

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/HSK/628

- Applicant** : West Development Office, Civil Engineering and Development Department (CEDD), HKSAR Government represented by Ove Arup & Partners Hong Kong Limited
- Site** : Government Land (GL) at Planning Area 36 of Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA), Yuen Long
- Site Area** : About 31,787m²
- Land Status** : GL
- Plan** : Approved Hung Shui Kiu and Ha Tsuen (HSK and HT) Outline Zoning Plan No. S/HSK/4 (*currently in force*)
- Draft HSK and HT OZP No. S/HSK/3
(*at the time of submission*)
- [the zonings and development restrictions for the application site (the Site) remain unchanged on the OZP No. S/HSK/4]*
- Zonings** : (i) “Industrial” (“I”) (about 84%); and
[*Restricted to a maximum plot ratio (PR) of 3 and a maximum building height (BH) of 80mPD*]
- (ii) Area shown as ‘Road’ (about 16%)
- Application** : Proposed Temporary Centralised Quarters (CQ) for Imported Labour in Construction Sector for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary CQ for imported labour in construction sector for a period of three years at the application site (the Site) falling within an area largely zoned “I” and partly shown as ‘Road’ on the OZP (**Plan A-1**). According to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Town Planning Board (the Board), while all uses or developments within areas shown as ‘Road’ require planning permission from the Board. The Site is currently vacant and under site clearance for the Second Phase Development of HSK/HT NDA.

- 1.2 To address the manpower shortage of the construction sector, the Government launched the Labour Importation Scheme for the Construction Sector (the Scheme) in 2023. Under the Scheme, employers are required to provide accommodation for imported labour at designated locations. In this regard, the first CQ at Tam Mi, Yuen Long¹ converted from the community isolation facility has been operated and managed by the Construction Industry Council (CIC) since 2023. As the Tam Mei CQ will cease operation by the end of October 2027, the applicant has identified the Site as the most suitable for reprovisioning the temporary CQ at Tam Mi in terms of site area, site availability and accessibility. The proposed temporary CQ development will support the keen manpower demand of the construction industry by providing suitable accommodations for imported labour.
- 1.3 According to the applicant, the proposed temporary CQ has a total gross floor area (GFA) of 14,479m² (i.e. PR of about 0.456), comprising domestic and non-domestic GFA of 13,414m² and 1,065m² respectively. With the adoption of the Modular Integrated Construction (MiC) method, eight two-storey residential blocks (about 8.26m in height) are proposed, providing about 450 residential units for an estimated population of about 1,800. Communal facilities including toilets, changing rooms, multi-function rooms (including dining facilities), activity rooms, first-aid rooms, laundries and vending machines, etc. will be provided to support the daily needs of future residents. Six one-to-two-storey ancillary blocks (not more than 7.46m in height) at the southeastern part of the Site adjacent to the main entrance will be used for management offices, building services and fire services purposes. In addition, not less than 1,800m² open space will be provided within the Site to provide a variety of outdoor communal spaces (including shaded sitting areas and playgrounds) to serve the residents. With reference to the existing arrangement at Tam Mi CQ, CIC will maintain close liaison with the employers of the imported labour and oversee the daily operation and management of the proposed temporary CQ, while the employer(s)/contractor will be responsible for the coordination and arrangement of meals and transportation for the residents. Resident staff will be deployed on-site to provide assistance to the imported labour. The proposed temporary CQ is anticipated to commence operation in Q3 2027. The layout of the proposed development is illustrated at **Drawings A1 to A3** and the major development parameters are as follows:

Major Development Parameters	Proposed Development
Site Area (about)	31,787m ²
PR (about)	0.456
Domestic PR (about)	0.422
Non-Domestic PR (about)	0.034
Total GFA (about)	14,479m ²
Domestic GFA (about)	13,414m ²
Non-Domestic GFA (about)	1,065m ²
No. of Blocks	8 Residential Blocks 6 Ancillary Blocks (including 3 management offices)
BH	
Residential Blocks	2 storeys (about 8.26m)
Ancillary Blocks	1 to 2 storeys (not more than 7.46m)

¹ The subject of two s.16 applications (No. A/YL-NSW/319 and 354) approved by the Rural and New Town Planning Committee (the Committee) in 2023 and 2025 respectively.

Major Development Parameters	Proposed Development
Number of Units (about)	450
Population ^[1] (about)	1,800
Local Open Space	Not less than 1,800m ²
Transport Facilities	
Coach Laybys / Loading/ Unloading (L/UL) Bays ^[2]	10

[1] A person per flat ratio of 4 is assumed.

[2] Including 2 shared-use bays serving both coaches and goods vehicles.

- 1.4 In support of the application, the applicant has submitted Supporting Planning Statement (SPS) together with Traffic Impact Assessment (TIA), Preliminary Environmental Assessment (PEA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA) and Geotechnical Planning Review Report (GPRR) (**Appendix I**).

Transport and Traffic

- 1.5 The Site is accessible from Kong Sham Western Highway (KSWH) via a local track with the ingress/egress point at the eastern part of the Site (**Drawing A-1** and **Plans A-1** to **A-3**). During construction phase, temporary haul roads will be provided to connect the Site with the existing external road network. To minimise traffic impacts on the existing village clusters, a direct haul road connecting the Site to Ha Tsuen Interchange will be provided to enable shuttle buses to access KSWH directly without passing through local village roads. As part of the Second Phase Development of HSK/HT NDA, the Site will eventually be served by the planned road network, including direct connections to the adjacent Road P1² which is a primary distributor running in north-south direction underneath KSWH and providing linkages to KSWH, Castle Peak Road and other district distributors.
- 1.6 In terms of transport arrangement, 10 L/UL spaces for coaches (**Drawing A-1**) will be provided within the Site to support the shuttle bus services for future residents commuting to/from different construction sites. It is estimated that 20 coaches per hour will depart from the Site during the morning peak. According to the TIA, the proposed provision of L/UL spaces is sufficient to cater for the service demand. During non-working hours (including weekends), the contractor may arrange shuttle bus services for imported labour to travel to/from various locations including nearby public transport facilities (such as MTR stations), subject to prior coordination with the quarters management. Overall, the TIA has demonstrated that all assessed road junctions would operate with sufficient capacity with the planned junction improvement measures including road widening and provision of new junction arms under the HSK/HT NDA development.

Environment

- 1.7 According to the PEA submitted by the applicant, potential air quality, noise, water quality, waste management and land contamination aspects of the proposed development have been assessed and no adverse impacts are anticipated. Major dusty construction activity (i.e. site formation works) for the proposed development have already been addressed in the Environmental Impact Assessment Report under the HSK/HT NDA Study, and with the implementation of recommended good site

² Road P1 will be in full operation in Q1 2030 tentatively.

practices and mitigation measures, no adverse air quality impact is anticipated during construction phase. Moreover, the proposed development will involve mainly the installation and assembly of reused MiC modules and thus significant dust impact is not anticipated. Since separation distances between the surrounding roads and the proposed development would be provided in accordance with the relevant buffer distance requirements of the Hong Kong Planning Standards and Guidelines, adverse vehicular emission impact on the proposed development is not anticipated. In addition, with air-conditioning units being provided for the residential units, potential noise impact from the surrounding areas will be minimised.

Drainage and Sewerage

- 1.8 The proposed development will involve conversion of the existing unpaved area into paved surfaces with temporary structures above. Under the proposed development, runoff from the Site and upstream hillside catchment will be collected and conveyed through a new network of surface channels and drainage pipes connecting to Tin Sam Channel. The DIA has demonstrated that the proposed drainage system is considered adequate to serve the proposed development, and no adverse drainage impact on the existing downstream drainage network is anticipated.
- 1.9 There is no existing sewerage network³ in the vicinity of the Site before the operation of the proposed development in Q3 2027. Having taken account of various factors (such as the development timeframe, spatial capacity and cost implications), the tanker-away arrangement, with sewage holding tank as an interim measure, is considered the most optimal and practical option for sewage treatment and disposal. The sewage will be tanked away to the Pillar Point Sewage Treatment Works and Ha Tsuen Sewage Pumping Station for disposal, while the upstream pumping stations of Yuen Long Effluent Polishing Plant would be used as a backup reception facility in emergency situations. Regular inspection and maintenance of the sewage holding tank system will be carried out throughout the operation period. Overall, the SIA has demonstrated that no adverse impact on the existing sewerage system is envisaged upon implementation of the proposed sewerage works for the proposed development.

Visual and Landscape

- 1.10 To respect the hillside setting to the north and west of the Site, the layout of the proposed temporary structures has been carefully designed with retention of portions of the existing natural terrain in the southwest and northwest. The proposed residential blocks will be distributed evenly with adequate separation in between, while a palette of calming and earthy tones will be adopted for building façades so as to soften their visual appearance for better integration with the surroundings.
- 1.11 According to the applicant's submission, local open space provision of not less than 1,800m² will be provided for future residents' physical and mental well-being with a view to creating a vibrant and liveable community (**Drawing A-3**). A variety of outdoor communal spaces including shaded sitting areas and playgrounds will be provided. Also, spaces between the residential blocks can be served as focal points for social gathering.

³ The construction of proposed sewerage system and sewage pumping stations which are part of the essential infrastructures for HSK/HT NDA are planned to be completed as early as Q1 2030 to facilitate the Second Phase Development.

- 1.12 The Site is currently vacant and site clearance (including tree removal) for the Second Phase Development of HSK/HT NDA is underway, with site formation works targeted to be carried out in Q4 2026. According to the Tree Preservation and Removal Proposal (TPRP) submitted under the HSK/HT NDA Second Phase Development Study, all the 20 surveyed trees were common species and assessed with low suitability for transplanting. With reference to the preliminary tree planting proposal under TPRP, compensatory tree planting will be planted along roadsides and river sides, within the amenity areas (e.g. the western periphery of the Site), as well as designated locations within HSK/HT NDA to achieve 1:1 compensatory planting ratio as far as possible.
- 1.13 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 18.8.2026 (Appendix I)
 - (b) SPS with TIA, PEA, DIA, SIA, WSIA and GPRR (Appendix Ia)
 - (c) Further Information (FI) received on 18.9.2026 and 21.9.2026* (Appendix Ib)
 - (d) FI received on 2.10.2026* (Appendix Ic)

**accepted and exempted from publication and recounting requirements.*

2. Justifications from the Applicant

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

- (a) with the anticipated growth in private and public development projects including the Northern Metropolis (NM) development, railway projects and public housing developments, the demand for construction manpower is expected to remain keen in the coming years. To address manpower shortage and ensure timely delivery of development projects, the proposed temporary CQ will provide about 450 modular residential units to accommodate 1,800 imported workers in Q3 2027, which is in line with the Scheme introduced by the Government in 2023;
- (b) the Site is currently vacant and site clearance works for the Second Phase of HSK/HT NDA development is underway, with site formation works targeted to commence in Q4 2026. As MiC construction method will be adopted with modular units from other sites including the former Lok Ma Chau Loop community isolation facility to be reused, it is expected that the construction time, cost and waste generation of the proposed development will be significantly shortened for timely provision;
- (c) the Site is considered suitable for reprovisioning the Tam Mi CQ as there is no existing, committed or planned sensitive receiver within the 300m assessment area; the net area of about two hectares is sufficient to accommodate the required capacity for the new temporary CQ; its proximity to major construction sites for the NM offers significant operational convenience and facilitates efficient movement of the construction workers, and its proximity to the KSWH enhances accessibility for staff and logistics;

- (d) the proposed CQ with low-rise blocks (one to two storeys) is considered compatible with the surrounding areas which are primarily rural in character. The proposed maximum BH of two storeys also complies with the current BH restriction as stipulated for the “I” zone (i.e. maximum BH of 80mPD);
- (e) the proposed CQ is temporary in nature and the modular units can be easily dismantled and removed after use. Approval of the application would not jeopardise the long-term planning intention of the “I” zone; and
- (f) technical assessments, including TIA, PEA, DIA, SIA, WSIA and GPRR, have been conducted to demonstrate that the proposed CQ will not result in adverse impacts on traffic, environment, drainage, sewerage, water supply and geotechnical aspects.

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

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

4. Background

Labour Importation Scheme for the Construction Sector

4.1 To address the manpower shortage of the construction sector, the Government together with the construction industry and the labour sector have been adopting a multi-pronged approach, which includes enhancing training and encouraging the industry to adopt innovative technologies with a view to increasing the local manpower supply. As announced on 13.6.2023, the Government launches the Scheme as a supplementary measure. On the premise of safeguarding the employment priority for local labour, it allows importation of labour at an appropriate scale to fill in the temporary manpower gap to avoid any bottleneck caused by manpower shortage hindering the economic and infrastructural development of Hong Kong. The temporary CQ at Tam Mi is the first designated quarter managed by CIC and will cease operation in October 2027.

4.2 The Site is currently not subject to any planning enforcement action.

5. Previous Applications

Parts of the Site were involved in two previous applications (No. A/DPA/YL-HT/8 and A/YL-PS/343) for various temporary open storage uses. Their considerations are not relevant to the current application which involves a different use. Details of these previous applications are summarised at **Appendix II** and their locations are shown on **Plan A-1**.

6. Similar Application

There is no similar application for temporary quarters within the “I” zone.

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

7.1 The Site is:

- (a) accessible from KSWH via a local track; and
- (b) currently vacant and site clearance for the Second Phase of HSK/HT NDA development is underway.

7.2 The surrounding areas are at present mainly of a rural character comprising vacant land, graves and a few temporary structures. To the west and north are the hillslopes zoned “Conservation Area” on the approved Ha Tsuen Fringe OZP No. S/YL-HTF/12. To the south is a vegetated area zoned “Green Belt” (“GB”) while a permitted burial ground is located to the further south. To the east is another CEDD works area for the Second Phase Development of HSK/HT NDA and KSWH.

7.3 Under the planned context of HSK/HT NDA, the Site falls within one of the “I” sites clustered along the western side of KSWH at the fringe of the HSK/HT NDA, with direct road connection to the Logistics, Enterprise and Technology Quarter and town centre via Road P1.

8. Planning Intentions

8.1 The planning intention of the “I” zone is primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone.

8.2 The concerned area shown as ‘Road’ is reserved for a local access road.

9. Comments from Relevant Government Bureau/Departments

9.1 Apart from the government bureau as set out in paragraph 9.2 below, other departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses are provided in **Appendices III and IV** respectively.

9.2 The following government bureau supports the application:

Policy Aspect

9.2.1 Comments of the Secretary for Development (SDEV):

In view of the cessation of the Tam Mi CQ in October 2027 and the anticipated growth of construction projects in NM, she supports the application from the perspective of labour importation.

10. Public Comment Received During Statutory Publication Period

On 21.8.2026, the application was published for public inspection. During the statutory public inspection period, a public comment was received from an individual raising concerns about the welfare and recreation provisions, transportation arrangement and labour rights of the imported labour (**Appendix V**).

11. Planning Considerations and Assessments

- 11.1 The application is for proposed temporary CQ for imported labour in construction sector for a period of three years at the Site largely zoned “I” and partly shown as ‘Road’ on the OZP. Although the proposed use is not in line with the planning intention of the “I” zone, there is no known development programme or proposal at the Site and the adjoining “I” sites. The Site is currently vacant and under site clearance for the Second Phase Development of HSK/HT NDA, with site formation works targeted to be carried out in Q4 2026. According to the applicant, in terms of site area, site availability and accessibility, the Site is identified as the most suitable for reprovisioning of the existing Tam Mi CQ in Yuen Long which will cease operation by October 2027. The proposed development will support the keen manpower demand of the construction industry by providing suitable accommodations for the imported labour under the Scheme introduced by the Government in 2023. The proposed temporary CQ is anticipated to commence operation in Q3 2027. In view of the cessation of Tam Mi CQ and anticipated growth of construction projects in NM, SDEV supports the application from the perspective of labour importation. Taking into account the above and the planning assessments below, approval of the application on a temporary basis for a period of three years would not jeopardise the long-term development of the area.
- 11.2 The proposed CQ development, comprising eight residential blocks and six ancillary blocks, is located to the west of KWSH by the hillside at the fringe of the HSK/HT NDA. Supporting facilities including multi-function rooms (including dining facilities), activity rooms, laundries and vending machines, etc. will be provided to serve the daily needs of the future residents. To respect and better integrate with the surrounding environment, the proposed CQ has been carefully designed with even distribution of residential blocks and adequate separations in between for providing communal spaces including shaded sitting areas and playgrounds for social gathering as well as adoption of calming and earthy colour tones on building façades. Noting that the proposed temporary CQ development is low-rise and low-density in nature with a total PR of about 0.456 and a maximum BH of 8.26m, it is considered not incompatible with the existing context of the surrounding areas which are rural in character comprising vacant land, graves and a few temporary structures (**Plans A-2 to A-4**).
- 11.3 According to the applicant, similar to Tam Mi CQ, the future residents will commute to/from different construction sites via shuttle bus services to be provided by the contractor, while scheduled shuttle bus services to various convenient locations (e.g. MTR stations) during non-working hours (including weekends) may also be arranged, subject to prior coordination with the quarters management. The TIA has demonstrated that the proposed provision of L/UL spaces is sufficient to cater the demand and all assessed road junctions would operate within the capacity with planned junction improvement measures including road widening and provision of new junction arms under the HSK/HT NDA development. Both the Commissioner

for Transport and Chief Highway Engineer/New Territories West, Highways Department have no objection to/no adverse comment on the planning application from the traffic engineering and highway maintenance points of view respectively.

- 11.4 The applicant has also conducted various technical assessments from environment, sewerage, drainage and water supply perspectives to demonstrate that the proposed CQ developments would not generate significant adverse impacts to the surrounding areas. Relevant government departments consulted including the Director of Environmental Protection, Chief Engineer/Mainland North of Drainage Services Department, Director of Fire Services and Chief Engineer/Construction of Water Supplies Department have no objection to or no adverse comment on the application from environmental, sewerage, drainage, fire safety and water supply perspectives respectively. To address the technical requirements of concerned government departments, relevant approval conditions are recommended in paragraph 12.2 below.
- 11.5 Regarding the public comment raising concerns over the application as summarised in paragraph 10 above, the planning considerations and assessments in paragraphs 11.1 to 11.4 are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comment mentioned in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until **9.10.2029**. The following conditions of approval and advisory clauses are also suggested for Members' reference.

Approval conditions

- (a) the submission of a drainage proposal (including revised drainage impact assessment) within 6 months from the date of the planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **9.4.2027**;
- (b) in relation to (a) above, the implementation of the drainage proposal (including revised drainage impact assessment) within 9 months from the date of the planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **9.7.2027**;
- (c) in relation to (b) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (d) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **9.4.2027**;
- (e) in relation to (d) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **9.7.2027**;

- (f) if the above planning condition (c) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (g) if any of the above planning condition (a), (b), (d) or (e) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The Recommended Advisory Clauses are attached at **Appendix IV**.

12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form with Attachments received on 18.8.2026
Appendix Ia	Supplementary Planning Statement
Appendix Ib	FI received on 18.9.2026 and 21.9.2026
Appendix Ic	FI received on 2.10.2026
Appendix II	Previous Applications
Appendix III	Government Department's General Comments
Appendix IV	Recommended Advisory Clauses
Appendix V	Public Comment
Drawings A-1 to A-2	General Layout Plans
Drawing A-3	Provision of Local Open Space
Plan A-1	Location Plan with Previous Applications
Plan A-2	Site Plan with Vehicular Access
Plan A-3	Aerial Photo
Plan A-4	Site Photos

**PLANNING DEPARTMENT
OCTOBER 2026**