

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/HSK/585

- Applicant** : West Development Office, Civil Engineering and Development Department (CEDD), HKSAR Government represented by Ove Arup & Partners Hong Kong Limited
- Site** : Government Land (GL) at Planning Area of 34E of Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/HT NDA)
- Site Area** : About 7,760m²
- Land Status** : GL
- Plan** : Approved Hung Shui Kiu and Ha Tsuen (HSK & HT) Outline Zoning Plan (OZP) No. S/HSK/2
- Zoning** : “Government, Institution or Community (1)” (“G/IC(1)”)
[Restricted to a maximum building height (BH) of 160mPD]
- Application** : Proposed Flat and Shop and Services and Eating Place at Non-Domestic Podium

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed flat and shop and services and eating place at non-domestic podium at the application site (the Site) zoned “G/IC(1)” on the OZP (**Plan A-1**). According to the Notes of the OZP for “G/IC(1)” zone, ‘Flat (not elsewhere specified)’, ‘Shop and Services’ and ‘Eating Place (not elsewhere specified)’ uses are Column 2 uses requiring planning permission from the Town Planning Board (the Board). The Site is currently occupied by open storage yards intermixed with residential dwellings and unused land.
- 1.2 The Site is originally planned for a divisional fire station and ambulance depot cum staff quarters¹. It has been included in the pilot area under the “large-scale land disposal” approach in HSK/HT NDA (the HSK LSLD Pilot Area) to speed up the development of Northern Metropolis (NM) as announced in 2024 Policy Address (PA) (**Plan A-5**). Based on the feedback from the market under an earlier expression of interest (EOI) exercise for three LSLD pilot areas in the NM, the Government has proposed to convert the Site to private residential development so as to increase the financial viability of developing the HSK LSLD Pilot Area.

¹ An alternative site has preliminarily been identified in the vicinity of the Site for reprovisioning of the affected facilities, which is subject to further liaison with the relevant government bureaux/departments.

- 1.3 According to the applicant, the proposed residential development will have a total plot ratio (PR) of 6.5 including a domestic PR of 6 and a non-domestic PR of 0.5, and a BH of 160mPD (i.e. in compliance with the BH restriction of the OZP). The total GFA of the proposed development is about 50,440m², including a domestic GFA of about 46,560m² and a non-domestic GFA of about 3,880m².
- 1.4 To demonstrate the technical feasibility of the proposed residential development, the applicant has submitted an indicative scheme. According to the indicative scheme, the proposed development consists of four residential towers (BHs of 35 to 36 storeys; not more than 160mPD) above a five-storey non-domestic podium (**Drawings A-1 to A-8**). The shop and services, eating place, carparking and clubhouse uses are confined within the non-domestic podium. The major development parameters of the indicative scheme are summarised below:

Development Parameters		Total
Site Area (About)		7,760m ²
PR ⁽ⁱ⁾	Total	6.5
	Domestic	6
	Non-domestic ⁽ⁱⁱ⁾	0.5
GFA (Not more than)	Total	50,440m ²
	Domestic	46,560m ²
	Non-domestic ⁽ⁱⁱ⁾	3,880m ²
Site Coverage		Not more than 67%
BH ⁽ⁱ⁾		160mPD
No. of Blocks		4 residential towers above a 5-storey non-domestic podium
No. of Residential Storeys		35-36 (excluding refuge floor)
No. of Flats ⁽ⁱⁱⁱ⁾ (About)		931
Anticipated Population ^(iv) (About)		2,420
Local Open Space (About)		Not less than 2,420m ²
Greenery Ratio		Not less than 20%
Anticipate Completion Year		No later than 2033
Internal Transport Facilities ^(v)	Private Car Parking	185
	Motorcycle Parking	11
	Heavy Goods Vehicle Loading/Unloading Bays	9

- (i) Other than the proposed PR and BH, other development parameters are indicative only.
- (ii) The non-domestic uses and GFA comprise shop and services and eating place which are confined within the non-domestic podium.
- (iii) An average flat size of 50m² is assumed.
- (iv) A person per occupied flat of 2.6 is assumed.
- (v) According to the Buildings Department (BD)'s updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2, full GFA exemption for up to two levels of aboveground parking is adopted in the current scheme.

- 1.5 According to the applicant, the indicative scheme has adopted a sensitive design in response to the site context, subject to detailed design. As the Site is situated next to the Kong Sham Western Highway (KSWH), building setback and single-aspect

design for residential units along the western boundary of the Site have been adopted to address possible air and noise impacts from road traffic. To enhance visual permeability, the four residential towers have been set apart in the north-south direction with varied BHs to ensure that there are sufficient building separations between the towers and to allow for views from the adjacent public housing site to the east (**Drawing A-1**).

- 1.6 The applicant has prepared a Landscape and Tree Preservation Proposal for the indicative scheme. Landscape areas comprising landscape buffer and local open space of not less than 2,420m² are proposed at multi-levels. Greenery and planting will be maximised with planting of 23 trees to compensate for the loss of 23 existing trees which will be felled due to direct conflicts with the layout plan, poor health conditions and low amenity value (i.e. a re-planting ratio of 1:1) and potential additional planting of 73 new trees within the Site (**Drawing A-8**).
- 1.7 Relevant technical assessments, including Traffic Impact Assessment, Preliminary Environmental Assessment, Sewerage Impact Assessment, Water Supply Impact Assessment and Drainage Impact Assessment have been conducted by the applicant based on the indicative scheme to ensure technical feasibility of the proposed development while allowing future design flexibility (**Appendices I, Ib to If**). The assessments concluded that, with appropriate design and mitigation measures such as setback from roads and provision of acoustic windows, insurmountable environmental impacts are not anticipated while the proposed development will also not result in any adverse impacts in terms of traffic, sewerage, water supply and drainage aspects.
- 1.8 In support of the application, the applicant has submitted the following documents:
 - (a) Application Form and Supporting Planning Statement (**Appendix I**) (SPS) received on 26.9.2025
 - (b) Supplementary Information (SI) received on 30.9.2025 (**Appendix Ia**)
 - (c) Further Information (FI) received on 28.10.2025[#] (**Appendix Ib**)
 - (d) FI received on 6.11.2025[#] (**Appendix Ic**)
 - (e) FI received on 7.11.2025[#] (**Appendix Id**)
 - (f) FI received on 14.11.2025[#] (**Appendix Ie**)
 - (g) FI received on 17.11.2025[#] (**Appendix If**)

[[#]Accepted and exempted from publication and recounting requirements]

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS and FI at **Appendices I, Ib to Ie**. They can be summarised as follows:

Facilitating the Development of HSK/HT NDA and Increasing the Financial Viability of the HSK LSLD Pilot Area

- (a) The proposed development will synergise with the planned railway developments (including the Tuen Ma Line (TML) HSK Station under construction and to be commissioned in 2030 and the Hong Kong-Shenzhen Western Rail Link (Hung Shui

Kiu-Qianhai) (HSWRL)), the adjoining planned high-density residential areas and the Enterprise and Technology Park. It will be in line with the overall positioning of HSK/HT NDA to be the next generation new town of Hong Kong creating a desirable place to live, work, play and do business.

- (b) Having considered the market feedback from an earlier EOI exercise for three LSLD pilot areas in the NM, the Government now proposes to convert the Site to private residential development so as to increase the financial viability of developing the HSK LSLD Pilot Area. Approval of this application can therefore add to the financial viability of the HSK LSLD package and increase the interest from private developers. It would be crucial for facilitating the tender of the HSK LSLD Pilot Area by the end of this year, expediting the development of the HSK/HT NDA, and allowing comprehensive planning and synergy with the proximity to the Enterprise and Technology Park.

Responding to Government's Commitment to Maintaining a Steady Supply of Private Housing

- (c) The proposed development is in line with the 2025 PA for maintaining a steady supply of land for private housing. Should the application be approved, the Site can be developed for private residential use on an expedited schedule, providing about 931 private housing units in a convenient location and contributing to the Government's housing supply targets.

Compliance with Town Planning Board Guidelines No. 16 (TPB PG-No. 16) for Application for Development within "G/IC" zone for Non-GIC Uses

- (d) The proposed development has considered TPB PG-No. 16 and met the planning criteria for non-GIC uses in a "G/IC" zone. According to the Explanatory Statement (ES) of the OZP, the Site is currently designated for staff quarters on top of a fire station and ambulance depot. The applicant is coordinating with the relevant government bureaux/departments including the Fire Services Department to identify a suitable reprovisioning site within HSK/HT NDA, ensuring that there is no long-term adverse impact on GIC facility provision in the NDA.

Respecting the Established Planning, Land Use and Urban Design Frameworks of HSK/HT NDA

- (e) The proposed development is located near the future HSK Town Centre and aligns with the planning framework of HSK/HT NDA. The Site is within 600m of the planned MTR TML HSK Station, supporting higher-intensity developments to reduce road transportation needs. By maintaining the maximum BH at 160 mPD, the stepped BH concept, with high-rise developments near HSK Station descending northward, will be respected thus preserving the skyline, view corridors and breezeways as set out in the urban design framework of the NDA. The western portion of the "G/IC(1)" zone along the planned Road P1 and KSWH will also remain as a continuous amenity strip.

Ensuring Compatibility with the Surroundings

- (f) The proposed development is compatible with the surrounding high-density residential cluster and adjacent land uses, including planned community facilities, open spaces and shopping streets, thus enhancing local vibrancy and liveability. It

adopts a total PR of 6.5, matching the scale of nearby private and public residential sites with PRs of 6.5 and 6.8 as previously approved under application No. A/HSK/452.

No Adverse Impacts

- (g) Based on the indicative scheme formulated for technical assessment purposes, various assessments (**Appendices I, Ib to Ie**) have been conducted to ascertain the acceptability of the proposed development. The proposed development is technically feasible from traffic, environment, sewerage, water supply and drainage perspectives.
- (h) Based on the assessment results of the performance of key road links and junctions as well as the public transport demand, no insurmountable traffic and transport impacts by the proposed development is anticipated.
- (i) No adverse air quality impact on the proposed development is anticipated with the incorporation of appropriate design measures including sufficient setbacks from surrounding roads. With the adoption of acoustic windows as a mitigation measure for facades with potential noise exceedance, no adverse road traffic noise impact on the proposed development is also anticipated.
- (j) According to the assessments, the proposed development will induce no adverse impacts on the existing sewerage system, and planned water supply infrastructure and drainage system.

3. Compliance with the “Owner’s Consent/Notification” Requirements

As the Site involves GL only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable to the application.

4. Town Planning Board Guidelines

The TPB PG-No. 16 for ‘Application for Development/Redevelopment within “Government, Institution or Community” Zone for Uses other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance (the Ordinance)’ is relevant in the following aspects:

- (a) use of “G/IC” sites for non-GIC uses which fall within Column 2 of the Notes for the “G/IC” zone may or may not be permitted with or without conditions on application to the Board under section 16 of the Ordinance. The planning permission system will enable the Board to maintain adequate planning control over the use of “G/IC” sites and yet allow sufficient flexibility in accommodating the changing aspirations and requirements of the community, and sometimes to meet demand for better utilisation of the site potential;
- (b) as a general rule, for sites zoned “G/IC”, a major portion of the proposed development should be dedicated to GIC and other public uses including public open spaces. Otherwise, the proposed development is considered to constitute a significant departure from the planning intention of the “G/IC” zone and, unless with very strong justifications and under special circumstances, planning permission for

such development would not be granted;

- (c) if the development is for predominantly non-GIC uses (e.g. more than 50% of the total site area or gross floor area of the development, as the case may be, are for non GIC uses), the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met;
- (d) in general, sites zoned “G/IC” are intended to be developed or redeveloped solely for GIC uses unless it can be established that the provision of GIC facilities would not be jeopardised and the concerned government departments have no objection to releasing a particular “G/IC” site or a certain part of it for non-GIC uses;
- (e) the proposed development should be compatible in land use terms with the GIC uses on the site, if any, and with the surrounding areas;
- (f) the scale and intensity of the proposed development should be in keeping with that of the adjacent area. The scale and design should have regard to the character and massing of the buildings in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area;
- (g) the proposed development should be sustainable in terms of the capacities of existing and planned infrastructure such as drainage, sewerage, roads, water supply and utilities in the locality and its surrounding areas;
- (h) there should be adequate provision of parking and loading/unloading facilities to serve the proposed development in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and to the satisfaction of the Transport Department; and
- (i) the proposed development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise, adequate environmental mitigation, monitoring and audit measures must be provided.

5. Background

- 5.1 According to the HKPSG, the provision of joint divisional fire station and ambulance depot would depend on graded response time determined by fire risk category system and the requirement of accommodation for ambulances to give an emergency coverage of 10 minutes and 20 minutes in urban/new towns and rural areas respectively. Within the HSK/HT NDA, one divisional fire station and ambulance depot with staff quarters is planned at the Site serving the district, which has been reserved for this purpose since the first gazettal of the HSK & HT OZP in 2017. Different from other GIC sites with BH restriction in storeys, the Site is zoned “G/IC(1)” subject to a maximum BH of 160mPD to specify its planned use for high-rise staff quarters on top of the divisional fire station and ambulance depot.
- 5.2 The Chief Executive announced in the 2024 PA to adopt, on a pilot basis, a LSLD approach to expedite development of the NM. Sizable land parcels with commercial value and earmarked for provision of public facilities will be selected for open tender and granted to success bidders for collective development. This approach will speed up development of the residential flats, industry and public facilities in the land

parcel, and at the same time enhance the participation of enterprises in the important development for Hong Kong and also reduce the financial outlay of the Government. To summarise, developers are required to carry out site formation and engineering infrastructure works for all the sites in the land parcel, retain the residential and any designated industry sites for their own development, and hand the other sites back to the Government for management after constructing some public facilities such as roads and open space.

- 5.3 The Government has identified land parcels comprising eight sites, a local road and a pedestrian street in the HSK/HT NDA (about 12.5 hectares) as one of the three pilot areas (**Plan A-5**). Being one of the identified land parcels under the HSK LSLD Pilot Area, the Site (which is named as Site H6) will be formed by the successful bidder/developer and handed back to the Government after completion of site formation.
- 5.4 The Development Bureau (DEVB) invited the market to submit EOI for the three LSLD pilot areas in the NM on 31.12.2024. A total of 22 submissions had been received. In response to the market views on the HSK LSLD Pilot Area made in these submissions, the Government has proposed to convert the Site to private residential development so as to increase the pilot area's financial viability.
- 5.5 In the 2025 PA, the Government has indicated that it will adopt diversified development models including LSLD to promote market participation for expediting the development of the NM, and intends to roll out the HSK LSLD Pilot Area in late 2025.
- 5.6 The Site is currently not subject to any active planning enforcement action.

6. Previous Application

The Site does not involve any previous application.

7. Similar Application

There is no similar application within the same "G/IC(1)" zone on the OZP.

8. The Site and Its Surrounding Areas (Plans A-1 to A-4b)

8.1 The Site is:

- (a) GL currently occupied by open storage yards intermixed with residential dwellings and unused land²; and
- (b) accessible from a local access connecting to Tin Ha Road and KSWH.

8.2 The surrounding areas are at present mainly of a mixed rural landscape character comprising open storage yards, parking of vehicles, works sites and vehicle repair workshops intermixed with residential dwellings, unused land and vegetated land.

² Under the Second Phase development of HSK/HT NDA, the Site has been reverted to the Government on 31.8.2024. The notice under Land (Miscellaneous Provisions) Ordinance (Cap 28) was posted on 8.4.2025, requiring the occupation to cease before ~~4.7.2025~~ **10.7.2025**.

The KSWH runs north-south to the west of the Site.

- 8.3 Under the planned context of HSK/HT NDA (**Plans A-2a and A-2b**), the Site is bounded by an amenity strip and KSWH to its west, the planned Road D6 to its north, the planned Road L25 to its east and another site zoned “G/IC” (subject to a BH restriction (BHR) of eight storeys) to its south. To the further west across the KSWH is a cluster of planned industrial sites. To the further north across Road D6 are areas zoned “Other Specified Uses” annotated “Enterprise and Technology Park”, “Open Space” and “Green Belt”. To the further east and south is a cluster of planned public housing sites zoned “Residential (Group A)” (“R(A)”) with BHRs ranging from 160mPD to 180mPD. The ingress/egress of the Site will be connected to the planned Road L25.

9. Planning Intention

- 9.1 The planning intention of the “G/IC” zone is primarily for the provision of GIC 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.
- 9.2 Only on land designated as “G/IC(1)” zone, “Flat (Government Staff Quarters)” use is always permitted. According to the ES of the OZP, a divisional fire station and ambulance depot cum staff quarters is planned at the Site.

10. Comments from Relevant Government Bureau and Departments

- 10.1 The following government bureau and departments have been consulted and their views on the application are summarised as follows:

Policy Aspect

10.1.1 Comments of the Secretary for Development (SDEV):

- (a) to expedite development of the NM, the Government announced in the 2024 PA to adopt on a pilot basis, a LSLD approach, under which sizable land parcels with commercial value and earmarked for provision of community facilities will be selected and granted to successful bidders for collective development. This approach can speed up the development of the land parcels, enabling a more co-ordinated design for the area and at the same time reducing the financial outlay of the Government;
- (b) the Government identified one pilot area in each of the three NDAs, namely HSK/HT, Fanling North and San Tin Technopole, ranging from 10 to 20 hectares each, as pilot sites. The Government then invited EOI at end 2024 and endeavours to put up the first land parcel in HSK/HT NDA for tender within this year, while the tendering exercises for the pilot areas in Fanling North and San Tin Technopole will commence progressively next year;
- (c) having considered the feedback from the market under the EOI

exercise, the Government has decided to increase the number of private residential sites for the HSK LSLD Pilot Area from two to three by changing the Site (which is named as Site H6 and originally planned for a divisional fire station and ambulance depot cum staff quarters) for residential development, with a view to increasing the project's financial viability; and

- (d) to accelerate the development of the NM is one of the policy objectives of the 2025 PA announced in September 2025. In order to achieve the target of putting up the land parcel of HSK LSLD Pilot Area for tender within 2025, it is considered appropriate to adjust the arrangement for the Site as explained under paragraph 10.1.1(c) above through the subject planning application under section 16 of the Ordinance. Hence, the subject application is supported from policy perspective.

Fire Safety

10.1.2 Comments of the Director of Fire Services (D of FS):

- (a) he has no comment on releasing the Site and taking up alternative site within the vicinity of the Site provided that a minimum frontage of 80m could be provided for the planned divisional fire station and ambulance cum staff quarters; and
- (b) he has no specific comment on the application and detailed advisory comments on the application are at **Appendix II**.

Traffic

10.1.3 Comments of the Commissioner for Transport (C for T):

he has no adverse comment on the application from traffic engineering point of view.

10.1.4 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW of HyD):

- (a) he has no adverse comment on the application from the highways maintenance viewpoint; and
- (b) his detailed advisory comments on the application are at **Appendix II**.

Urban Design, Visual, Air Ventilation and Landscape

10.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD):

Urban Design, Visual and Air Ventilation

- (a) according to the indicative scheme, the proposed development consists of four residential towers (ranging from about 157mPD to 160mPD) atop of five-storey non-domestic podium (up to 41mPD) with a total PR of 6.5 (including domestic PR of 6 and non-domestic PR of 0.5) with no change to the BHR (i.e. 160mPD as stipulated on the OZP) on

a site area of about 7,760m². In view that the proposed development does not involve exceedance of BHR as stipulated in the OZP and it is compatible with the planned surrounding context, no significant adverse visual impact is anticipated. The future developer is encouraged to optimise the building bulk of the podium at the detailed design stage to minimise the visual impact;

- (b) the proposed development does not fall within the categories of the projects requiring Air Ventilation Assessment (AVA) according to the Joint HPLB-ETWB Technical Circular (TC) No. 1/06 on AVA. She has no comment from the air ventilation perspective;

Landscape

- (c) with reference to the aerial photo of 2024, the Site is situated in an area of miscellaneous urban fringe landscape character characterised by open storage, temporary structures and open-air car parking. The proposed development is considered not incompatible with the surrounding landscape character and planned development;
- (d) according to the SPS and the Landscape and Tree Preservation Proposal, it is noted that majority of the Site has already been paved and currently occupied by open storage and car parking uses. Three existing tree groups of a total of approximate 23 trees are proposed to be felled. 23 new trees will be planted for compensation, and an additional 73 new trees will be planted within the proposed development subject to the detailed design stage. Greenery coverage of not less than 20% and open spaces such as seating lawn, pocket gardens, water feature and swimming pool will be provided on G/F and 4/F. She has no adverse comment from the landscaping perspective; and
- (e) her detailed advisory comments on the application are at **Appendix II**.

10.1.6 Comments of the Chief Architect/Advisory & Statutory Compliance, Architectural Services Department:

- (a) based on the information provided, it is noted that the proposed development consists of four towers with an overall PR of 6.5 and a maximum BH of 160mPD. The proposed PR and maximum BH appear to be compatible with the density of the surrounding areas and the latter is permitted under the current OZP. In this regard, she has no particular comment on the application from architectural and visual impact points of view; and
- (b) her detailed advisory comments on the application are at **Appendix II**.

Environment

10.1.7 Comments of the Director of Environmental Protection (DEP):

- (a) based on the revised Sewerage Impact Assessment and Preliminary Environmental Assessment, no insurmountable environmental impact is expected with proper mitigation measures in place and he has no

objection to the application from environmental planning perspective;
and

- (b) given the Site is subject to road traffic noise from the surrounding road network, a detailed noise impact assessment (NIA) should be required based on the detailed design of the proposed development to assess the impact and devise sufficient noise mitigation measures to ensure compliance with the relevant noise criteria. The requirement of a detailed NIA should be imposed under statutory mechanism of either as a planning condition or a land grant condition.

Building Matters

10.1.8 Comments of the Chief Building Surveyor/New Territories West, BD:

- (a) he has no in-principle objection under the Buildings Ordinance to the application;
- (b) there is no record of building plan submission or approval for the Site;
and
- (c) his detailed advisory comments on the application are at **Appendix II**.

10.2 The following government departments have no objection to/no adverse comment on the application. Their advisory comments, if any, are at **Appendix II**.

- (a) Chief Estate Surveyor/NDA Section, Lands Department (CES/NDA, LandsD);
- (b) CES/Land Supply, LandsD;
- (c) Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD);
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C of WSD);
- (e) Commissioner of Police;
- (f) District Officer (Yuen Long), Home Affairs Department; and
- (g) Director of Food and Environmental Hygiene.

11. Public Comment Received During Statutory Publication Period

The application was published for public inspection on 3.10.2025. During the statutory public inspection period, one public comment was received from an individual objecting to the application on the grounds that the proposed development would involve a change in land use zoning and should have been processed through application for amendment of plan under section 12A of the Ordinance (**Appendix III**).

12. Planning Considerations and Assessments

12.1 The application is seeking planning permission for proposed flat with shop and services and eating place at non-domestic podium, with a total PR of 6.5 (including a domestic PR of 6 and a non-domestic PR of 0.5) while retaining a maximum BH

of 160mPD at the Site zoned “G/IC(1)” on the OZP. While the proposed scheme is indicative only and subject to detailed design, the proposed shop and services, eating place, carpark and clubhouses uses will be confined within the non-domestic podium. In the “G/IC(1)” zone, ‘Flat (not elsewhere specified)’, ‘Shop and Services’ and ‘Eating Place (not elsewhere specified)’ uses are Column 2 uses requiring planning permission from the Board. The application is to facilitate a proposed private residential development at the Site which is targeted to be tendered under the HSK LSLD Pilot Area within 2025 to speed up the development of NM.

Policy Support

- 12.2 As announced in 2024 PA, the Site is identified as one of the sites included in the HSK LSLD Pilot Area to expedite the development of NM. Having considered the feedback from the market under the earlier EOI exercise, the Government has decided to increase the number of private residential sites from two to three by changing the Site for residential development, with a view to increasing the project’s financial viability. As the 2025 PA has announced to further accelerate the NM development, SDEV has given policy support to the application and considers appropriate to adjust the arrangement for the Site through the current application in order to achieve the target of putting up the land parcel of HSK LSLD Pilot Area for tender within 2025. Taking account of the above and the planning assessments below, there is no objection to the current application for a proposed private residential development at the Site.

Planning Intention

- 12.3 The Site falls within the “G/IC” zone which is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. Although the proposed development will occupy land originally reserved for staff quarters on top of a planned divisional fire station and ambulance depot, an alternative site has preliminarily been identified in the vicinity for reprovisioning of the affected facilities, subject to further liaison with relevant government bureaux/departments. In this regard, D of FS has no comment on releasing the Site for the proposed development and taking up alternative site for the planned divisional fire station and ambulance depot cum staff quarters. As such, the proposed development at the Site will not jeopardise the existing or planned provision of GIC facilities in the area. Should the application be approved, the applicant will be advised to liaise with relevant government bureaux/departments to identify a reprovisioning site for the affected facilities within HSK/HT NDA. To expedite the development of HSK/HT NDA for a synergy effect with the TML HSK station and the planned HSWRL station, it is considered opportune to convert the Site, being in close proximity to the HSK Town Centre and compatible with the surrounding areas, for non-GIC uses to better utilise its site potential.

Land Use Compatibility and Development Intensity

- 12.4 Being in the close proximity to the HSK Town Centre, the Site is located adjacent to a planned high-density residential cluster zoned “R(A)” with maximum PRs ranging from 6.5 to 6.8 and maximum BHs ranging from 160mPD to 180mPD³. The Site is accessible to the planned TML HSK station and HSWRL station located at about

³ The approved application No. A/HSK/452 for proposed minor relaxation of PR and/or BH restrictions for proposed/permitted housing developments have been taken into account in the said maximum PRs and BHs.

600m to its southeast. In view that the Site is originally reserved for high-rise development of staff quarters with a maximum BH of 160mPD, and that the proposed development has a similar scale and intensity with a BH not exceeding the OZP restriction, the proposed development is considered compatible with the planned context of the surrounding areas.

- 12.5 As illustrated in the indicative scheme, the proposed development has incorporated various design and mitigation measures including variation in BHs, building separations and setbacks from surrounding roads. In view of the above and the considerations stated in paragraph 12.8 below, CTP/UD&L of PlanD has no adverse comment on the application from visual and urban design perspectives.

Other Technical Aspects

- 12.6 Based on the indicative scheme, the applicant has conducted various technical assessments from traffic, environment, sewerage, water supply and drainage perspectives, and submitted a Landscape and Tree Preservation Proposal to demonstrate that the proposed development would not generate significant adverse impacts to the surrounding areas. Concerned government departments consulted including C for T, CHE/NTW of HyD, DEP, CE/MN of DSD, CE/C of WSD and CTP/UD&L of PlanD have no objection to or no adverse comment on the application from traffic, environment, sewerage, water supply, drainage, air ventilation and landscaping perspectives respectively. The other technical concerns of relevant departments could also be addressed under administrative measures applicable to the HSK LSLD Pilot Area.

Town Planning Board Guidelines No. 16

- 12.7 According to TPB PG-No. 16, non-GIC uses that fall within Column 2 may be permitted on application to the Board under section 16 of the Ordinance, which allows sufficient flexibility in accommodating the changing aspirations and requirements of the community, and sometimes to meet demand for better utilisation of the site potential. Having regard to the Government's policy direction in accelerating the development of the NM and increasing the financial viability of the HSK LSLD Pilot Area, the Site is proposed for private residential development with retail use to be undertaken by developers at their own cost. Whilst the proposed development involves solely non-GIC uses, in view of the special circumstances as mentioned in paragraphs 10.1.1 and 12.2 above, the application is considered generally in compliance with the planning criteria set out in the TPB PG-No. 16 in that provision of the GIC facilities would not be jeopardised and the concerned department (i.e. D of FS) has no objection to releasing the Site for non-GIC uses; the proposed development would not adversely delay the implementation of the planned GIC facilities; the proposed development would not be incompatible with the surrounding areas as the scale and intensity of the proposed development would be keeping with that of the adjacent area; the proposed development would not cause significant adverse impacts in terms of visual, traffic, environment, drainage, sewerage, water supply, air ventilation and landscaping; and the proposed development would provide adequate parking and loading/unloading facilities to serve the proposed development in accordance with HKPSG. Noting the importance in accelerating the development of NM, approval of the current application would facilitate achieving the target of putting up the land parcel of HSK LSLD Pilot Area for tender within 2025. Should the application be approved, the Site would be considered to be rezoned to suitable zoning for reflecting the approved residential

use in the longer term when appropriate.

Indicative Scheme

- 12.8 It should be noted that the layout plan for the proposed development submitted by the applicant is indicative only and solely for technical assessments purpose. However, the proposed shop and services, eating place, carpark and clubhouses uses will be confined within the non-domestic podium. Should the Committee approve the application, the approval is for application as stated in paragraph 12.1 only and the layouts of the Site do not form part of the approval. This is to allow future design flexibility at detailed design stage through general building plans to be submitted by the successful bidder/developer under the HSK LSLD Pilot Area.

Public Comment

- 12.9 Regarding the public comment as summarised in paragraph 11 above, the planning considerations and assessments in paragraphs 12.1 to 12.8 above are relevant.

13. Planning Department's Views

- 13.1 Based on the assessments made in paragraph 12 above and having taken into account the public comment mentioned in paragraph 11, the Planning Department has no objection to the application.
- 13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 21.11.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are suggested at **Appendix II** for Members' reference.
- 13.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed development is not in line with the planning intention of the "G/IC" zone which is intended to provide Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. There is no strong justification in the submission for a departure from the planning intention.

14. Decision Sought

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

15. Attachments

Appendix I	Application Form and SPS received on 26.9.2025
Appendix Ia	SI received on 30.9.2025
Appendix Ib	FI received on 28.10.2025
Appendix Ic	FI received on 6.11.2025
Appendix Id	FI received on 7.11.2025
Appendix Ie	FI received on 14.11.2025
Appendix If	FI received on 17.11.2025
Appendix II	Recommended Advisory Clauses
Appendix III	Public Comment
Drawing A-1	Master Layout Plan
Drawings A-2 to A-6	Floor Plans
Drawing A-7	Section Plan
Drawing A-8	Landscape Master Plan
Plan A-1	Location Plan
Plans A-2a to 2b	Site Plans
Plan A-3	Aerial Photo
Plans A-4a to 4b	Site Photos
Plan A-5	HSK LSLD Pilot Area

**PLANNING DEPARTMENT
NOVEMBER 2025**