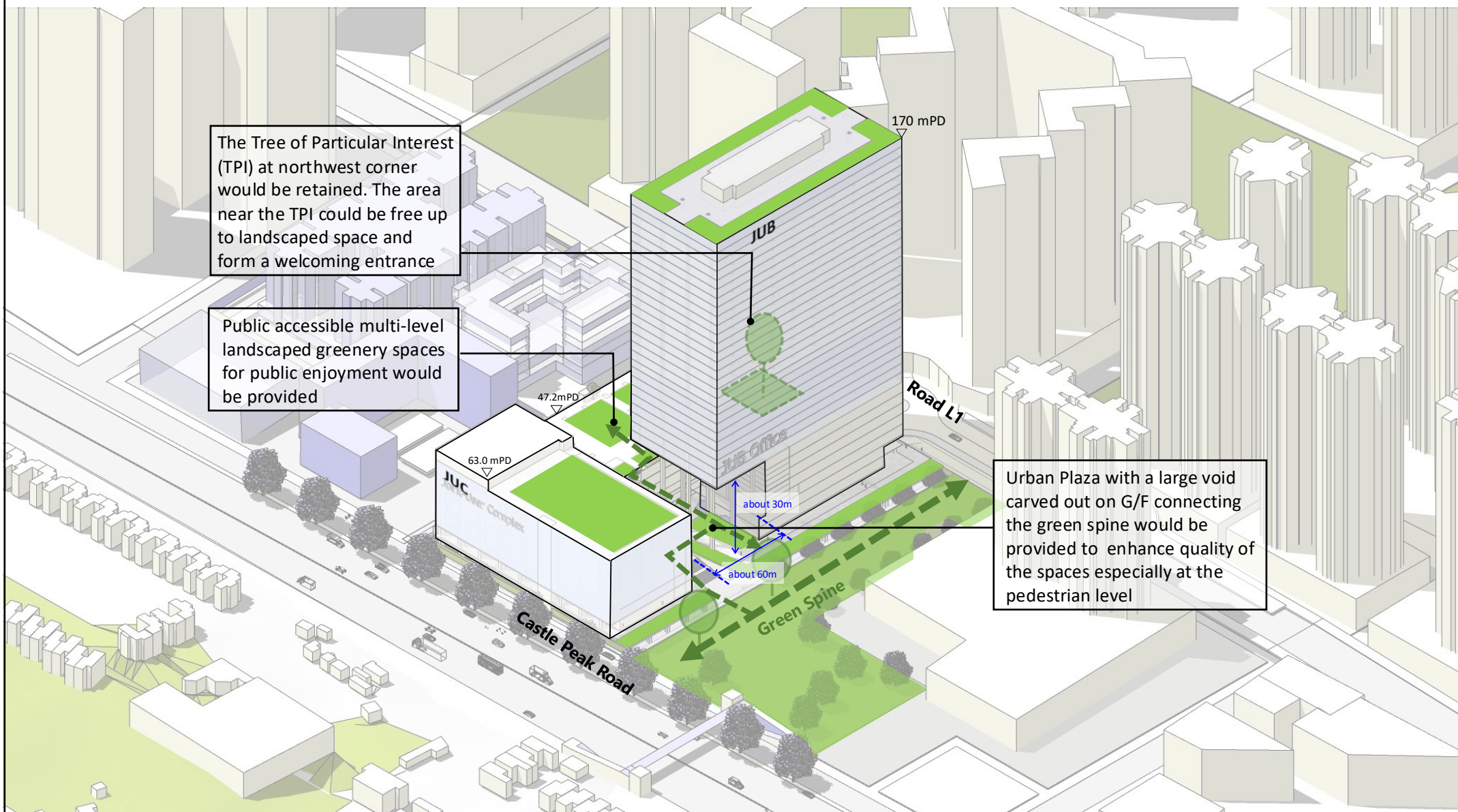


FIGURE 4.6

GREENERY & PUBLIC SPACE DIAGRAM OF PROPOSED SCHEME

SOURCE:
ARCHITECTURAL SERVICES
DEPARTMENT

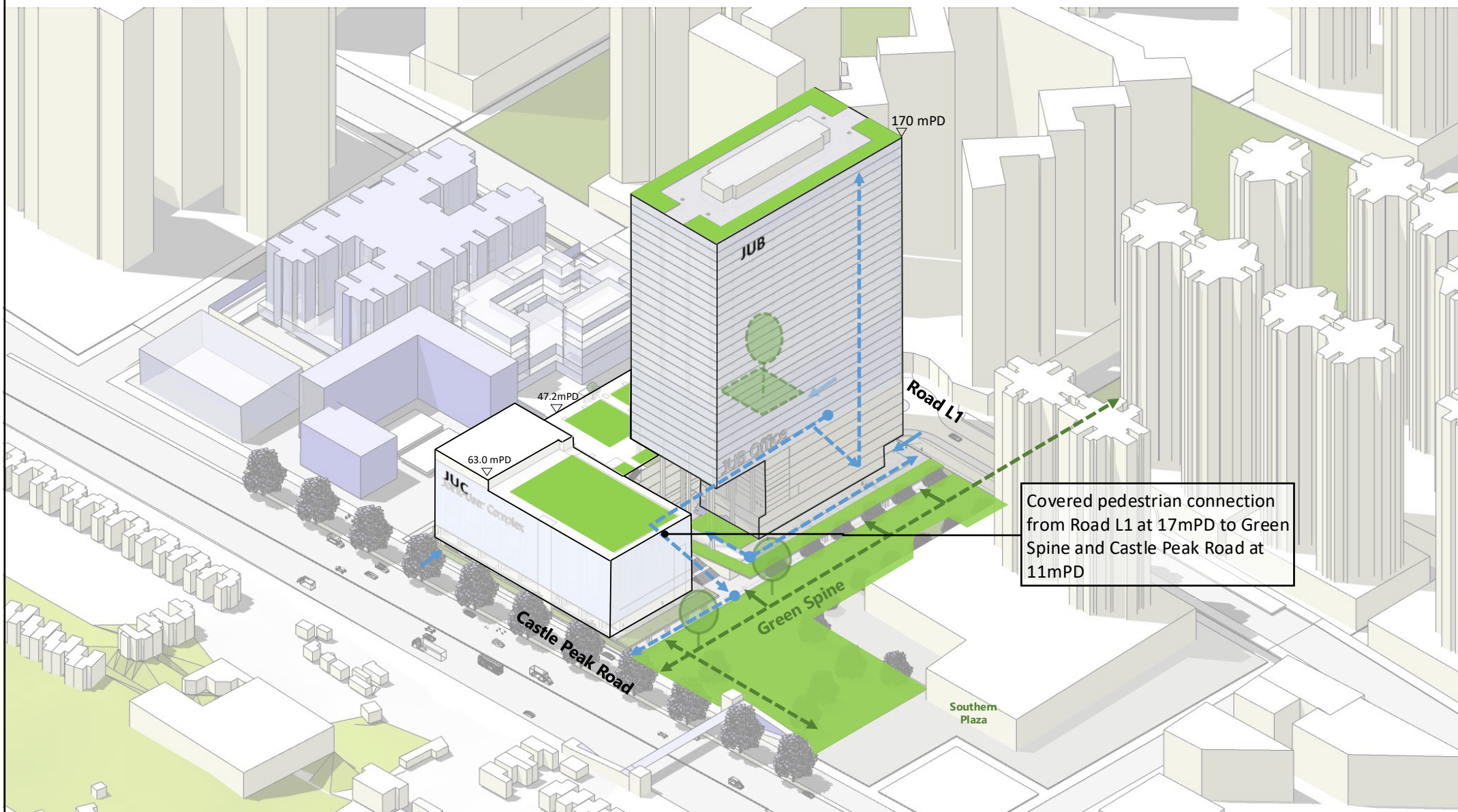
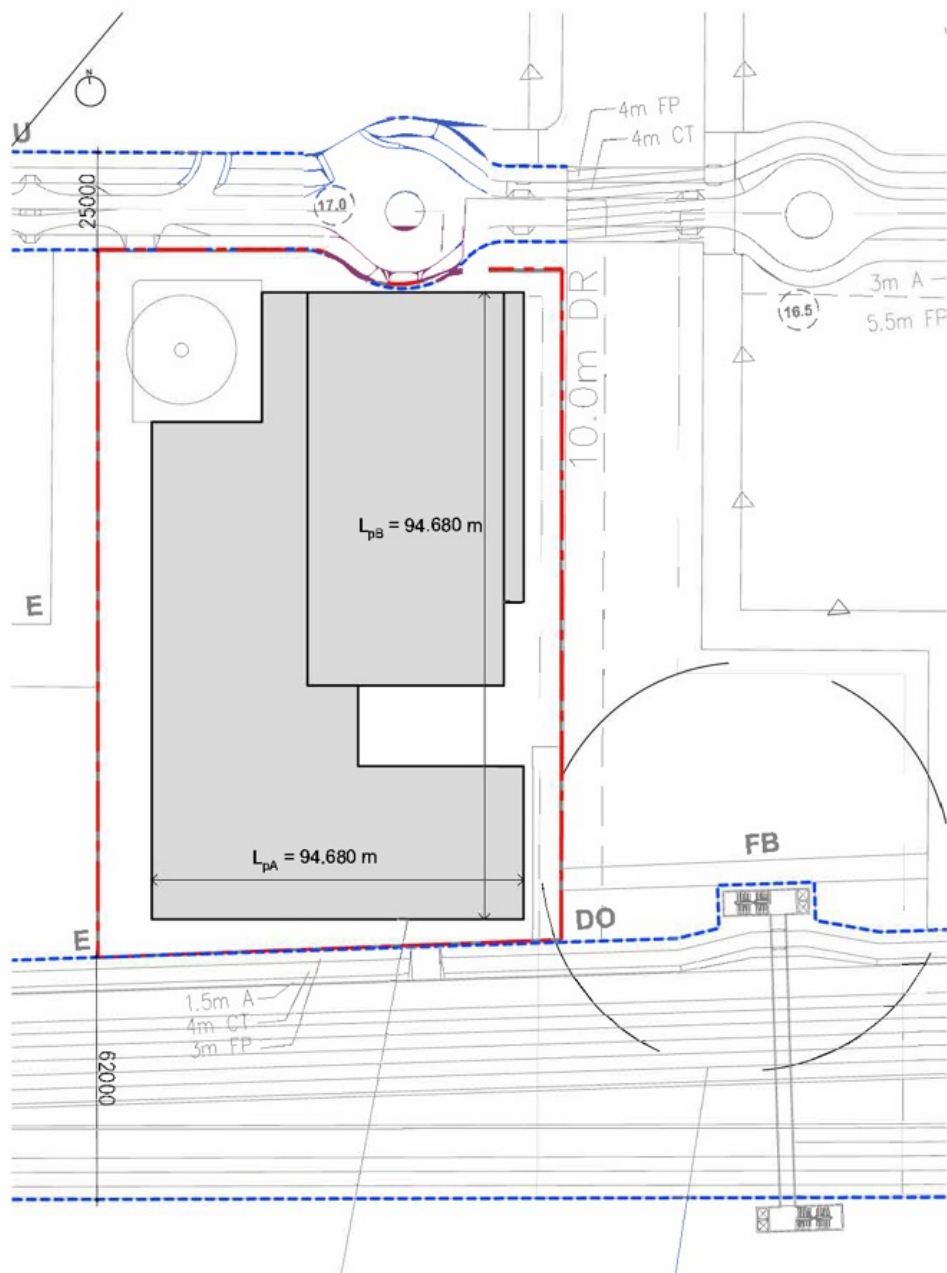


FIGURE 4.7

CONNECTIVITY DIAGRAM OF PROPOSED SCHEME

SOURCE:
ARCHITECTURAL SERVICES
DEPARTMENT



SUSTAINABLE BUILDING DESIGN GUIDELINE

1. Building Separation - Design Requirement

Site Area = 20,978 sq.m. > 20,000 sq.m

Continuous Projected Facade length (L_{pa}) = 94.680 m > 60 m

Continuous Projected Facade length (L_{pb}) = 154.550 m > 60 m

Building separation is required as Site Area > 20,000 sq.m.

2. Building Setback

Not applicable to project site as Castle Peak Road - Chau Tau and Road L1 greater than 15m wide (~62m and 25m wide respectively)

3. Site Coverage of Greenery

Greenery Coverage at Pedestrian Zone/ at grade

= 3470.000 / 20978.000 x 100%

= 16.541 % (> 15% required for primary zone) **(Complied)**

Total Greenery

= 9700.000 / 20978.000 x 100%

= 46.239 % (> 30% required for primary zone) **(Complied)**

FIGURE 4.8

COMPLIANCE WITH
SUSTAINABLE DESIGN GUIDELINES

SOURCE:
AGC DESIGN LTD.