

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/SK-HC/8

<u>Applicants</u>	: Shine Path Limited and Hin Yiu Limited represented by Arup Hong Kong Limited
<u>Site</u>	: Various Lots in D.D. 210 and Adjoining Government Land (GL), Pak Wai, Sai Kung, New Territories
<u>Site Area</u>	: About 12,692m ² (including about 3,286m ² (about 26%) of GL)
<u>Lease</u>	: Old Schedule Agricultural Lots held under Block Government Lease
<u>Plan</u>	: Approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/13
<u>Zonings</u>	: “Green Belt” (“GB”) (about 10,712m ² or 84.4%) Area shown as ‘Road’ (about 1,980m ² or 15.6%)
<u>Proposed Amendment</u>	: To rezone the application site from “GB” and area shown as ‘Road’ to “Residential (Group C)5” (“R(C)5”)

1. The Proposal

- 1.1 The applicants propose to rezone the application site (the Site) (**Drawing Z-1** and **Plan Z-1**) from “GB” and area shown as ‘Road’ to “R(C)5” subject to a maximum plot ratio (PR) of 0.6 and a maximum building height (BH) of 4 storeys (excluding basement) to facilitate a private residential development. The applicants’ proposed amendments to the Notes and Explanatory Statement (ES) of the OZP are at **Appendices II** and **III** respectively.
- 1.2 The Site is bounded by an existing stream and Hing Keng Shek Road at its east, the Hiram’s Highway at its south and is situated in a predominately low-density residential neighbourhood. According to the Indicative Scheme submitted by the applicants, the proposed development will have four residential blocks (one to four storeys in height excluding basement), one storey of basement for car parking, one-storey clubhouse with an outdoor swimming pool, an on-site underground sewage treatment facility (STF) and an area designated as community farm for future residents (**Drawing Z-1**). The ingress/egress point of the proposed development will be at Hing Keng Shek Road. The submitted Master Layout Plan (MLP), typical layout plan, section plan, Landscape Master

Plan (LMP), landscape section plan, photomontages and traffic arrangement plan are at **Drawings Z-1 to Z-12**. Major development parameters of the Indicative Scheme are as follows:

Key Development Parameters	
Site Area	About 12,692m ²
PR	0.6
Gross Floor Area (GFA)	About 7,615.2m ²
Site Coverage (SC)	Not more than 20%
Number of Building Blocks	5
- Residential Blocks	4
- Clubhouse	1
BH (No. of storeys/mPD)	
- Residential Blocks	Blocks 1 and 2 (4 storeys/19.1mPD) Block 3 (3 storeys/15.95mPD) Block 4 (1 storey/8.45mPD)
- Clubhouse	1 storey (10.4mPD)
	(all excluding basement)
No. of Units	96
Average Unit Size	About 79.3m ²
Design Population	288
Private Open Space	Not less than 288m ²
No. of Parking Spaces ¹	80
- Private Car	73
- Visitor	6
- Motorcycle	1
No. of Loading/Unloading (L/UL) Bays	Heavy Goods Vehicle: 4
Residents' Clubhouse ²	About 380.76m ²
Greenery Coverage	Not less than 20%
Anticipated Completion Year	2031

¹ The carparking spaces to be provided at basement level are not included in GFA calculation.

² The floor area of clubhouse is proposed to be exempted from GFA calculation.

1.3 At the branching off point of Hiram's Highway to Hing Keng Shek Road, there is an existing footpath decked over the existing stream and runs across the middle of the Site, leading to the village settlements and temporary structures of Hing Keng Shek to the uphill direction (**Plan Z-2a**). To maintain the public accessibility to and from the Hiram's Highway and of Hing Keng Shek to the north of the Site, the applicants propose a 2m-wide public footpath along the eastern boundary within the Site with unrestricted 24-hour access, which would be constructed, managed and maintained by the applicants (**Drawing Z-1**). The applicants also propose to widen the existing section of Hing Keng Shek Road branching off the roundabout to 6m wide for a 2-lane single carriageway and to provide a cautionary crossing across Hing Keng Shek Road. The applicants have committed to take up the implementation of the proposed improvement works (**Drawing Z-12**).

1.4 In support of the application, the applicants have conducted the following technical assessments based on the Indicative Scheme including Traffic Impact

Assessment (TIA), Visual Impact Assessment (VIA), Environmental Assessment (EA), Drainage Impact Assessment (DIA), Sewage Treatment and Disposal Proposal (STDP) Report, Geotechnical Planning Review Report (GPRR) and Water Demand Assessment (WDA).

Traffic Aspect

- 1.5 The Site is accessible from Hing Keng Shek Road branching off the roundabout of Hiram's Highway, with the proposed ingress/egress at the eastern boundary. According to the submitted TIA, the parking and L/UL facilities are provided in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG). Junction and link capacity assessments have been carried out for the three key junctions and six road links, the results indicated that all junctions and road links would be operated satisfactorily after the completion of the proposed development. Therefore, it is anticipated that the proposed development would not induce significant traffic impact on the surrounding road network.

Visual and Landscape Aspects

- 1.6 In terms of visual aspect, six viewpoints have been selected for assessment in the submitted VIA. The proposed development would only bring slightly adverse visual impacts at two viewpoints assessed and the rest are considered negligible. In view of the low-rise nature of the proposed development, it is anticipated that the proposed development would maintain a balanced and harmonious visual context with the surroundings. Private open space of not less than 288m² will be provided in accordance with the requirements in HKPSG. According to the submitted LMP, the landscaped areas would have a total greenery coverage of not less than 20%. According to the Tree Survey Report, 85 out of 130 existing trees within and adjacent to the Site are proposed to be felled due to poor health condition or in conflict with the proposed development. The remaining 44 and 1 trees are proposed to be retained and transplanted respectively while no Old and Valuable Tree (OVT), endangered and rare species are recorded. The applicants also propose to plant a total of 100 new trees as compensatory thus achieving a compensatory ratio of about 1:1.17 in terms of number. Various design elements, including stepped BH profile descending from 4 storeys to 1 storey, soft and hard landscape, buffer planting, fence wall, etc., have been included in the Indicative Scheme to mitigate visual and landscape impacts.

Environmental, Sewerage, Drainage and Water Supply Aspects

- 1.7 According to the submitted EA, with the implementation of the recommended mitigation measures, no adverse impacts on air quality, noise, water quality, waste management and land contamination aspects would be envisaged from the proposed development. Regarding noise and air quality, building setback of 15m and 10m from Hiram's Highway and Hing Keng Shek Road respectively and other mitigation measures, such as erection of temporary noise screening, dust suppression and adoption of good site practices, have been proposed in the EA to be implemented during construction and operation stages to mitigate possible environmental impacts.

- 1.8 According to the submitted STDP, as the Site is within an unsewered area, an on-site underground STF (minimum headroom of 4.5m with minimum area of about 350m²) will be provided for the proposed development for proper treatment of sewage. The STF would be fully enclosed by a concrete structure and equipped with odour removal system, and it would be designed in accordance with the recommendation from the “Guidelines for the Design of Small Sewage Treatment Plants” to minimise the potential odour impact.
- 1.9 According to the submitted DIA, peripheral channels with catchpits would be constructed to intercept all surface runoff running across the Site. A comprehensive channel system would be constructed for the proposed development to convey the collected flows to the existing stream. The additional flow incurred by the proposed development would not overload the existing watercourse. Detailed drainage design, including blue-green drainage facilities, would be submitted to relevant government departments for approval at later stage. As such, no adverse drainage impact on the surrounding area is anticipated.
- 1.10 In terms of water demand, the submitted WDA concludes that water demand generated from the proposed development, including fresh and flushing water, would not impose adverse impact on the existing water supply network.
- 1.11 In support of the application, the applicants have submitted the following documents:
- (a) Application form received on 17.9.2025 (Appendix I)
 - (b) Consolidated Planning Statement dated 2.7.2026¹ (Appendix Ia)
- 1.12 On 19.12.2025 and 27.3.2026, the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) agreed to the applicants’ request to defer making a decision on the application for two months each.

2. Justifications from the Applicants

The justifications put forth by the applicants in support of the application are detailed in the Consolidated Planning Statement at **Appendix Ia**. They can be summarised as follows:

- (a) the proposed rezoning of the Site is in line with the Government’s policy to increase housing supply;
- (b) making efficient use of the Site as private land resources can relieve burden of housing supply;

¹ Supporting Planning Statement (SPS) received on 17.9.2025 as well as Further Information (FI) received on 24.10.2025[#], 31.10.2025^{*}, 14.11.2025^{*}, 8.1.2026[#], 16.2.2026[#] and 15.5.2026[#] were superseded and are attached at **Appendices Ib to Ih** respectively.

^{*}accepted and exempted from publication and recounting requirements

[#]accepted but not exempted from publication and recounting requirements

- (c) the proposed rezoning of the Site is in line with the Government's initiatives to review suitable "GB" zone for housing development, which would serve as a desirable precedent for reviewing suitable "GB" areas to optimise underutilised private land resources for increasing housing supply;
- (d) as the Site has been partly occupied by a horticulture workshop and temporary structures and is situated in close proximity to the Hiram's Highway, the proposed development would improve the local environment by proper management and thoughtfully designed landscape. The remaining "GB" area outside the Site which is currently covered by dense trees will be retained;
- (e) the proposed low-rise and low-density residential development would be compatible, in terms of its development density, visual and landscape context, with the surrounding low-rise residential developments and village settlements;
- (f) the surrounding living environment would be enhanced by adopting enhanced architectural and landscape design; and
- (g) there would be no insurmountable adverse impact in terms of visual, landscape, traffic, environmental, drainage, sewerage, geotechnical and water demand.

3. Compliance with the Owner's "Consent/Notification" Requirement

The applicants are the sole "current land owners" of private land portion. Detailed information would be deposited at the meeting for Members' inspection. 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 GL portion.

4. Background

- 4.1 With reference to the aerial photo taken on the date of gazettal of Ho Chung Interim Development Permission Area (IDPA) Plan on 17.8.1990 (**Plan Z-3a**), the Site was partly formed with a few temporary structures for pigsties and some ruins.
- 4.2 On the draft Development Permission Area (DPA) Plan No. DPA/SK-HC/1 gazetted on 12.7.1991, the Site was entirely zoned "GB". In the preparation of OZP for Ho Chung Area, since more land area was required to be reserved for road improvement works of the Hiram's Highway Stage 1 Improvement (HH1) Project, the southern portion of the Site was rezoned from "GB" to area shown as 'Road' on the first Ho Chung OZP No. S/SK-HC/1 gazetted on 20.5.1994. The zonings of the Site have remained unchanged since then. The HH1 Project was completed in February 2021.
- 4.3 The Site is not subject to any active planning enforcement action.

5. Previous Applications

5.1 The Site is not the subject of any previous s.12A application but is the subject of five rejected s.16 applications covering different site extents since the gazettal of the first Ho Chung OZP on 20.5.1994 (**Plans Z-1 and Z-2b**). Four previous applications (No. A/SK-HC/30, 96, 114 and 139) were for proposed residential development and one previous application (No. A/SK-HC/265) was for proposed access road ancillary to houses and filling of land.

Applications for Residential Development

5.2 Previous applications (as listed in the table below), which were all for proposed residential development, were rejected by the Committee between 1996 to 2007 on similar grounds including the proposed development was not in line with the planning intention of “GB” and the Town Planning Board Guidelines; the proposed development would prejudice the implementation of planned infrastructure; insufficient information in the submission to demonstrate no adverse impacts would be generated; and the proposed development would set undesirable precedent for similar applications within the “GB” zone. Some major departmental comments on the previous applications are summarised in paragraphs 5.3 and 5.4 below.

Application No.	Proposed Residential Development	Site Area (m²)	PR	GFA (m²)	BH (m)	Decision of the Committee (date)
A/SK-HC/30 [#]	14 Houses with Three-storey including Carport	11,915	0.37	4,410	10.5	Rejected (26.11.1996)
A/SK-HC/96 [*]	24 Houses with Two-storey over One-storey Carport	10,716	0.4	4,286	9	Rejected (26.4.2002)
A/SK-HC/114 [*]	22 Houses with Two-storey over One-storey Carport	10,716	0.4	4,286	9	Rejected (13.1.2006)
A/SK-HC/139 [*]	18 Houses with Two-storey over One-storey Carport	10,716	0.34	3,693	9	Rejected (2.2.2007)

[#]Submitted by a different applicant from the current s.12A rezoning application.

^{*}Submitted by an applicant who is also one of the applicants (Shine Path Limited) of the current s.12A rezoning application.

5.3 For application No. A/SK-HC/30, the Transport Department (TD) considered that the submitted TIA was not done in a proper professional manner and the applicant failed to address the traffic impact associated with the proposed development and part of the site fell within the road reserve for future improvement of Hiram’s Highway. For application No. A/SK-HC/96, the Highways Department (HyD) commented that the southern part of the site might be affected by the road improvement project ‘Hiram’s Highway from Marina Cove to Sai Kung Town’ which was under study at that time and there was a Rural Planning and Improvement Strategy project for improvement of Hing Keng Shek Road under planning stage. Mismatch of the completion time of the

proposed development (October 2026) and the HH1 Project (June 2007) would overload the road network.

- 5.4 For application No. A/SK-HC/114, while there was no adverse comment on or no objection to the application from traffic, drainage, sewerage and environmental aspects, the Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, PlanD) had reservation on the application since suburban development was likely to have impacts on the existing rural character, the proposed development was considered incompatible amidst the green valley setting and “GB” zone was considered appropriate from landscape planning point of view. For application No. A/SK-HC/139, there was no adverse comment on or no objection to the application in terms of drainage and sewerage aspects. However, the applicant did not clarify the construction party for the proposed slip road connecting to the site and the requested information in the TIA in response to the comments of HyD. The submitted Visual Appraisal only presented simple massing blocks, and other key reference information such as the height of the location where the photos were taken and basic information including access road, playground, swimming pool, landscape area/features were missing in the photomontages. CTP/UD&L, PlanD had reservation on the application from urban design perspective as she was not able to perform a detailed check on the accuracy of the photomontages.

Application for Other Use

- 5.5 Application No. A/SK-HC/265 was for a private access road ancillary to houses in Hing Keng Shek and filling of land which was rejected by the Board on review on 21.7.2017 on the grounds that the proposed development was not in line with the planning intention of the “GB” zone and the approval of the application would set an undesirable precedent for similar applications within the “GB” zone.

6. Similar Application

There is no similar rezoning application within the same “GB” zone and area shown as ‘Road’ on the OZP.

7. The Site and its Surrounding Areas (Plans Z-1, Z-2a and Z-2b, aerial photos on Plans Z-3a and Z-3b and site photos on Z-4a and Z-4b)

7.1 The Site:

- (a) is partly hard paved and occupied by horticulture workshops and vehicle parking at the southern portion, and partly covered by trees and overgrown, in which majority of trees are found along the eastern half portion with an existing stream running along the eastern boundary from north to south of the Site;
- (b) covers an existing footpath decked over the existing stream which runs across the middle of the Site, leading to the village settlements and temporary structures of Hing Keng Shek to the uphill direction; and

- (c) is directly accessible from Hing Keng Shek Road connecting to Hiram's Highway.
- 7.2 The Site is situated in an area with rural character comprising mainly village settlements of two to three storeys under "Village Type Development" ("V") zones including Hillview Lodge, Bernard Garden, Luk Mei Village, Pak Wai Village and Hing Keng Shek Village (**Plans Z-1 and Z-2a**).
- 7.3 To the immediate west and north of the Site is an area within "GB" and to the immediate west and further east are areas zoned "Conservation Area" ("CA") covered with dense woodland (**Plan Z-3b**).
- 7.4 To the immediate south of the Site are Hiram's Highway connecting Sai Kung Town Centre and Kowloon, and a mixture of residential, industrial and storage uses in areas zoned "R(C)3", "Residential (Group D)" ("R(D)") and "Residential (Group E)" ("R(E)") with restrictions of PR ranging from 0.2 to 0.75, and BH ranging from 9m to 12m. To the further north are low-rise and low-density residential developments under "R(C)2" zone with maximum PR of 0.4, a maximum SC of 20% and a maximum BH of 9m with 2 storeys over one storey of carport. To the further south across Hiram's Highway is Marina Cove zoned "Other Specified Uses" annotated "Residential cum Marina Development" ("OU(Residential cum Marina Development)") on the approved Hebe Haven OZP No. S/SK-HH/8 with a total maximum GFA of 70,606m² and a maximum BH of 3 storeys including carport (10.66m).

8. Planning Intentions

- 8.1 The planning intention of the "GB" 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.
- 8.2 The area shown as 'Road' is to reserve land for junction improvement of Hing Keng Shek Road in tandem with Hiram's Highway Improvement Stage 2 (HH2) Project to improve the existing situation of the roads between Marina Cove and Sai Kung Town.

9. Comments from Relevant Government Departments

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

Land Administration

- 9.1.1 Comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD):

- (a) no objection to the application;

- (b) the Site comprises GL and private lots, details of the private lots are at **Appendix IV**, and her office cannot verify the area of the Site at this stage. The applicants should ensure that the areas stated in the submission are correct;
- (c) existing structure erected on Lot 53 RP in D.D. 210 is not covered by any short term waivers and Squatter Survey numbers, and lease enforcement actions against such structure would be taken by her office according to case priority;

Reprovisioning of Existing Footpath

- (d) the applicants are willing to take up the management and maintenance of the proposed 24-hour public footpath to be reprovisioned. From land administration point of view, her office has no specific comment on the said arrangement, provided that the location, alignment and width of the proposed footpath to be reprovisioned and the proposed closure of the existing footpath are considered acceptable by other government departments including but not limited to TD, HyD and District Officer (Sai Kung), Home Affairs Department (DO(SK), HAD);

Proposed Widening of Hing Keng Shek Road and Provision of Vehicular Access

- (e) according to the TIA and SPS, it is proposed to widen Hing Keng Shek Road and provide a vehicular access connecting the Site and Hing Keng Shek Road to be widened outside the Site;
- (f) the applicants would take up the management and maintenance responsibility for the road section within the Site, and the future management and maintenance responsibility for the proposed road works falling outside the Site which include the proposed widening of Hing Keng Shek Road and the proposed vehicular access connecting the Site and Hing Keng Shek Road to be widened (collectively referred to as the Proposed Road Works) would be clarified by the applicants during future lease modification stage. From land administration point of view, her office has no specific comment on the proposed arrangements;
- (g) if the subject application is approved by the Committee, the applicants should apply for a land exchange to effect the proposal. The applicants should be reminded that every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application will eventually be approved by LandsD. If the application for land exchange is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee; and
- (h) other advisory comments are at **Appendix IV**.

Traffic

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

- (a) no objection to the application from traffic engineering perspective, taking into account the applicants' proposals and the submitted TIA;
- (b) to accommodate the additional traffic generated from the proposed development, the applicants propose to carry out the widening of the existing section of Hing Keng Shek Road between the Site and Hiram's Highway to a 2-lane single carriageway;
- (c) it is observed that the traffic impact arising from the proposed development on the adjacent road network within the area of influence would be acceptable and that the proposed development would provide parking and L/UL facilities within the Site in accordance with HKPSG; and
- (d) Hing Keng Shek Road and the existing access and associated decked structure adjacent to Hing Keng Shek Road are not under the management of his office.

9.1.3 Comments of the Chief Highway Engineer/New Territories East, HyD (CHE/NTE, HyD):

- (a) no objection to the application from highway maintenance point of view; and
- (b) Hing Keng Shek Road and the existing access and associated decked structure adjacent to Hing Keng Shek Road fall outside the jurisdiction of his office.

9.1.4 Comments of the Chief Engineer/Major Works Project Management Office, HyD (CE/MWPMO, HyD):

- (a) no objection to the application; and
- (b) the Site does not fall within the boundary of the HH2 Project (**Plan Z-2a**). Given the proximity to the project boundary of HH2, the applicants should be requested to seek advice from his office and coordinate with the HH2 contractor regarding any works related to the application that may interface with the HH2 Project.

Environment

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

Air Quality

- (a) according to the EA, no industrial chimney is identified within 200m from the Site and sufficient buffer distance of at least 10m to the nearby roads (i.e. Hing Keng Shek Road and Hiram's Highway)

are to be provided. The applicants have confirmed that the design of the proposed underground vehicle park would follow Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/96 such that the exhaust outlet of the proposed vehicle park would be suitably located and designed with proper mitigation measure. Besides, the proposed on-site sewage treatment plant (STP) would be located underground and equipped with deodorizing unit at ventilation and exhaust system. Overall, no adverse air quality impact is therefore anticipated;

Noise

- (b) according to the EA, with the implementation of design measures including building setback, building orientation and provision of fence wall, all the residential units would comply with the HKPSG road traffic noise planning standard of 70dB(A). The assessment has also reviewed the potential fixed noise sources in the vicinity of the Site and it was confirmed that no adverse fixed noise impact to the residential units would be anticipated. Besides, appropriate mitigation measures such as enclosures would be provided to fixed noise sources within the proposed development. Overall, no adverse noise impact is therefore anticipated;

Sewerage and Water Quality

- (c) no public sewerage is available in the vicinity of the Site. An on-site STP with design following "Guidelines for the Design of Small Sewage Treatment Plants" would be provided for collection, handling and disposal of sewage and wastewater arising from the development. Besides, backwash from proposed swimming pool would be discharged into the proposed STP and the drainage outlet will be connected in accordance with the ProPECC PN 1/23. Overall, no adverse water quality is therefore anticipated;

Land Contamination

- (d) according to the EA, historic land use at the Site involves commercial horticulture workshop and vehicle maintenance and no sign of oil stain/land contamination was observed during the site appraisal conducted under the EA. Given that the workshop within the Site is still operational, the applicants have committed that further site re-appraisal would be conducted prior to the development to address any potential land contamination issue; and
- (e) on the above basis, there is no objection to the application from environmental planning point of view provided that there is feasible mechanism under land title document to require the submission of noise impact assessment to meet with HKPSG requirements to the satisfaction of DEP prior to the commencement of the development and provision of noise mitigation measures identified therein and submission of land contamination assessment in accordance with the prevailing guidelines and the implementation of the remediation

measures identified therein to the satisfaction of DEP prior to the commencement of the development.

Urban Design and Landscape

9.1.6 Comments of the CTP/UD&L, PlanD:

Urban Design and Visual

- (a) no adverse comment from visual and urban design perspectives;
- (b) a VIA has been submitted by the applicants which concludes that significant adverse visual impacts are not anticipated as compared to the existing condition. It is also noted that to enhance the visual permeability of the proposed development with the surrounding areas, a stepped BH profile descending from 4 storeys to 1 storey has been incorporated in the Indicative Scheme. Based on the VIA findings, and noting the relatively small scale of the proposed development and that prevailing low-rise and low-density character would be largely maintained, significant adverse visual impact arising from the proposed development is not anticipated;

Landscape

- (c) the Site is situated in an area of miscellaneous rural fringe landscape characterised by dense vegetation to the west, east and north and a residential development to the south;
- (d) tree clusters are mainly found in the northern and eastern parts, and some temporary structures are found in the southern part of the Site;
- (e) most of the Site is covered with tree clusters, which forms an integral part of "GB" zone. According to the LMP, 85 trees are proposed to be felled while 100 new trees are proposed to be planted and landscape planting areas are proposed to provide buffering along site boundary. From the tree survey report, it is noted that T59 (a tree of particular interest with diameter at breast height (DBH) larger than 1000mm) and T251 (a mature tree with DBH larger than 750mm), both with fair amenity value, form, health condition and structural condition are found within the Site. T59 is now proposed to be retained in-situ and T251 to be transplanted within the Site;
- (f) in view of the above, no significant adverse landscape impact arising from the proposed development is anticipated; and
- (g) other advisory comments are at **Appendix IV**.

Nature Conservation

9.1.7 Comment of the Director of Agriculture, Fisheries and Conservation (DAFC):

No strong view on the application from nature conservation point of view as the Site is mainly covered with common tree species and some existing structures.

Drainage and Sewerage

9.1.8 Comments of the Chief Engineer/Mainland South, DSD (CE/MS, DSD):

- (a) no comment on the STDP report for the application; and
- (b) other advisory comments are at **Appendix IV**.

Water Supplies

9.1.9 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no adverse comment on the application from water supply point of view; and
- (b) other advisory comments are at **Appendix IV**.

Building Matters

9.1.10 Comments of the Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department (CBS/NTE2 & Rail, BD):

- (a) no in-principle objection to the application; and
- (b) other advisory comments are at **Appendix IV**.

Geotechnical Aspect

9.1.11 Comments of the Head (Geotechnical Engineering Office), Civil Engineering and Development Department (H(GEO), CEDD):

- (a) no adverse geotechnical comment on the application;
- (b) a Natural Terrain Hazard Study (NTHS) is required for adjoining slope features (**Plan Z-2a**); and
- (c) other detailed comments are at **Appendix III**.

Fire Safety

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

- (a) no specific comment on the application;
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans;
- (c) the emergency vehicular access provision shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the BD; and
- (d) should the proposed development affect any emergency vehicular access provision of nearby buildings or licensed premises in the area, such as petrol filling station or dangerous goods store, the applicants should make separate enquiry to his office to ensure work feasibility.

Electricity and Risk Aspects

9.1.13 Comments of the Director of Electrical and Mechanical Services (DEMS):

- (a) there is an underground high pressure town gas transmission pipe running along Hiram's Highway (**Plan Z-2a**);
- (b) no comment from electricity supply safety and town gas safety points of view provided that the applicants commit to submit a Quantitative Risk Assessment at the detailed design stage; and
- (c) other advisory comments are at **Appendix IV**.

District Officer's Comments

9.1.14 Comments of the DO(SK), HAD:

- (a) no comment on the application from works project perspective;
- (b) the applicants should be responsible for the maintenance of the proposed footpath before, during and after the construction; and
- (c) his office will not take up the management responsibility of the proposed public footpath.

9.2 The following government departments have no objection to/no comment on the application:

- (a) Chief Engineer (Works), HAD; and
- (b) Project Manager (East), East Development Office, CEDD.

10. Planning Considerations and Assessments

- 10.1 The application proposes to rezone the Site from “GB” and area shown as ‘Road’ to “R(C)5” subject to a maximum PR of 0.6 and a maximum BH of 4 storeys (excluding basement) to facilitate a private residential development (**Appendix II**). According to the Indicative Scheme submitted by the applicants, the proposed development will have four residential blocks (one to four storeys in height), one-storey basement for car parking, one one-storey clubhouse with an outdoor swimming pool, an on-site underground STF and an area designated as community farm for future residents.

Planning Intentions

- 10.2 The planning intention of the “GB” 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. The Site is located close to Hiram’s Highway, the existing villages of Pak Wai and Hing Keng Shek to the southeast and north and the low-rise and low-density private residential developments namely Marina Cove, Bernard Garden and Hillview Lodge to the southeast and north. The Site is partly paved and occupied by horticulture workshops and vehicle parking at the southern portion, and partly covered by trees and vegetation. Given that the Site is located in close proximity to existing village settlements, private residential developments and Hiram’s Highway, and that the vegetated woodland in the remaining “GB” zone surrounding both the west and northeast of the Site will continue to serve as a landscape buffer between the highway and the village settlements of Hing Keng Shek and private residential developments of Bernard Garden and Hillview Lodge to the north of the Site, the Site can be considered for rezoning to a more appropriate land use zoning to facilitate better utilisation of land, optimise the development potential and increase housing supply.
- 10.3 While the southeastern portion of the Site (15.6%) is currently shown as ‘Road’ on the OZP, as the HH1 Project was completed in February 2021, the road reserve is no longer required for road improvement works as confirmed by HyD and could be released for other developments for better utilisation of land.

Land Use Compatibility and Development Intensity

- 10.4 According to the ES of the OZP, the general planning intention of Ho Chung is to consolidate existing village type development and to provide adequate land for low-rise and low-density residential development in orderly pattern. The Site is situated in a rural area characterised by low-rise and low-density private residential and village type developments including low-rise developments in “R(C)2”, “R(C)3”, “R(D)” and “R(E)” zones and in the “OU(Residential cum Marina Development)” in Marina Cove (maximum BH of three storeys including carport (10.66m)) zone, and “V” zones in Hing Keng Shek and Pak Wai (maximum BH of three storeys). According to the Indicative Scheme submitted by the applicants, the proposed residential development will have four residential blocks (one to four storeys in height) with a maximum PR of 0.6, which is generally in line with the existing low-density and low-rise village-type and private residential developments (with PR ranging from 0.2 to 0.75 and BH

mainly about 3 storeys and/or 9m with 2 storeys over one storey of carport) in the vicinity (**Plans Z-1 and Z-3b**).

- 10.5 The proposed “R(C)5” zone at the Site is primarily for a low-rise and low-density residential development. It will blend in well with the surrounding natural environment and rural character and will form as an extension to the existing and planned low-rise residential developments in the area. CTP/UD&L, PlanD advises that the proposed development is relatively small in scale and the prevailing low-rise and low-density character of the area would be largely maintained.

Visual, Urban Design and Landscape Aspects

- 10.6 In support of the application, the applicants submit a VIA based on the Indicative Scheme to demonstrate the visual impact of the proposed development as compared to the current condition. As shown on the photomontages in the VIA (**Drawings Z-6 to Z-11**), the mountain backdrop at the immediate vicinity would be slightly blocked. That said, the Site is generally elongated in shape and situated within a valley at a relatively lower ground level than its surroundings and the Hiram’s Highway (**Plan Z-4b**), the proposed development would not be visible at several viewpoints. The overall low-rise and low-density character of the area can still be maintained. The proposed development will unlikely affect the visual character and overall landscape in the area, and significant adverse visual impact is not anticipated. Should the Committee decide to agree to the application, it is recommended that BH restrictions of 4 storeys for the northern portion and 1 storey for the southern portion be stipulated on the OZP to ensure that the proposed stepped BH profile will be implemented in the future development.
- 10.7 As indicated in the submitted LMP (**Drawing Z-4**), the greenery coverage under the Indicative Scheme complies with the requirements under relevant guidelines. While majority of the Site is currently zoned “GB” (about 84.4%), the trees currently found on-site are generally in fair to poor conditions with no rare species and no OVT within the Site according to the applicants’ submission. In the Tree Survey Report, 85 out of 130 existing trees within and adjacent to the Site are proposed to be felled due to poor health condition or in conflict with the proposed development. The remaining 45 trees are proposed to be retained or transplanted. The applicants also propose to plant a total of 100 new trees as compensatory trees thus achieving a compensatory ratio of about 1:1.17 in terms of number. CTP/UD&L, PlanD advises that significant adverse visual and landscape impacts arising from the proposed development are not anticipated.

Technical Aspects

- 10.8 With reference to the EA submitted by the applicants, sufficient setback of at least 10m distance would be provided from Hiram’s Highway and Hing Keng Shek Road, all openable windows for ventilation, fresh air intake and other planned outdoor locations for air sensitive uses of the proposed development would be located outside the buffer regions to avoid potential air quality impact. The proposed STF would be fully enclosed with deodorising units installed at the ventilation and exhaust system, no adverse air quality impact on the proposed residential development and to the surroundings is anticipated. With the

implementation of mitigation measures such as proper setback of 15m from Hiram's Highway and orientation of buildings and a 2m-high fence wall along the southern boundary between the proposed development and Hiram's Highway as proposed in the EA, no adverse traffic noise impact on the proposed residential development is anticipated. DEP has no adverse comment on the application from environmental planning point of view.

- 10.9 According to the DIA, the additional flow incurred by the proposed development would not overload the existing watercourse, no insurmountable technical problem is envisaged. DEP and CE/MS, DSD have no adverse comment on the application from environmental planning and drainage maintenance points of view respectively.
- 10.10 According to the TIA, taken into account the planned HH2 Project which is scheduled to be completed by 2032, the local junctions and road links would operate within their capacity with the proposed development. The ingress/egress point of the proposed development will be at Hing Keng Shek Road. The applicants propose to widen the existing section of Hing Keng Shek Road branching off the roundabout to 6m wide for a 2-lane single carriageway. In order to maintain the public accessibility to and from the Hiram's Highway and the village settlements to the north of the Site, the applicants propose a 2m-wide public footpath along the eastern boundary within the Site with unrestricted 24-hour access, which would be constructed, managed and maintained by the applicants (**Drawing Z-1**). C for T and DO(SK), HAD have no objection to and no comment on the application respectively.
- 10.11 The applicants also submit other technical assessments based on the Indicative Scheme including DIA, STDP, GPRR and WDA. Relevant departments including DEP, H(GEO), CEDD and CE/C, WSD have no in-principle objection to or adverse comment on the application from infrastructural perspectives.

Previous Applications

- 10.12 The four previous s.16 planning applications covering parts of the Site for proposed house developments were rejected by the Committee between 1996 and 2007 mainly due to technical concerns and insufficient supporting information as detailed in paragraphs 5.3 and 5.4 above. In the current application, the applicants have submitted the relevant technical assessments demonstrating feasibility in respect of traffic, geotechnical, visual, urban design, landscape and infrastructural aspects and concerned government departments have no objection to or no adverse comments on the application. Taking account of the above, the current application may warrant different considerations, and agreeing to the current application would not be in conflict with the Committee's previous decisions.

Development Restrictions to be Stipulated on the OZP

- 10.13 As shown in the set of Notes proposed by the applicants for the "R(C)5" zone (**Appendix II**), the maximum PR of 0.6 and the maximum BH of 4 storeys (excluding basements) are proposed to be added in the remarks of the "R(C)5" zone. The requirement of stepped BH profile, ranging from 1 storey in the southern portion to 4 storeys in the northern portion, and the re-provision of the

public footpath connecting Hing Keng Shek Road and Hing Keng Shek Village would also be incorporated into the ES of the OZP. To maintain the stepped BH profile within the Site, it is considered more appropriate to stipulate a two-tier maximum BHs control of 4 storeys for the northern portion and 1 storey for the southern portion of 1 storey, both excluding basements, on the OZP. As for the proposed decked structure connecting to the Site's ingress/egress lies outside the site boundary, the final rezoning boundary should be further refined in consultation with relevant departments. Should the application be agreed by the Committee, PlanD will work out the amendments to the OZP, details of development restrictions to be set out in the Notes and/or the ES for the Committee's consideration prior to gazetting of the proposed amendments to the OZP under section 5 of the Town Planning Ordinance (the Ordinance).

11. Planning Department's Views

- 11.1 Based on the assessments made in paragraph 10, PlanD has no in-principle objection to the application and recommends the Committee to partially agree to the application to rezone the Site to "R(C)5" taking into account the consideration in paragraph 10.13 above.
- 11.2 Should the Committee decide to agree/partially agree to the application, PlanD would work out the appropriate amendments to the OZP including development restrictions to be set out in the Notes and the ES for the consideration of Committee prior to gazetting under the Ordinance upon reference back of the OZP.
- 11.3 Alternatively, should the Committee decide not to agree to the application, the following reason for rejection is suggested for Members' reference:

the application site (the Site) mainly falls within the "Green Belt" ("GB") zone, which 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, and delineates roadside amenity areas along Hiram's Highway. There is no strong justification in the submission for rezoning the Site to the proposed "Residential (Group C) 5" with the proposed development intensity. The current "GB" zoning for the Site is considered appropriate and should be retained.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicants.

13. Attachments

Appendix I	Application Form received on 17.9.2025
Appendix Ia	Consolidated Planning Statement received on 2.7.2026
Appendices Ib to Ih	Various FIs received from 24.10.2025 to 15.5.2026
Appendix II	Revised Notes Proposed by the Applicants
Appendix III	Revised ES Proposed by the Applicants
Appendix IV	Detailed Comments from Government Departments
Drawing Z-1	Master Layout Plan
Drawing Z-2	Typical Layout Plan
Drawing Z-3	Section Plan
Drawing Z-4	Landscape Master Plan
Drawing Z-5	Landscape Section
Drawings Z-6 to Z-11	Photomontages showing the Indicative Scheme at Selected Viewpoints
Drawing Z-12	Proposed Traffic Arrangement Plan
Plan Z-1	Location Plan
Plan Z-2a	Site Plan
Plan Z-2b	Previous Applications Plan
Plans Z-3a and Z-3b	Aerial Photos
Plans Z-4a and Z-4b	Site Photos

**PLANNING DEPARTMENT
JULY 2026**