

**APPROVED *DRAFT* SAI KUNG TOWN
OUTLINE ZONING PLAN NO. S/SK-SKT/6A**

EXPLANATORY STATEMENT

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<u>CONTENTS</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURES	1
3. OBJECT OF THE PLAN	2
4. NOTES OF THE PLAN	23
5. THE PLANNING SCHEME AREA	23
6. POPULATION	34
7. OPPORTUNITIES AND CONSTRAINTS	34
8. GENERAL PLANNING INTENTION	56
9. PLANNING AND URBAN DESIGN PRINCIPLES	57
10. LAND USE ZONINGS	67
10.1 Commercial	67
10.2 Comprehensive Development Area	78
10.3 Residential (Group A)	810
10.4 Residential (Group B)	810
10.5 Residential (Group C)	912
10.6 Residential (Group E)	913
10.7 Village Type Development	1014
10.8 Industrial (Group D)	1115
10.9 Government, Institution or Community	1115
10.10 Open Space	1317
10.11 Recreation	1317
10.12 Other Specified Uses	1418
10.13 Green Belt	1822
10.14 Country Park	1823
11. COMMUNICATION AND TRANSPORT	1823
12. UTILITY SERVICES	1925
13. CULTURAL HERITAGE	1925
14. IMPLEMENTATION	2026
15. PLANNING CONTROL	2026

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(Being an Approved *a Draft* Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the approved *draft* Sai Kung Town Outline Zoning Plan (OZP) No. S/SK-SKT/6A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 29 October 2003, a directive was given by the Chief Executive, pursuant to section 3(1)(a) of the Town Planning Ordinance (the Ordinance), for the Board to prepare an OZP for the area of Sai Kung Town.
- 2.2 On 4 March 2005, the draft Sai Kung Town OZP No. S/SK-SKT/1, being the first statutory plan covering Sai Kung Town, was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 7 of the Ordinance.
- 2.3 On 19 December 2006, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance, approved the draft Sai Kung Town OZP, which was subsequently renumbered as S/SK-SKT/4. On 6 December 2011, the CE in C referred the approved OZP No. S/SK-SKT/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference of the OZP was notified in the Gazette on 23 December 2011 under section 12(2) of the Ordinance.~~ *The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.*
- 2.4 ~~On 24 August 2012, the draft Sai Kung Town OZP No. S/SK-SKT/5, incorporating the amendments to rezone a site at Hong Tsuen Road from "Government, Institution or Community(4)" to "Residential (Group B) 4" and a site at Hong Kin Road from "Government, Institution or Community" to "Residential (Group B) 5" and corresponding amendments to the Notes of the OZP, was exhibited for public inspection under section 5 of the Ordinance. During the two month exhibition period, a total of 3 representations were received. On 2 November 2012, the 3 representations were published for 3 weeks for public comments. A total of 42 valid comments were received.~~
- 2.5 ~~On 18 January 2013, the Board considered Representation No. R3 to be~~

~~invalid under section 6(3)(b) of the Ordinance for the reason that the representation was not related to the subject of amendments for the Plan.~~

~~2.6 After giving consideration to the remaining two representations and the 42 comments under section 6B(1) of the Ordinance on 8.3.2013, the Board decided not to uphold the adverse representation and comments.~~

~~2.7~~ 2.4 On 4 June 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Sai Kung Town OZP, which was subsequently renumbered as S/SK-SKT/6. On 14 June 2013, the approved Sai Kung Town OZP No. S/SK-SKT/6 (~~the Plan~~) was exhibited for public inspection under section 9(5) of the Ordinance.

2.5 *On 10 February 2026, the Secretary for Development referred the approved Sai Kung Town OZP No. S/SK-SKT/6 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference was notified in the Gazette on 20 February 2026 under section 12(2) of the Ordinance.*

2.6 *On xx xx 2026, the draft Sai Kung Town OZP No. S/SK-SKT/7 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments mainly involves rezoning of a site in Sha Ha from “Village Type Development” (“V”) to “Residential (Group B) 6” (“R(B)6”); rezoning of a site at Tai Mong Tsai Road from “Comprehensive Development Area (2)” (“CDA(2)”) to “R(B)7” to reflect a completed comprehensive residential development; and rezoning of several pieces of land near the junction of Chui Tong Road and Hong Tsuen Road to rationalise the zoning boundary of the “Residential (Group E) 1” zone.*

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate broad land-use zonings and major transport networks for Sai Kung Town area so that development and redevelopment within the ~~area~~ **Planning Scheme Area** can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

3.2 The Plan is to illustrate the broad principles of development and control ~~only~~ **within the Planning Scheme Area**. It is a small-scale plan and the road alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning ~~and development proceeds~~ **proceed**.

3.3 *Since the Plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio (PR) calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity*

of the Sai Kung Town area and not to overload its road network.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb> <http://www.tpb.gov.hk>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area), covering about 105 *hectares (ha)* of land, is bounded by Hiram's Highway, Po Tung Road and Tai Mong Tsai Road in the north and west, Tsiu Hang Special Area and ~~Pak Sha Wan Peninsula~~ *Ma On Shan Country Park* in the south and the coastline along Inner Port Shelter in the east. The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 Being centrally located and close to Inner Port Shelter, the Area has been one of the earliest market places for fishermen and villagers *in Sai Kung established* about a hundred years ago. Traditionally, settlements were concentrated in the ~~Sai Kung old town~~ *Old Town*, bounded by Yi Chun Street to the north and Lakeside Garden to the south. In the 1970s, the boundary of the town was extended to include Tui Min Hoi in the south and the current town centre in the north to cater for relocation of villagers and fishermen affected by the High Islands ~~Island~~ *Island* Reservoir Project. Subsequently, the town was further expanded *to the north* for implementation of various Government, institution or community (GIC) facilities and public works projects, together with some new commercial/residential developments. Notwithstanding, the Area remains to serve as the centre for the provision of commercial, recreational, *community facilities* and transport services for the Sai Kung district.
- 5.3 The central part of the Area comprises a market town which includes mainly medium-rise composite buildings in the town centre and traditional settlements in the old town. In the ~~north~~ *northern extension in Sai Kung Town North*, there are ~~some fallow agricultural land and the reclamation area, which are ready for development~~ *mixture of larger scale GIC and recreational facilities, existing and planned residential developments, commercial development and village houses*, ~~hotel, GIC and recreational facilities~~, whereas the southern part *of the Area* comprises mainly rural area with natural

hillslopes, *some low to medium-rise residential development and village settlements as well as the densely vegetated slopes within Tsiu Hang Special Area*. With long history of settlements, the Area is rich in historic and heritage features. Being close to the countryside of Sai Kung and overlooking the Inner Port Shelter, the Area has been developed into a hub of ~~tourist~~ *tourism* and recreational activities, and serves as a gateway to the recreational outlets in Sai Kung.

5.4 ~~With improved accessibility, pressure has been building up in the Area for further residential, recreational and tourism developments. According to the recommended development strategy (RDS) for South East New Territories (SENT) Sub-region approved by the Committee on Planning and Land Development on 15 August~~ *completed in* 2001, the sub-region should be developed into the “Leisure Garden of Hong Kong” with promotion of conservation and visitor attractions under a sustainable level of development. ~~Now, For Sai Kung Town, is positioned as a concept of “Tourism Gateway” of Sai Kung is proposed~~ so as to facilitate the promotion of tourism and recreation in the sub-region *including Hong Kong UNESCO Global Geopark Sai Kung Region, country parks, special areas and marine parks in the rural part of Sai Kung*. At the same time, its existing environment and character, together with the landscape and heritage features, should be well preserved.

5.5 Economic activities in the Area are predominantly in the local service sector, including mainly the retail, catering and GIC facilities in the town centre and old town. Industrial establishments in the *southern part of the* Area ~~include mainly the factories, godowns, workshops and open storage areas at Hong Tsuen~~ *Ting Road, Hong Kin Road* and in Tui Min Hoi *include mainly the factories, godowns, workshops and open storage areas which have been phasing out*.

6. POPULATION

6.1 ~~According to~~ *Based on* the 2011 ~~2011~~ *2021* Population Census, the population of the Area *as estimated by the Planning Department* was ~~is~~ about 11,900 *12,200*, which is *mainly* located ~~mainly~~ in the existing town centre.

6.2 Further expansion of population in the Area will be mainly in Sai Kung Town North. It is estimated that the total planned population of the Area would be about 19,900 *14,900*.

7. OPPORTUNITIES AND CONSTRAINTS

7.1 Other than acting as a traditional centre for the provision of commercial and other facilities for the whole Sai Kung district, the Area also serves as a major transport interchange linking the rural parts of Sai Kung with the main urban areas. With the extension of MTR to Tseung Kwan O and Ma On Shan respectively, the Area ~~would~~ *continues* to perform these important functions as a district centre and a link between rural Sai Kung and the urban areas.

- 7.2 The Area is rich in recreation and tourism resources. Possessing long seashore with magnificent view, its existing promenade has become a popular venue for leisure and recreational use. The Sai Kung Waterfront Park, renovated in 2003 with improved outdoor/ **and** covered rest area, catering facilities including area for alfresco dining and a visitors' information centre, serves as the focal point at the waterfront and facilitates integration of the existing developments at the town centre and new developments in Sai Kung Town North.
- 7.3 With a long history of development, Sai Kung Town inherits many historic and heritage features and has good potential for promotion of heritage/ **and** cultural tourism. Furthermore, serving as a gateway to a number of Country and Marine Parks, there is also good prospect for the promotion of eco-tourism.
- 7.4 There is a large area of vacant **undeveloped** land in Sai Kung Town North. ~~Upon completion of the work of infrastructure provision, there is~~ **which has** good potential ~~for this part~~ **as town centre extension** to be further developed ~~for a variety of mixed but compatible uses~~ **into tourism, recreational, commercial and community uses to strengthen the role of the 'Tourism Gateway'**.
- 7.5 The Area is accessible via Hiram's Highway, Po Tung Road and Tai Mong Tsai Road, and is well **largely** served by public sewerage and fresh water supply ~~networks system~~. ~~However, there are significant constraints in the capacity of these infrastructures to cater for large scale developments.~~ **Upon completion of the Hiram's Highway Improvement Stage 2 Project, traffic congestion would be expected to be relieved and could cope with the anticipated traffic growth.**
- 7.6 The town centre is characterized with composite buildings for mainly domestic use, with commercial premises at the lower levels of the buildings. Large-scale commercial and tourism development in this area is considered not compatible with the character of the existing rural township. Moreover, ~~these~~ **existing** commercial premises, which include mostly restaurants and local shops, are too small and not tailor-made to accommodate major commercial and tourism uses. ~~Limited traffic and transport infrastructure is another constraint for more intensive commercial development.~~ As most of the existing composite buildings have been developed for years and under multiple ownership, comprehensive redevelopment/ **or** restructuring of the town centre may not be feasible.
- 7.7 There are some industrial buildings, depots and temporary vehicle repair workshops along Hong Tsuen ~~Ting~~ **Ting** Road **and Hong Kin Road** in the southern part of the Area. Together with the concrete batching plant and open storage at the junction of Hong Kin Road and Hiram's Highway, they have restricted the potential for further developments in these parts of the Area. As they are located at the southern entrance to the town, they may also create an adverse image to the **'Tourism Gateway'** ~~town~~ and therefore **have been zoned as appropriate zonings to encourage phasing out of existing industrial establishments** ~~should be encouraged to be phased out or relocated.~~

~~7.8 The southwestern part of the Area falls within the 1km Consultation Zone (CZ) of Pak Kong Water Treatment Works (PKWTW), which is a Potentially Hazardous Installation. The Hazard Assessment (HA), Planning Study and Action Plan for the PKWTW have been undertaken by the Water Supplies Department and have been approved by the Coordinating Committee on Landuse, Planning and Control relating to Potentially Hazardous Installation (CCPHI) in 2004. A further HA for the proposed residential developments at Hong Tsuen Road and Hong Kin Road respectively was carried out by consultants in 2011 and endorsed by the CCPHI on 8 February 2012. Any change which will increase the population in the CZ should be subject to further assessment.~~

7.8 *There is an existing underground high pressure town gas transmission pipeline running along Hiram's Highway in the Area. In accordance with the "Guidance Note on Quantitative Risk Assessment (QRA) Study for High Pressure Town Gas Installations in Hong Kong", for any development proposal within 150 metres from the alignment of the pipe that will result in a significant increase in population, the future developer/consultant/contractor would be required to carry out a QRA study to assess the potential risks upon implementation of the development.*

7.9 Other than the built-up area, the Area comprises many areas of high landscape value, including the densely vegetated knolls to the north of Sai Kung Outdoor Recreation Centre, and to the west of Sai Kung Sewage Treatment Works in Tui Min Hoi, and the one behind Tin Hau Temple and Hip Tin Temple at Po Tung Road in the old town. *Part of the knolls is within Tsiu Hang Special Area and located close to Ma On Shan Country Park.* These natural assets should be well preserved and not be compromised by any development proposals. In a wider context, the Area is surrounded by a rural hinterland with areas of high landscape value. This forms a magnificent backdrop to the town itself and serves as a visual relief to the urban developments. All of these should be well taken into account in planning for the Area.

8. GENERAL PLANNING INTENTION

8.1 The general planning intentions of the Plan are to strengthen the role of Sai Kung Town as a 'Tourism Gateway' and a centre for the provision of commercial, recreational and GIC facilities for residents in the Sai Kung district; to improve the environmental quality; and to retain features of landscape and heritage significance.

8.2 In the designation of various land-use zones in the Area, consideration has been given to planning and urban design principles, natural environment, physical landform, existing settlement, heritage, land status, availability of infrastructure, development pressures, *the strategic planning context*, the sub-regional planning strategy and other relevant studies.

9. PLANNING AND URBAN DESIGN PRINCIPLES

To accomplish the general planning intentions, the Plan has been prepared on the basis of the following planning and urban design principles:

- (a) To preserve the character of both the existing town centre and the old town, as a hub of activities for ~~the SENT sub-region~~ **Sai Kung**.
- (b) To enhance the image, identity and attractiveness of the Area, through the creation of a number of activity nodes along the existing and planned promenade at Sai Kung Town North (for commercial and tourism related uses including a ‘Gateway Centre’) and the old town area together with the Tin Hau Temple and Hip Tin Temple (as a ‘Cultural and Heritage Node’).
- (c) To preserve the character of rural township and to avoid overtaxing the infrastructures, with new residential developments being limited only to those with significant merits. The intensity of new developments will be duly controlled to ensure that they are compatible with the surrounding areas. In general, the existing development bulk in the town centre is adopted as a benchmark, from which the intensity of new developments in the peripheral areas is gradually reduced. Under the above principles, new residential developments are subject to a development intensity lower than that of the town centre.
- (d) To cater for the district/local recreational need and to provide landscape and visual relief, through the provision of public open spaces in the form of promenades, plaza, parks, gardens and playgrounds at appropriate locations. Open space corridors between major vantage points and the waterfront will be maintained.
- (e) To ~~minimize~~ **minimise** traffic flow entering the town centre and to encourage the use of public transport, through ~~the implementation of a ‘park and enjoy’ facility comprising a new~~ public transport terminus (PTTs) at the western fringe of the town and a public vehicle ~~park~~ **parks** in its vicinity.
- (f) To improve pedestrian circulation between strategic locations such as the PTTs and the activity nodes, through the improvement of pedestrian facilities and implementation of pedestrianization schemes.
- (g) To preserve the existing densely vegetated slopes at Tui Min Hoi as a natural buffer between the developed areas and the environmentally sensitive areas including Ma On Shan Country Park and Tsiu Hang Special Area.

10. LAND-USE ZONINGS

10.1 Commercial (“C”) : Total Area 0.46 ha

- 10.1.1 The planning intention of this zone is primarily for commercial developments, which may include shop, services, place of entertainment and eating places, functioning mainly as local

shopping centre(s) serving the immediate neighbourhood.

- 10.1.2 Two sites are under this zoning. The first one is ~~located at the waterfront of Tui Min Hoi. Commanding a view towards the town centre, this site was sold in July 2011 for development into restaurants and retail outlets~~ **occupied by the Nord Anglia International Pre-school Hong Kong at the end of Hong Kin Road fronting Inner Port Shelter.** The other “C” site is located at the western fringe of Sai Kung Town North. This site comprises mainly private lots and is occupied by a 2-storey factory and several temporary workshops. The “C” zoning of this site would encourage redevelopment or restructuring of the existing industrial developments to commercial uses such as restaurants and retail shops. Development/ *or* redevelopment at both sites should be subject to a maximum plot ratio (*PR*) of 0.75 and building height (BH) of 2 storeys (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.2 Comprehensive Development Area (“CDA”) : Total Area 7.53 5.92 ha

- 10.2.1 This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. ~~Two sites for medium-rise development (i.e. “CDA(1)” and “CDA(2)”) along the proposed realigned Tai Mong Tsai Road near the north western periphery of the Area are under this zoning.~~
- 10.2.2 The planning intention of the “CDA(1)” zone is for comprehensive development/ *or* redevelopment of the area for residential use with the provision of open space and other supporting facilities. ***A site for medium-rise residential development near the northwestern periphery of the Area is zoned “CDA(1)”. The “CDA(1)” This site comprises a large piece of fallow agricultural vacant land mainly under private ownership. Comprehensive residential development with public vehicle park has been approved at this site and the implementation programme would depend on the project proponent. The development programme of this site depends on private initiatives.***
- 10.2.3 ~~The planning intention of the “CDA(2)” zone is for comprehensive development/redevelopment of the area for commercial and residential uses with the provision of open space and other supporting facilities. The “CDA(2)” site is located to the southwest of the “CDA(1)” site. It covers an area which includes the former Sha Kok Mei Temporary Housing Area, Sai Kung Interim Housing and a section of the existing Tai Mong Tsai Road. For early implementation of development, a phased development~~

~~may be considered. The site has been sold for private residential development in January 2013.~~

- 10.2.43 ~~Both the~~ *The* “CDA(1)” and “CDA(2)” sites falls within Sha Ha Archaeological Site *of Archaeological Interest (SAI)*. Artifacts attributed to prehistoric and historic period have *been* yielded in the south-eastern *southeastern* part of the sites. The area with archaeological value is worthy of preservation and thus any development or redevelopment on it should be avoided as far as possible. ~~Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department is required for any development proposals affecting the area as well as their immediate environs. Should the infringement of development on these areas be unavoidable, appropriate mitigation measures should be implemented fully by the development project proponent in consultation with the AMO.~~
- 10.2.54 ~~To ensure compatibility with the surrounding environment, development/~~ *Development or* redevelopment of the site *within this “CDA(1)” site* ~~should be~~ *is* subject to a maximum PR of 1.5 and BH of 8 storeys (excluding basements). In addition, a stepped height design should be adopted for buildings within the site. ~~To provide flexibility for innovative design adapted to the characteristics of particular site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~
- 10.2.65 Planning briefs setting out the planning parameters, the special design requirements to integrate the development with the character of the area, the stepped height concept and the provision of buffer open space between the developments with Tai Mong Tsai Road have been prepared to guide the future development of the ~~two~~ CDA sites *site*.
- 10.2.75 Pursuant to section 4A(1) of the Ordinance, development/ *or* redevelopment proposal within this zone is subject to the approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted together with the relevant assessment reports as well as other materials to be specified in the Notes of the Plan for the approval of the Board under section 4A(2) of the Ordinance. ~~Development/~~ *or* redevelopment will be in accordance with an approved MLP and it should be ensured that the nature and scale will be in keeping with the surrounding natural and rural landscape and land uses and will not exert adverse impacts on the limited road and other infrastructural provisions. A copy of the approved MLP will be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

10.3 Residential (Group A) (“R(A)”) : Total Area 2.29 ha

~~10.3.1~~ The planning intention of this zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The existing composite buildings in the town centre are under this zoning, which can be divided into ~~2~~ **two** sub-areas as follows:

- (a) Residential (Group A)1 (“R(A)1”) – this includes the existing composite buildings to the north of Man Nin Street. Development/ *or* redevelopment in this sub-area should be subject to a maximum PR of 5 and BH of 12 storeys (excluding basements), or the PR and height of the existing building, whichever is the greater.
- (b) Residential (Group A)2 (“R(A)2”) – this includes the existing composite buildings to the south of Man Nin Street and two sites to the north of Man Nin Street which are occupied by 6-storey buildings. Development/ *or* redevelopment in this sub-area should be subject to a maximum PR of 5 and BH of 6 storeys (excluding basements), or the PR and height of the existing building, whichever is the greater.

~~10.3.2~~ ~~To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.4 Residential (Group B) (“R(B)”) : Total Area ~~6.62~~ **9.37** ha

~~10.4.1~~ The planning intention of this zone is primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zone can be divided into ~~5~~ **seven** sub-areas as follows:

- (a) Residential (Group B)1 (“R(B)1”) – this includes the Lakeside Garden which is an existing rural public housing estate developed by Hong Kong Housing Society. Development/ *or* redevelopment at this site should be subject to a maximum gross floor area (GFA) of 50,300m², ~~site coverage (SC) of 40%~~ and BH of 13 storeys (excluding basements).
- (b) Residential (Group B)2 (“R(B)2”) – this includes the Tui Min Hoi Chuen which is an existing rural public housing estate developed by Hong Kong Housing Society. Development/ *or* redevelopment at this site should be subject to a maximum GFA of 18,000m², SC of 40% and BH of 5 storeys (excluding basements).

- (c) Residential (Group B)3 (“R(B)3”) – this includes the existing Man Yee Fishermen Housing Estate to the immediate east of Tui Min Hoi Chuen. Development/ *or* redevelopment at this site should be subject to a maximum GFA of 11,000m², SC of 40% and BH of 4 storeys (excluding basements).
- (d) Residential (Group B)4 (“R(B)4”) – this includes a ~~site~~ *residential development, namely Park Mediterranean*, at Hong Tsuen Road to the immediate northeast of Tui Min Hoi Electricity Substation. Development/ *or* redevelopment at this site should be subject to a maximum PR of 2, SC of 40% and BH of 8 storeys (excluding basements).
- (e) Residential (Group B)5 (“R(B)5”) – this includes a ~~site~~ *residential development, namely 133 Portofino*, at Hong Kin Road to the immediate east of Sai Kung Outdoor Recreation Centre. Development/ *or* redevelopment at this site should be subject to a maximum PR of 1.4, SC of 40% and BH of 5 storeys (excluding basements).
- (f) *Residential (Group B)6 (“R(B)6”) – this includes a site in Sha Ha to the immediate north of WM Hotel. Development or redevelopment at this site should be subject to a maximum PR of 1.5. The PR control is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.*

Following the overall stepped BH profile of Sai Kung Town North descending from the inland side towards the waterfront, the proposed residential development at this site is subject to maximum BHs of 10 storeys in the western part and 3 storeys in the eastern part as shown on the Plan. The lower maximum BH of 3 storeys in the eastern part will alleviate the visual impact towards the waterfront area including the beach in Sha Ha and adjoining area intended for low-rise beach related leisure uses. In determining the relevant maximum BH, any basement floor(s) may be disregarded.

A public vehicle park with not less than 120 parking spaces shall be provided within the site.

As there is high-pressure underground town gas pipeline running along Wai Man Road, Sha Ha Road and Tai Mong Tsai Road, non-building zone or buffer distance shall be considered in detailed design stage. These requirements will be incorporated through administrative means, subject to agreement with relevant Government departments as appropriate, so as to ensure proper implementation.

Part of the “R(B)6” site falls within Sha Ha SAI, where artifacts from both prehistoric and historic periods have been yielded. To mitigate the possible impacts on the SAI, archaeological works before and during construction stage may be required, subject to the proposed development scope. Prior consultation with the Antiquities and Monuments Office (AMO) should be made for any works, development, redevelopment or rezoning proposals that may affect the SAI and its immediate environs.

- (g) *Residential (Group B)7 (“R(B)7”) – this includes, The Mediterranean, which is a private residential development at Tai Mong Tsai Road. Development or redevelopment at this site should be subject to a maximum GFA of 23,145m² and a maximum BH of 8 storeys as shown on the Plan. A non-building area with widths of about 5m and 15m, which has been incorporated in the land lease, is designated along Tai Mong Tsai Road and the remaining boundaries respectively to minimise visual impacts on the surroundings and greeneries. Besides, a breezeway along the southwest direction should be maintained to facilitate air ventilation and to improve the micro-climate. A stepped-height principle should also be maintained in the area so that building heights would decrease gradually towards the proposed town square at its southeast. Part of the “R(B)7” site falls within Sha Ha SAI. The small corner in the western end falls within the works area of the Hiram’s Highway Improvement Stage 2 Project – Dualling of Hiram’s Highway from Marina Cove to Sai Kung Town.*

~~10.4.2 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/PR/SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.5 Residential (Group C) (“R(C)”) : Total Area 0.51 ha

The planning intention of this zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The existing development ‘Costa Bello’ at the waterfront of Tui Min Hoi is under this zoning. To ensure its compatibility with the adjoining village type developments, development/ *or* redevelopment at this site should be subject to a maximum PR of 0.75, SC of 40% and BH of 12m (3 storeys over 1 storey of carport). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.6 Residential (Group E) (“R(E)”) : Total Area ~~2.73~~ **2.53** ha

10.6.1 The planning intention of this zone is primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. ***In submitting residential development or redevelopment proposals, the applicant is required to provide adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial or residential interface problem.*** Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/ ***or*** residential interface problem. ***Any modification of use from non-industrial to industrial uses within existing industrial establishments will also require the permission of the Board.***

10.6.2 This zone can be divided into ~~2~~ ***two*** sub-areas as follows:

- (a) Residential (Group E) 1 (“R(E)1”) – this includes ~~a site at~~ ***two sites near*** the junction ***of Chui Tong Road and*** ~~between Hong Tsuen Road and Chui Tong Road~~, which is ***are*** currently occupied by five industrial buildings. ~~The site is located adjacent to the 13-storey Lakeside Garden and the 10-storey Star Plaza.~~ To avoid overtaxing the infrastructure and to be compatible with the adjacent developments, development/ ***or*** redevelopment at this zone would be subject to a maximum PR of 2, SC of 40% and BH of 8 storeys (excluding basements). Building blocks within this zone should be arranged in a stepped manner, with maximum building height at the north, descending to the south and west. Effective mitigation measures should be implemented to resolve the interface problem with the remaining industrial buildings in the vicinity and environmental impact from the traffic ~~on~~ ***of*** Hiram’s Highway.
- (b) Residential (Group E)2 (“R(E)2”) – this includes a site at the junction of Hiram’s Highway and Hong Kin Road, which is currently occupied by open storage yards and concrete batching plants. The “R(E)” zoning would encourage phasing out of the existing uses which are visually obtrusive and not compatible with the surrounding rural environment. As the site is located at the southern entrance to Sai Kung Town and is adjacent to the densely vegetated Tsiu Hang Special Area, more stringent restriction on the development intensity is necessary to ensure that it will blend in with the rural character of the surrounding area. Development/ ***or*** redevelopment at this site should be subject to a maximum PR of 0.75, SC of 40% and BH of 9m (2 storeys over 1 storey of carport).

~~10.6.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.7 Village Type Development (“V”) : Total Area ~~12.00~~ **10.86** ha

10.7.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

~~10.7.2 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restrictions stated in the Notes may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~ ***The boundaries of the “V” zones are drawn up having regard to the existing village ‘environs’, outstanding Small House demand and various site constraints. Areas of difficult terrain and dense vegetation are not included in this zone.***

10.7.3 Two recognized villages in the Area, namely Tui Min Hoi and Sha Ha, are under this zone. ~~The boundaries of the “V” zones are drawn up having regard to the existing village ‘environs’, outstanding Small House demand and various site constraints.~~ ***Sai Kung Old Town, Lake Court at Hong Kin Road and four settlement areas of previous fishermen, namely Kwun Mun Fishermen Village, Fishermen New Village, Ming Shun Village and St. Peter’s Villages which are not recognized villages, are also zoned “V” to retain the existing village character.***

10.7.4 ~~The old town, Lake Court at Hong Kin Road and three settlement areas of previous fishermen, namely Kwun Mun Fishermen New Village, Ming Shun Village and St. Peter’s Villages are also under this zoning in order to preserve their existing character of village type development.~~ ***All villages are accessible via either public road or some sub-standard vehicular access roads and are supplied with potable water, public sewerage system, electricity and telephone services.***

10.8 Industrial (Group D) (“I(D)”) : Total Area 0.40 ha

- 10.8.1 The planning intention of this zone is primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also *intended* for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed industrial buildings.
- 10.8.2 Three sites at Tui Min Hoi near Sai Kung Sewage Treatment Works are under this zoning. Two of them are currently used for industrial purposes and the remaining one is used as an open-air car and lorry park. These sites provide an opportunity for the relocation of the existing temporary workshops operating at Hong Tsuen Road, which would otherwise cause interface problems with the ~~planned residential development nearby, and the provision of liquefied petroleum gas vehicle repair workshops.~~ To ensure compatibility with the surrounding low-rise developments and greenery backdrop, development/ *or* redevelopment in this zone should be subject to a maximum PR of 3 and BH of 3 storeys (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~ Adequate lorry parking spaces should be provided within the new developments in these sites.

10.9 Government, Institution or Community (“G/IC”) : Total Area 13.00 ha

- 10.9.1 The planning intention of this zone is primarily for the provision of ~~Government, institution and community~~ *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, organizations providing social services to meet community needs, and other institutional establishments.
- 10.9.2 To provide a stepped height profile for Sai Kung Town, to maintain compatible building masses in the local setting, to meet the minimum height requirement for designated GIC facilities, to enhance clarity on the ~~building height~~ *BH* profile of future developments of the “G/IC” sites in Sai Kung Town and to ensure compatibility with their surroundings, ~~it is considered appropriate to impose BH restrictions for all the “G/IC” zones in Sai Kung Town.~~ This *this* zone is divided into 6 *six* sub-areas subject to different ~~building height~~ *BH* restrictions as follows:
- (a) “Government, Institution or Community” – the major existing facilities under this sub-area include the Sai Kung ~~Public~~ Swimming Pool, *Sai Kung Squash Courts, Sai*

~~*Kung Tennis Courts*~~ and ~~Sports Complex~~, the Man Yi Yee Wan Village Recreational Centre, the Tin Hau Temple and Hip Tin Temple, the fish wholesale market *Sai Kung Wholesale Fish Market*, the Tui Min Hoi Market *Haven of Hope Sai Kung Enhanced Home and Community Care Services*, the Water Supplies Department Sai Kung Sub-station *Depot*, the Tui Min Hoi *Fresh Water* Service Reservoir, ~~the~~ *a* sewage pumping station and the proposed salt water pumping station at the waterfront at Tui Min Hoi, the *former* Sai Kung Tui Min Hoi Mutual Aid Committee Office, *three* refuse collection points and *three* electricity sub-stations. A site in Sha Ha with no designated use is partly occupied as works area of Hiram's Highway Improvement Stage 2 Project. Development shall not result in *exceed* a maximum building height **BH** of 1 storey.

- (b) "Government, Institution or Community(1)" – the major existing facilities under this sub-area include the Sai Kung Tang Siu *Shiu* Kin Sports Ground, a sewage pumping station near the waterfront, a telephone exchange, the Sai Kung Market, the Sai Kung Rural Committee office, the former Fish Marketing Organization Sai Kung *Fish Marketing Organization* Primary School and the Sai Kung Sewage Treatment Works at the waterfront site. Development shall not result *exceed* in a maximum building height **BH** of 2 storeys.
- (c) "Government, Institution or Community(2)" – the major existing facilities under this sub-area include the Sai Kung Central Lee Siu Yam Memorial School, the Sai Kung Police Station, the *Sai Kung* Jockey Club ~~Sai Kung~~ Town Hall, the Sai Kung Fire Station, the Chinese Full Gospel Church, a ~~latrine~~ *Yi Chun Street Public Toilet* and 2 *two* undesignated "G/IC" sites. Development shall not result in *exceed* a maximum building height **BH** of 3 storeys.
- (d) "Government, Institution or Community(3)" – the existing facility under this sub-area includes the *Sai Kung* Mona Fong ~~Polyclinic~~ *Family Medicine Clinic* at Sai Kung Town Centre. Development shall not result in *exceed* a maximum building height **BH** of 4 storeys.
- (e) "Government, Institution or Community(4)" – an existing electricity sub-station *and the Hong Kong Academy* along Wai Man Road, ~~a proposed school along Wai Man Road~~ and the Marine Police East Divisional Headquarters are under this sub-area. Development shall not result in *exceed* a maximum building height **BH** of 5 storeys.
- (f) "Government, Institution or Community(5)" – the existing facility under this sub-area includes the Sai Kung Government Offices at Sai Kung Town Centre.

Development shall not ~~result in~~ *exceed* a maximum building height *BH* of 8 storeys.

~~10.9.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the BH restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.10 Open Space (“O”) : Total Area 4.45 **4.69** ha

10.10.1 The planning intention of this zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses servicing the need of local residents as well as the general public.

10.10.2 The Area has provided the opportunity for the provision of a continuous waterfront promenade extending all the way from ~~the former Sai Sha Hotel~~ *Sha Ha in the north* to the Marine Police East Divisional Headquarters ~~to~~ *in* the south. This promenade ~~will~~ *connects* the existing Sai Kung Town waterfront promenade to the coastal areas of Tui Min Hoi. The promenade together with the adjoining town centre and old town, Sai Kung Waterfront Park, ~~would become~~ *are* a major tourist attractions and leisure outlets for the local community and *represent* ~~an~~ unique features of Sai Kung Town.

10.10.3 The major existing facilities under this zoning include Wai Man Road Playground, ~~and the beach in Sai Kung Town North~~ *Sha Ha*, Sha Tsui Playground, Man Yee Playground and the basketball courts at Yi Chun Street in the town centre, and Sai Kung Park and Yi Chun Street Playground in the old town.

10.10.4 The area in front of the Tin Hau Temple and Hip Tin Temple is also under this zoning. This public open space, together with the temples, will form a heritage/ *or* cultural tourism node. Furthermore, together with the existing Sha Tsui Playground, Man Yee Playground, the basketball courts at Yi Chun Street and the “Other Specified Uses (Commercial and Tourism Related Uses (with Public Open Spaces))” zone at the waterfront, an open space corridor towards the waterfront ~~will be~~ *is* formed, *which also acts as a visual corridor from Tin Hau Temple to Inner Port Shelter in a southwest to northeast direction.*

10.11 Recreation (“REC”) : Total Area 6.49 ha

10.11.1 The planning intention of this zone is primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

10.11.2 The Sai Kung Outdoor Recreation Centre at Hong Kin Road is the only site under this zoning. A wide range of recreation and sports facilities such as swimming pool, mini-soccer pitch, basketball court, tennis court, children play area, indoor games hall are provided. Residential development will generally not be allowed except it is necessary to support the recreational use. The supporting residential development would be subject to a maximum PR of 0.2 and BH of 3 storeys. ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

10.12 Other Specified Uses (“OU”) : Total Area 12.56 ha

The planning intention of this zone is primarily for the provision of land for specific uses serving the needs of the local residents and/or a wider district. There are a total of ~~twelve~~ **12** “OU” zones in the Area with different specified uses, which are detailed as follows:

- (a) “OU” annotated “Town Square with Recreational, Community and Commercial Uses” – the planning intention of this zone is for the provision of a town square with recreational, community and commercial uses. The site would provide a town square and a piazza for residents and visitors thus reinforcing the gateway concept as conceived in the Study on SENT Strategy Review. The ‘town square’ could also serve as a major venue for holding festival events and celebrations and *a* prominent venue for providing tourist visitor centre(s), heritage display and exhibition gallery, souvenir shops, cafeterias and restaurants, etc. The provision and design of the recreational, community and commercial uses should be integrated with the ‘town square’ development and in accordance with the special design requirements.

The development of the recreational, community and commercial uses requires the approval by way of a planning application under section 16 of the Ordinance so as to facilitate appropriate planning control over the development mix, scale, design and layout of development, in particular integration with the provision of a town square within the site. In order to provide guidance for co-ordinated developments and to ensure proper control on the overall scale and design of various components within the site, a design guideline will be prepared.

In view the site is centrally located at the Sai Kung North, its close proximity to the low-rise coastal development and adjoining outdoor open-air public space, to ensure compatibility with the surrounding developments, development/ *or* redevelopment of recreational, community and commercial uses in this zone should be subject to a maximum PR of 0.8, a maximum SC of 30% and a maximum BH of 3 storeys (excluding basements). ~~To provide flexibility for innovative~~

~~design adapted to the characteristics of the site, minor relaxation of the PR/SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

- (b) “OU” annotated “Commercial and Tourism Related Uses (with Public Vehicle Park)” – the planning intention of this zone is for the provision of commercial and tourism related uses along with a public vehicle park. The existing Jockey Club Kau Sai Chau Public Golf Course’s **Public** Car Park at the waterfront in Sai Kung Town North is under this zoning. Subject to detailed design, the building at this site could become a landmark for the Area, and serve as a ‘Gateway Centre’ to provide supporting facilities for tourists. To ensure compatibility with the waterfront setting, development/ *or* redevelopment at this site should be subject to a maximum PR of 3 (including vehicle park) and BH of 3 storeys (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~ At present, about 520 vehicle parking spaces are provided within the vehicle park, including 240 spaces for the golfers. This level of vehicle parking provision should be retained in the development/ *or* redevelopment of this site.
- (c) “OU” annotated “Commercial, Cultural and Recreational Related Uses (with Public Vehicle Park)” – the planning intention of this zone is for the provision of commercial, cultural and recreational uses along with a public vehicle park in Sai Kung Town North. To ensure compatibility with the surrounding environment, development/ *or* redevelopment of the site should be subject to a maximum PR of 1.5 and BH of 8 storeys (excluding basements). The stepped height concept should be adopted for buildings within the site. A public vehicle park for at least 200 cars and 30 coaches/buses will have to be provided as part of the development on this site (to be taken into account in the PR calculation); ~~so as to complement the proposed PTT to the south, and to serve as a ‘park and enjoy’ facility.~~ To ensure easy maneuvering of vehicles, this public vehicle park should be about 11,000m² in gross floor area. This site falls within Sha Ha Archaeological Site **SAI**. ~~Artifacts attributed to prehistoric and historic period have yielded in the south-eastern part of the site. The area with archaeological value is worthy of preservation and thus any development or redevelopment on it should be avoided as far as possible. Prior consultation with the AMO is required for any development proposals affecting the area as well as their immediate environs. Should the infringement of development on these areas be unavoidable, appropriate mitigation measures should be implemented fully by the development project proponent in consultation with the AMO. To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

- (d) “OU” annotated “Commercial and Tourism Related Uses (with Public Open Spaces)” – the planning intention of this zone is for the provision of commercial and tourism related uses along with public open spaces including a waterfront promenade. The existing promenade along the waterfront of Sai Kung Town North, town centre and the old town, together with Sai Kung Waterfront Park and ~~its proposed extension to~~ **along the Sai Kung Wholesale Fish Market in** the southwest are under this zoning. Serving as a convenient linkage between the town centre and the pier, this area is considered suitable to be developed into a leisure/ *or* gathering place for the visitors and boat trippers. To enhance its attractiveness for visitors, commercial and catering facilities including gift-shop, area for alfresco dining and visitors information centre may be permitted along with the public open spaces. Together with the proposed ‘Gateway Centre’ to the north, they could provide comprehensive supporting facilities to tourists. To ensure compatibility with the waterfront setting and provision of adequate public open space, development/ *or* redevelopment at this site would be subject to a maximum SC of 10% and BH of ~~one~~ **1** storey (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. Notwithstanding, a~~ **A** width of about 6m, as part of the existing promenade, should be preserved as a public passageway.
- (e) “OU” annotated “Commercial and Tourism Related Uses (Including Hotel)” – the planning intention of this zone is for **the provision of** commercial and tourism related uses including hotel. Two sites are under this zoning, which are detailed as follows:
- (i) “Commercial and Tourism Related Uses (Including Hotel) (1)” – this includes ~~a vacant site~~ **the existing WM Hotel** along the waterfront of Sai Kung Town North. To ensure compatibility with the waterfront setting and the adjacent ‘Gateway Centre’, development at this site should be subject to a maximum PR of 1.5, SC of 70% and BH of 3 storeys (excluding basements).
- (ii) “Commercial and Tourism Related Uses (Including Hotel) (2)” – this includes the ~~previous~~ **New Beach Resort Hotel in Sha Ha,** ~~which is a piece of private land.~~ In line with the restrictions under the lease, development/ *or* redevelopment at this site should be subject to a maximum PR of 1.5, SC of 30% and BH of 5 storeys (excluding basements).
- ~~————— To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR/SC/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~
- (f) “OU” annotated “Beach Related Leisure Uses” – the planning intention

of this zone is for leisure facilities along the beach area so as to enhance the adjoining commercial and tourism related uses. The coastal area to the south of the ~~previous~~ *New Beach Resort Hotel*, which is currently occupied by restaurants, *and* BBQ areas, ~~swimming pool and a water sports centre~~ *Goofy Waves Water Sports Club and Academy*, is under this zoning. To ensure that the development/ *or* redevelopment in this area will blend in well with the surrounding, development/ *or* redevelopment in this zone should be subject to a maximum PR of 0.2 and BH of 2 storeys (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

- (g) “OU” annotated “Cultural/Heritage Tourism Related Uses” – the planning intention of this zone is for promotion of cultural/ *or* heritage tourism. The former Sai Kung Primary School at the fringe of the old town is under this zoning. Located next to the Tin Hau Temple and Hip Tin Temple, this site is considered suitable to be developed into a node for promotion of cultural/ *or* heritage tourism. The existing buildings, constructed in 1951, are historic items and should be retained as far as possible. Forming an integral part of the rural township, they could be converted into a heritage centre with provision of other supporting facilities for tourists. Any development, except addition, alteration and/or modification to the existing buildings, requires planning permission from the Board. All development, including modification, alteration or addition to or redevelopment of the existing buildings should be subject to a maximum PR of 0.35 and BH of 1 storey (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~
- (h) “OU” annotated “Commercial Development (with Multi-storey Vehicle Park)” – the planning intention of this zone is for commercial and multi-storey vehicle park uses. ~~The Star Plaza~~ *Dock 1A* at the junction of Hiram’s Highway and Chui Tong Road, which provides ~~more than 350~~ *380* public parking spaces for private car, light bus, taxi, goods vehicle, coach and bus, and floor space for shop and restaurant uses, is under this zoning. Development/ *or* redevelopment in this zone should be subject to a maximum GFA of 23,722m², of which not less than 17,396m² shall be provided for public vehicle park use, and BH of 10 storeys (excluding basements). ~~To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the GFA/BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~
- (i) “OU” annotated “Boat Servicing Area” – the planning intention of this zone is for servicing and storage of boats. The existing boatyards at

the waterfront of Tui Min Hoi are under this zoning. To avoid significant environmental nuisances to the nearby residents, the boat servicing activities in this zone should be confined to minor works for the small fishing and leisure boats. To prevent excessive building bulk at the waterfront, development/ *or* redevelopment in this zone should not exceed one storey.

- (j) “OU” annotated “Petrol Filling Station” – the planning intention of this zone is for the provision of petrol filling station serving the needs of the local residents and/or a wider district. The existing petrol filling station on the south-bound of Hiram’s Highway at Sai Kung Tuk is under this zoning.
- (k) “OU” annotated “Public Transport Terminus” – the planning intention of this zone is for the provision of public transport terminus or station serving the needs of the local residents and/or a wider district. ~~The proposed PTT at the western fringe of the Area and the existing PTT at the eastern end of Fuk Man Road (boundary to be revised) and public light bus terminus adjacent to Sai Kung Waterfront Park are under this zoning.~~ **Three PTTs are designated in the Area, including the existing PTT and public light bus terminus fronting Sai Kung Public Pier, the existing public light bus terminus adjacent to Sai Kung Waterfront Park and the existing PTT at Mei Yu Street.**
- (l) “OU” annotated “Pier” – the planning intention of this zone is for the provision of pier serving the needs of the local residents and/or a wider district. The existing Sai Kung Pier and the *two* landing platforms for the ferry to Jockey Club Kau Sai Chau Public Golf Course’s **Public Car Park** at the promenade in Sai Kung Town North **and at Sai Kung Hoi Pong Street** are under this zoning.

10.13 Green Belt (“GB”) : Total Area ~~12.15~~ **12.00** 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. ***Development within this zone will be strictly controlled. Any building development require permission from the Board and development proposals will be considered on their individual merits taking into account the relevant Guidelines published by the Board.***
- 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.

10.15 For the zones where minor relaxation of relevant restrictions are applicable, based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR/GFA/BH/SC restrictions as stated in the relevant paragraphs above may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

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.~~ ***To cope with the anticipated traffic growth, the Hiram’s Highway Improvement Project has been launched by phases to improve the section between Clear Water Bay Road and Sai Kung Town. Hiram’s Highway Improvement Stage 2 Project – Dualling of Hiram’s Highway between Marina Cove to Sai Kung Town was authorised in October 2021. The improvement works commenced in 2024. Upon completion of the works, the accessibility of the Area will be enhanced.***

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.~~

11.1.32 Man Nin Street and Fuk Man Road, branching off Po Tung Road, are the two existing local roads serving the town centre. ***Wai Man Road connecting Fuk Man Road and Tai Mong Tsai Road is the major access in the Sai Kung Town North area.*** 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 *well* served by public transport *running along Hiram's Highway and Tai Mong Tsai Road* including *franchised* buses, *and* public light buses and ~~green mini-buses, linking with~~ *running to and from* Kowloon, Shatin *Sha Tin*, Tseung Kwan O and the rural parts of Sai Kung. Three PTTs are designated in the Area, including the existing PTT and public light bus terminus *fronting Sai Kung Public Pier, the existing public light bus terminus* adjacent to Sai Kung Waterfront Park and ~~a proposed~~ *the existing* PTT at the western periphery of the Area *Mei Yu Street*. ~~The existing PTT fronting Sai Kung Public Pier will be required to shifted slightly to the northwest to facilitate the provision of a new public open space at the waterfront.~~ *Most of the Area is also accessible by taxis. Ferry and "kaito" services to the outlying islands in Port Shelter are also provided in Sai Kung Public Pier.*

11.3 Vehicle Parking Facilities

The major existing vehicle parks in the Area include the Jockey Club Kau Sai Chau Public Golf Course's *Public* Car Park in Sai Kung Town North which provides about 520 parking spaces (including 240 spaces for the golfers) and a multi-storey vehicle park in ~~Star Plaza~~ *Dock 1A* at the junction of Hiram's Highway and Chui Tong Road, which provides about 350 *public* parking spaces for private cars, goods vehicles and coaches. ~~Public vehicle parks~~ *Metered parking spaces* are also available on street *and in the town centre, near Lakeside Garden and Marine Police East Divisional Headquarters. Public parking spaces are available* in some of the private residential developments in the town centre. There is an existing open-air coach *car* park next to Sai Kung Tang Shiu Kin Sports Ground at Fuk Man Road. ~~The public vehicle park to be provided in the adjacent "OU" annotated "Commercial, Cultural and Recreational Related Uses (with Public Vehicle Park)" zone, together with the new PTT, will serve as a 'park and enjoy' facility.~~ *There are also public parking spaces to be provided within some planned developments in Sai Kung Town North.*

11.4 Pedestrian Network

The promenade along the waterfront serves as the major pedestrian link connecting different parts of Sai Kung Town. ~~To facilitate pedestrian circulation between the new PTT at the western periphery of the Area and the commercial and tourism related uses at the waterfront, pedestrianization scheme will be implemented for some of the new roads to be constructed in Sai Kung Town North.~~ In the old town, the existing pedestrian streets will be retained *allowing access from the town centre to Tui Min Hoi*. In other parts of the Area, footpaths will be provided and landscaped. *Appropriate signage* ~~Subways, footbridges and more information guidance (e.g. signage)~~ will be provided where necessary.

12. UTILITY SERVICES

- 12.1 The Area is **largely** covered by sewerage system which collects and conveys sewage to Sai Kung Sewage Treatment Works (STW) at Tui Min Hoi for treatment and disposal. To cater for the anticipated increase of sewage to be generated within the catchment area and the extension of the upstream sewer network, upgrading to the capacity of the STW is being planned taking account of the implementation programme of the upstream sewerage works.
- 12.2 ~~Supplies of potable~~ **Potable** water, gas, electricity and telephone services are available in the Area. Supply of seawater for flushing is currently not available in the Area and, therefore, temporary mains fresh water for flushing is provided.

13. CULTURAL HERITAGE

~~Tin Hau Temple and Hip Tin Temple accorded as Grade 2 historic buildings at Po Tung Road fall within the Plan. The Sha Ha Site of Archaeological Interest is located at the north of Sai Kung Town. Relics dated to Neolithic Period, Bronze Age, Sui, Tang and Five Dynasties, Song and Yuan Dynasties were unearthed in the area. Details of the historic buildings and site of archaeological interest have been uploaded onto AMO's official website. Prior consultation with the AMO of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above historic buildings or site of archaeological interest and their immediate environs.~~

- 13.1 *Within the boundary of the Area, there are Sha Ha SAI and a graded historic building, namely Tin Hau Temple and Hip Tin Temple at Po Tung Road (Grade 2).*
- 13.2 *The lists of declared monuments and proposed monuments, historic buildings and sites graded by the Antiquities Advisory Board (AAB), new items for grading assessment, Government historic sites identified by AMO of the Development Bureau and SAIs are published on AMO's website at <https://www.amo.gov.hk/en/historic-buildings/heritagesites-lists/index.html>. The lists will be updated from time to time.*
- 13.3 *Prior consultation with AMO should be made for any works, development, redevelopment or rezoning proposals that may affect the declared monuments, proposed monuments, historic buildings and sites graded by AAB, new items for grading assessment, Government historic sites identified by AMO, SAIs, or any other buildings/structures identified with heritage value, both at grade and underground, and the immediate environs of the aforementioned items.*
- 13.4 *A number of development sites in Sai Kung Town North fall within Sha Ha SAI. Artifacts attributed to prehistoric and historic period have been yielded in part of these sites. The area with archaeological value is*

worthy of preservation. Prior consultation with AMO should be made for any works, development, redevelopment or rezoning proposals that may affect the SAI as well as their immediate environs. Should the infringement of development on these areas be unavoidable, appropriate mitigation measures should be implemented fully by the development project proponent in consultation with AMO.

14. IMPLEMENTATION

14.1 ~~At present, there is no overall programme for the provision of infrastructure within the Area. The implementation process will be gradual and may stretch over a long period depending on the availability of resources. It will be undertaken through participation of both the public and private sectors.~~ *The Plan provides a broad land-use framework for development control and implementation of planning proposals for the Area. More detailed plans will be prepared as a basis for public works planning and private developments.*

14.2 *At present, there is no overall programme for the provision of infrastructure within the Area. The implementation process will be gradual and may stretch over a long period depending on the availability of resources. It will be undertaken through participation of both the public and private sectors.*

14.32 Notwithstanding the above, minor improvement works, ~~e.g. road widening and laying of utility services~~ have been and will be implemented through the Public Works Programme, the Local Public Works Improvement Programme, ~~the on-going Rural Planning and Improvement Strategy Development~~ *District Minor Works* Programme ~~or~~ *and* the Rural Public Works Programme as and when resources are available. Private developments will be effected principally through private sector initiatives to develop or redevelop their properties in accordance with the zonings indicated on the Plan, provided that their proposals meet Government requirements.

15. PLANNING CONTROL

15.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

15.2 The Plan provides a broad land use framework ~~within which more detailed non-statutory plans for the Area are prepared by the Planning Department.~~

~~These detailed plans are used as the basis for public works planning and site reservation within Government departments.~~ Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. ***Implementation of these public works projects will be subject to the availability of resources.*** In the ***course of*** implementation of the Plan, the Sai Kung District Council would be consulted as appropriate.

- 15.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in ~~considering~~ ***consideration of the*** planning applications, will take into account all relevant planning considerations which may include ~~the departmental plans and~~ guidelines published by the Board. The adopted department plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~JUNE 2013~~ **APRIL 2026**