RNTPC Paper No. A/NE-KTS/581A
For Consideration by
the Rural and New Town Planning
Committee on 20.11.2026

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/NE-KTS/581

Applicant	:	Fonnie Holdings Limited represented by PlanPlus Consultancy Limited
Site	:	Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and Adjoining Government Land (GL), Hang Tau Tai Po, Kwu Tung South, New Territories
Site Area	:	About 17,990.9m^2 (including about 289.7m^2 of GL, about 1.6%)
Lease	:	(a) Block Government Lease (demised for agricultural purposes) (including Lots 343 RP and 402 S.A RP in D.D. 94) (b) New Grant Lots (including Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 344A S.1 RP (Part), 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C. ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94)
Plan	:	Approved Kwu Tung South Outline Zoning Plan (OZP) No. S/NE-KTS/22
Zoning	:	"Comprehensive Development Area" ("CDA") (Area (a)[1]) *[restricted to a maximum domestic PR of 1.23, a maximum non-domestic PR of 0.18 and a maximum BH of 41mPD]*
Application	:	Proposed Comprehensive Development (Flat, Social Welfare Facility (RCHE) and Shop and Services) with Minor Relaxation of PR and BH Restrictions

[1] The "CDA" zone is divided into two areas, i.e. Area (a) and Area (b). Area (a) is intended for residential use with the provision of retail facilities and a residential care home for the elderly (RCHE), and Area (b) is intended for a separate residential development to facilitate the phased development of the "CDA" zone. Area (a), with an area of about 17,990.9m^2, consists of private lots owned by the applicant (about 17,701.2m^2) and adjoining GL (about 289.7m^2), is the subject of the current application. Area (b), with an area of about 733m^2, consists of land owned by a Tso Tong (about 555.1m^2) and adjoining GL (about 177.9m^2), and development thereat is subject to a maximum plot ratio (PR) of 1.23 and a maximum building height (BH) of 34mPD.

1. The Proposal

1.1 The applicant seeks planning permission for proposed comprehensive development of flat, social welfare facility (RCHE) and shop and services (the proposed development) with minor relaxation of domestic and non-domestic PR restrictions from 1.23 to 1.476 (+0.246 or +20%) and 0.18 to 0.216 (+0.036 or +20%) respectively, and BH restriction from 41mPD to 45.25mPD (+4.25m or +10.37%)[2] at the application site (the Site), which falls within an area zoned "CDA" (Area (a)) subject to a maximum domestic and non-domestic PR of 1.23 and 0.18 respectively and a maximum BH of 41mPD on the OZP **(Plan A-1)**. According to the Notes of the OZP for the "CDA" zone, 'Flat', 'Social Welfare Facility' and 'Shop and Services' are Column 2 uses which require planning permission from the Town Planning Board (the Board), and the applicant for permission for development on land designated "CDA" shall prepare a Master Layout Plan (MLP) for the approval of the Board. Based on the individual merits of a development proposal, minor relaxation of PR and BH restrictions may be considered by the Board on application.

1.2 The Site is currently fenced-off, partly paved, largely vacant and covered by weeds with some trees, and partly occupied by several abandoned low-rise structures. It is directly accessible via Hang Tau Road. The Site, in part or in whole, is subject to several s.12A and s.16 planning applications agreed or approved by the Rural and New Town Planning Committee (the Committee) of the Board (detailed in paragraph 6 below). The last relevant application is a s.12A application (No. Y/NE-KTS/13) which involved division of the subject "CDA" zone into Area (a) and Area (b) and relaxation of the PR, BH and site coverage (SC) restrictions[3] and was agreed in-principle by the Committee of the Board on 10.12.2021. The "CDA" zone was subsequently amended on the draft Kwu Tung South OZP No. S/NE-KTS/19 to take forward the Committee's decision (detailed in paragraph 5 below)[4].

1.3 While the subject of the current application is Area (a) of the subject "CDA" zone, the applicant has submitted a MLP which covers both Area (a) and Area (b) of the subject "CDA" zone (**Drawing A-1**) to demonstrate that the two Areas could be developed independently. According to the development scheme submitted by the applicant for Area (a) (the Proposed Scheme) **(Drawing A-1)**, the proposed development, with maximum domestic and non-domestic PRs of 1.476 and 0.216 respectively and a maximum BH of 45.25mPD, comprises four residential towers of 9 to 10 storeys, a 3-storey clubhouse/carpark block (excluding one basement level), a 4-storey RCHE block and a single-storey retail block. The proposed development will provide about 334 flats with an anticipated population of about 936 and it is expected to be completed by 2031.

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[2] From 27.75m to 32.7m (+4.95m or +17.8%) in terms of absolute BH.

[3] In the last s.12A application (No. Y/NE-KTS/13), it was proposed to relax the maximum PR of Area (a) from 0.4 to 1.41 (including domestic PR of 1.23 and non-domestic PR (RCHE and retail) of 0.18); and for Area (b) from 0.4 to 1.23. The BH restriction of the entire "CDA" site was proposed to be relaxed from 3 storeys to 40.3mPD (maximum 8 storeys). The SC restriction is proposed to be relaxed from 20% to 28%.

[4] The concerned "CDA" zoned was divided into Area (a) and Area (b). For Area (a), the proposed domestic PR of 1.23 and non-domestic PR of 0.18 have been adopted, while the BH restriction was rounded up from 40.3mPD to 41mPD.

For Area (b), which is subject to a maximum PR of 1.23 and a maximum BH of 34mPD, an indicative development scheme comprising a 6-storey residential tower (BH at 33.55mPD) with six ancillary car parking spaces and one loading/unloading (L/UL) bay as well as an independent access is shown on the MLP **(Drawing A-1)**. A 2.5m-high boundary wall with vertical greening is proposed along the boundary of the Site, separating the proposed development from Area (b) of the same "CDA" zone (**Drawing A-14)**. According to the applicant, both Area (a) and Area (b) could be developed independently and the proposed development at Area (a) with relaxed PR and BH as proposed in the current application would not adversely affect the development at or undermine the development potential of Area (b). Hence, the planning intention of phased development of the subject "CDA" zone would not be compromised.

1.4 The MLP, floor plans, section plans, Landscape Master Plan (LMP) and photomontages of the Proposed Scheme submitted by the applicant are at **Drawings A-1** to **A-6** and **Drawings A-8a** to **A-8m** respectively, and a comparison of the major development parameters of the Proposed Scheme under the current application and the indicative development scheme in support of the s.12A application (No. Y/NE-KTS/13) (the Notional Scheme) is as follows:

	(a) Notional Scheme under the agreed s.12A Application No. Y/NE-KTS/13 (Area (a) only)	**(b) Proposed Scheme under current application**	**(b) – (a) Changes**
Site Area	17,990.9m^2	17,990.9m^2	No change
PR[1] - Domestic - Non-domestic[1] (including retail and RCHE)	1.41 1.23 0.18	1.692 1.476 0.216	+0.282 (+20%) +0.246 (+20%) +0.036 (+20%)
GFA[1] - Domestic - Non-domestic[1] - Retail - RCHE (100-place)	25,270m^2 22,087m^2 3,183m^2 406m^2 2,777m^2	30,440m^2 26,554m^2 3,886m^2 319m^2 3,567m^2	+5,170m^2 (+20%) +4,467m^2 (+20%) +703m^2 (+22.1%) -87m^2 (-21.4%) +790m^2 (+28.4%)
BH (Aboveground) - Residential Blocks (max. height in mPD) (absolute height) - Clubhouse/carpark Block - Retail Block - RCHE Block	 7 to 8 storeys[2] (40.3mPD) (27.75m) Nil 1 storey 2 storeys	 9 to 10 storeys (45.25mPD) (32.7m) 3 storeys[3] (26.55mPD) 1 storey 4 storeys	 +2 storeys (+25%) +4.95m (+12.3%) +4.95m (+17.8%) N/A No change +2 storeys (+100%)
Site Coverage	About 27.1%	About 30.34%	+3.24%

	(a) Notional Scheme under the agreed s.12A Application No. Y/NE-KTS/13 (Area (a) only)	(b) Proposed Scheme under current application	(b) – (a) Changes
Number of Blocks	5	7	+2 (+40%)
Number of Flats	About 302	About 334	+32 (+10.6%)
Average Flat Size	About 73.14m^2	About 79.5m^2	+6.36m^2 (+8.7%)
Anticipated Population[4]	846	936	+90 (+10.6%)
Private Open Space	1,340m^2	1,340m^2	No change
Greenery Coverage	About 25%	Not less than 25%	No change
Parking Spaces - Private Car	152 (including 3 accessible parking spaces)	187 (including 3 accessible parking spaces)	+35 (+23%)
- Public Light Bus	Nil	2	+2 (+200%)
- Motorcycle	2	3	+1 (+50%)
L/UL Spaces	6	6[5]	No change

[1] The residents' clubhouse (about 3.9% (about 1,044m^2) of the domestic GFA (about 26,554m^2) of the proposed development) and the ancillary carpark (including one basement level and two aboveground storeys of the clubhouse/carpark block) are excluded from the GFA and PR calculations in accordance with Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-104 and PNAP APP-2 respectively.

[2] Excluding two levels of basement carpark beneath the residential blocks.

[3] Excluding one level of basement carpark.

[4] Assuming a person-per-flat ratio of 2.8.

[5] Excluding one L/UL space for refuse collection vehicle.

1.5 As compared with the Notional Scheme, the Proposed Scheme involves increases in the maximum domestic and non-domestic PRs from 1.23 to 1.476 (+0.246 or +20%) and from 0.18 to 0.216 (+0.036 or +20%) respectively and the maximum BH from 40.3mPD to 45.25mPD (+4.95m or +12.3%) or from 27.75m to 32.7m (+4.95m or +17.8%) in terms of absolute BH. According to the applicant, the increase in BH is resulted not only from the increase in PR, but also the enlarged setback area (detailed in paragraph 1.7 below) at the eastern part of the Site for enhancement of the design of proposed vehicle turnaround facility and accommodation of the proposed Green Minibus (GMB) lay-by within the Site in response to the requirements of the Transport Department (TD)[5] (**Drawing A-10**). The ancillary carpark is relocated from the two-level basement beneath the residential blocks to the first two storeys and the basement level of the standalone clubhouse/carpark block under the Proposed Scheme. The portions of existing tracks serving nearby residents within the northwestern and southern peripheral areas of the Site (i.e. the strips of land outside the boundary wall at northwestern and southern edges of the Site) will be retained

[5] Subsequent to the agreement of the last s.12A application, TD requested the applicant to modify the access to the Site to a priority T-junction and that both the turnaround facility and the GMB lay-by, which was originally located to the east of the Site, be located within the Site.

as right-of-way for settlements at the adjoining "Residential (Group D)" ("R(D)") zone **(Drawing A-14)**.

1.6 In support of the current application, the applicant has submitted supplementary planning statement (SPS) and technical assessments **(Appendix Ia)** including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), LMP (including Tree Preservation Proposal) and Visual Impact Assessment (VIA).

Traffic and Transport

1.7 The Site is accessible via the existing Hang Tau Road along the eastern boundary (**Plans A-1** and **A-2**). The traffic measures committed under the Notional Scheme have been retained and further enhanced, which include (i) provision of setback area within the Site for future widening of Hang Tau Road abutting the Site (which is in line with the intention specified in the Explanatory Statement (ES) of the OZP) to a 7.3m carriageway with 3m footpath; (ii) enlargement of the setback area (from about 351m^2 to about 1,076m^2, i.e. increased from about 2% to about 6% of the site area) for enhancing the design of the proposed vehicle turnaround facility from a mini-roundabout to a priority T-junction with provision of footpath to address TD's concern on traffic safety; (iii) relocating and enlarging the proposed GMB lay-by (into 26m-long) from Hang Tau Road outside the Site to the enlarged setback area within the Site in response to the TD's request; and (iv) provision of new pedestrian crossing facility along Hang Tau Road with the location shifted northwards to improve pedestrian safety (**Drawing A-9** for the Notional Scheme and **Drawings A-10** to **A-12** for the Proposed Scheme). The enhanced vehicle turnaround facility together with the relocated GMB lay-by could allow vehicles to turn around without the need of passing through the narrow local tracks in Hang Tau Tsuen and could increase the capacity to accommodate an additional GMB and improve the flexibility for more GMB routes in the future[6]. Besides, supplementary traffic signs and road markings on both directions will be provided at Hang Tau Road to alert motorists on the proposed pedestrian crossing (**Drawing A-11**). According to the applicant, the proposed road widening, vehicle turnaround and pedestrian crossing facilities as well as GMB lay-by, which will be implemented by the applicant at his own cost, would offer a more accessible and safer public transport facility to serve the residents in the Hang Tau Tai Po area (**Drawing A-12**) and the enlarged setback area together with the completed facilities would be surrendered to the Government upon completion of land administration process at a later stage.

Urban Design, Visual and Air Ventilation

[6] According to the TIA, the existing passenger outbound demand at the terminus of GMB Route No. 50K in Hang Tau Tsuen has already occupied over 90% of the current service. The proposed off-street GMB lay-by together with a vehicular turnaround facility located within the Site would allow future enhancement of GMB services to serve the proposed development and other residents in the Hang Tau Tai Po area.

1.8 According to the applicant, various sensitive designs have been adopted in the Proposed Scheme to help mitigate the potential visual impacts, including (i) adoption of stepped BH profile with BHs of residential towers stepping down from the western central part towards the northwestern part of the Site (i.e. from Tower T2 of 45.25mPD to Tower T1 of 42.1mPD) and from southwestern part to southeastern part of the Site (i.e. from Tower T3 of 45.25mPD to Tower T4 of 42.1mPD) to create a better transition to the surrounding low-rise settlements **(Drawing A-6)**; (ii) incorporation of terraced design at top floors of Towers T1, T3 and T4 to enhance the varying BH profile **(Drawing A-6)**; (iii) incorporation of a 17m-wide southwest-northeast building separation between Towers T2 and T3 to enhance visual permeability (**Drawing A-14**); (iv) incorporation of a visual corridor of 6m in north-south direction to enhance visual permeability to avoid creation of wall effects (**Drawing A-14**); (v) maximising setback distance from existing road frontage along Hang Tau Road with setback distance ranging from 35m to 107m from Hang Tau Road (**Drawing A-14**); and (vi) incorporation of tree planting at the edge of the Site as landscape buffer to soften visual mass of the residential towers and minimise visual impact on the surrounding areas (**Drawing A-6**). The applicant has submitted photomontages which illustrate that, with the sensitive designs adopted, the Proposed Scheme will generate slight adverse impact, which is comparable to that under the Notional Scheme. It is concluded that the proposed development is acceptable in visual terms (**Drawings A-8a** to **A-8m**).

Landscape and Tree Preservation

1.9 According to the submitted LMP (**Drawing A-6**) and Tree Preservation Proposal, all 37 existing trees within the Site, which are of common species, would be felled and that there is no Old and Valuable Tree within the Site. As committed in the Notional Scheme, a total of 106 new heavy standard trees would be planted for compensation, achieving a replanting ratio of more than 1:1 in terms of quantity. Not less than 25% greenery coverage and a total of 1,340 m^2 private open space, with 1,120m^2 for passive uses and 220m^2 for active uses, will be provided to serve the future residents (**Drawing A-7**).

Noise and Air Impacts

1.10 According to the submitted EA, the predicted traffic noise levels at all noise sensitive receivers within the Site (i.e. residential towers and RCHE) would comply with the Hong Kong Planning Standards and Guidelines (HKPSG) standard of 70dB(A) and adverse road traffic noise impact is not anticipated. For the fixed noise arising from the operation of the Drainage Services Department (DSD) Hang Tau Sewage Pumping Station (SPS) and an open storage area of construction equipment in the vicinity of the Site, the assessment results demonstrate that no adverse noise impact associated with the fixed noise source on the proposed development is anticipated. In respect of air quality, all residential towers are set back from Hang Tau Road for at least 5m, which meets the recommended minimum buffer distance of the vehicular emission in the

HKPSG. While the northern part of Tower T1 falls within the 5m buffer zone of the local track located to the immediate north of the Site, the tower is positioned such that no openable window or fresh air intakes falls within the 5m buffer zone. Adverse air quality impact on the proposed development within the Site is not anticipated.

Sewerage and Drainage

1.11 According to the submitted SIA, the Site is served by the public sewer along Hang Tau Road to the existing Hang Tau SPS and further discharge to Tseung Pak Long SPS, and that the two SPSs, having taken into account the potential sewage generated from the proposed sewerage upgrading works by other proposed developments in Kwu Tung South and Fanling/Sheung Shui area[7], have sufficient capacity to accommodate the sewage generated from the proposed development. A connection sewer is proposed to discharge sewage from the proposed development to the existing public sewer along Hang Tau Road. The SIA indicates that with the proposed works, no insurmountable sewerage impact from the proposed development is anticipated.

1.12 According to the submitted DIA, runoffs from the Site would be collected by future internal drainage and discharged into the upgraded public drainage pipe along Hang Tau Road then to the existing channel and box culvert to the north of the Site. The proposed drainage pipes are sufficient to cater with the estimated surface runoff from the proposed development. The DIA indicates that no adverse drainage impact arising from the proposed development is anticipated.

1.13 In support of the application, the applicant has submitted the following documents:

(a)	application form received on 19.8.2026	(**Appendix I**)
(b)	consolidated planning statement received on 18.11.2026[8]	(**Appendix Ia**)

1.14 On 9.10.2026, the Committee agreed to the applicant's request to defer making a decision on the application for two months.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the application form and consolidated planning statement at **Appendices I** and **Ia** and can be summarised as follows:

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[7] This includes the proposed sewerage upgrading works at the "CDA(3)" and "CDA(1)" Sites in Kwu Tung South and "CDA" Site in Fanling/Sheung Shui area committed under the respective planning applications.

[8] SPS and Supplementary Information received on 19.8.2026 and 20.8.2026 as well as Further Information (FI) received on 27.10.2026* were superseded and are attached at **Appendices Ib** to **Id**.
* *accepted and exempted from publication and recounting requirements.*

(a) the Proposed Scheme is in line with the prevailing policy on increasing housing supply. The Proposed Scheme with minor relaxation of PR and BH restrictions will provide about 334 housing units (i.e. an additional 32 units as compared with the Notional Scheme) and would contribute to meet the acute demand for private housing. Compared to the Notional Scheme, the average flat size has increased by 6.36m², which would cater for the community's need for larger living space and enhance overall quality of life for residents;

(b) the Proposed Scheme comprising residential towers, private open space, RCHE and retail shop conforms with the planning intention of the "CDA" zone, which is intended for residential uses with the provision of open space and other supporting facilities including RCHE and retail facility;

(c) the proposed 100-place RCHE could increase the supply to facilitate relieving the pressure on service demand for the much-needed care services, especially in Kwu Tung South area. As compared with the Notional Scheme, the additional GFA at the RCHE block enables the provision of a better living environment for RCHE residents;

(d) the proposed minor relaxation of PR and BH restrictions for the development is in line with the long-term vision of the Northern Metropolis (NM) in expanding housing supply and optimising land resources. Incorporation of social welfare and retail facilities would maximise the synergy of the proposed development and the Kwu Tung North New Development Area (KTN NDA);

(e) the Site is situated in an area of Kwu Tung South where developments at the south are of low-rise (i.e. "R(D)" zone with PR and BH restrictions of 0.4 and 3 storeys (9m) respectively and "Village Type Development" ("V") zone with BH restriction of 3 storeys (8.23m)), and the planned "CDA" developments to the further northeast are of medium-rise (i.e. with maximum PR and BH ranging from 2.012 to 3.059 and 70mPD to 81.5mPD respectively). The proposed minor relaxation of PR and BH restrictions of the Site to 1.692 and 45.25mPD is compatible with the wider surroundings providing a gradual transition of development intensity scaling down from the north through the Site and to south of the Kwu Tung South area;

(f) the revised traffic arrangement with conversion and relocation of mini-roundabout and GMB lay-by within the Site in response to TD's requests necessitated compensation through vertical development to achieve the intended GFA and flat mix. In response to the Government's initiative for allowing GFA exemption for no more than two levels of aboveground carparks in private developments, the ancillary carpark is now proposed at the basement level and first two storeys of the standalone clubhouse/carpark block. The minor relaxation of BH is considered justifiable and the impact could be mitigated by the proposed design measures;

(g) the applicant proactively responds to TD's comments when formulating the Proposed Scheme where the road widening scheme committed in the Notional

Scheme has been enhanced to improve traffic safety and offer a public transport facility that is safer and more accessible to serve the residents in the Hang Tau Tai Po area. Other committed planning gains under the Notional Scheme including provision of RCHE, retail shop, building separation, setback of residential towers to allow buffer planting, retention of existing local tracks along the northwestern and southern boundary as right-of-way for settlements at adjoining "R(D)" zone and provision of new pedestrian crossing facility, have been maintained in the Proposed Scheme; and

(h) relevant technical assessments have been conducted which demonstrate that the Proposed Scheme is technically feasible in terms of traffic, visual, landscape, environmental, sewerage and drainage aspects.

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

The applicant is the sole "current land owner" of the private lots in the Site. Detailed information would be deposited at the meeting for Members' inspection. For the GL portion of the Site (about 1.6% of the Site), 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) is not applicable.

4. Town Planning Board Guidelines

The Site falls within the "CDA" zone. The Town Planning Board Guidelines for "Submission of Master Layout Plan under section 4A(2) of the Town Planning Ordinance" (TPB PG-No. 18B) is applicable to this application. The main points are summarised as follows:

(a) all applications for permission in area zoned as "CDA" should be in the form of MLP and supported by other relevant information whilst the format and details of the MLP submission are set out in the guidelines; and

(b) any subsequently revised MLPs to incorporate the relevant approval conditions imposed by the Board or any proposed amendments to the scheme approved by the Board should also be deposited as soon as practicable. Upon completion of the development, the final version of an approved MLP should be deposited in the Land Registry for public inspection.

5. Background

5.1 The Site and its vicinity in Hang Tau Tai Po were zoned "Recreation" ("REC") on the previous Kwu Tung South OZPs, subject to a maximum PR of 0.2 and a maximum BH of 2 storeys (6m). On 7.12.2012, the Committee agreed to the applicant's s.12A application (No. Y/NE-KTS/5) for rezoning Area (a) from

"REC" to "CDA" with a maximum PR of 0.4, SC of 20% and BH of 3 storeys. While agreeing in principle to the application, the Committee agreed that the concerned "REC" zone had potential for low-rise residential development and requested the Planning Department (PlanD) to carry out a review for the entire "REC" zone to identify suitable land uses. On 23.5.2014, the Committee considered the recommendations of the review conducted by PlanD and agreed to rezone the entire "REC" site to appropriate zonings, which included rezoning of the Site together with the adjoining Area (b) to "CDA" with a maximum PR, SC and BH of 0.4, 20% and 3 storeys respectively; and the nearby area to "R(D)" and "R(D)1" with a maximum PR and BH of 0.4 and 3 storeys (9m) respectively. The above amendments, among others, were incorporated into the draft Kwu Tung South OZP No. S/NE-KTS/15 gazetted on 24.3.2017.

5.2 On 10.12.2021, the Committee agreed in-principle to a s.12A application (No. Y/NE-KTS/13) submitted by the current applicant to sub-divide the "CDA" zone into two sub-areas (i.e. Area (a) and Area (b)) and increase the development intensity by relaxing the maximum PR from 0.4 to 1.41 for Area (a) (with a breakdown of domestic PR and non-domestic PR of 1.23 and 0.18 respectively) and to 1.23 for Area (b), as well as relaxing the maximum BH and SC for the entire "CDA" zone from 3 storeys to 40.3mPD (maximum 8 storeys) and from 20% to 28% respectively. To take forward the Committee's decision, the OZP was subsequently amended with the subject "CDA" zone sub-divided into Area (a) and Area (b), subject to a maximum domestic PR of 1.23 and a maximum non-domestic PR of 0.18 for Area (a) and a maximum PR of 1.23 for Area (b), as well as a maximum BH of 41mPD for Area (a) and a maximum BH of 34mPD for Area (b)[9]. On 12.5.2023, the draft Kwu Tung South OZP No. S/NE-KTS/19 incorporating the abovementioned amendments was gazetted.

5.3 The Site is currently not subject to any active enforcement action.

6. Previous Applications

6.1 The Site, in whole or in part, is involved in two previous s.12A applications and four s.16 applications submitted by the current applicant.

s.12A applications

6.2 The Site is involved in s.12A applications No. Y/NE-KTS/5 and No. Y/NE-KTS/13 agreed by RNTPC on 7.12.2012 and 10.12.2021 respectively as detailed in paragraphs 5.1 and 5.2 above. The Site was subsequently rezoned to "CDA", subject to maximum domestic and non-domestic PRs of 1.23 and 0.18 respectively, and a maximum BH of 41mPD.

s.16 applications

[9] To align with the development restrictions for other "CDA" sites in Kwu Tung South area, SC restriction was not incorporated for the subject "CDA" zone.

6.3 Among the four previous applications, No. A/NE-KTS/465 was submitted for minor relaxation of PR and SC restrictions for house development for the entire "CDA" zone (i.e. covering also Area (b)) at the time when the Site was zoned "CDA" (without demarcation of Area (a) and Area (b))[10] on the draft Kwu Tung South OZP No. A/NE-KTS/16. The application was approved with conditions by the Committee on 19.7.2019 on the grounds that the development was in line with the planning intention of the "CDA" zone, compatible with the surrounding areas and there is no adverse environmental, ecological, sewerage, drainage, landscape and visual impacts on the surrounding areas. The considerations of the remaining three s.16 applications (No. A/NE-KTS/164, 178 and 221), for temporary open storage of construction materials and containers, and proposed residential and recreational leisure facilities respectively, which were rejected by the Committee or rejected on review by the Board, were not relevant to the current application as they were submitted before the Site was rezoned to "CDA".

6.4 Details of the previous applications are summarised at **Appendix II** and their locations are shown on **Plan A-1**.

7. Similar Applications

7.1 There are two similar s.16 applications for proposed residential development at two "CDA" sites in the vicinity in the past five years.

"CDA(1)" to the northeast of the Site along Kam Hang Road

7.2 Application No. A/NE-KTS/506 for proposed comprehensive residential development with commercial and social welfare facilities and minor relaxation of PR (from 3 to 3.059 or +1.97%) and BH restrictions (from 75mPD to 81.5mPD or +8.67%) was approved with conditions by the Committee on 26.8.2022 mainly on the grounds that the proposed development was in line with the planning intention of the "CDA" zone, and will not create adverse landscape, air ventilation, traffic and environmental impacts.

"CDA(3)" to the northeast of the Site along Hang Tau Road

7.3 Application No. A/NE-KTS/565 for proposed residential development with minor relaxation of PR restriction (from 2 to 2.012 or +0.6%), and a BH of 70mPD was approved with conditions by the Committee on 6.2.2026 mainly on the grounds that the proposed development was in line with the planning intention of the "CDA" zone, compatible with the planning context of the surrounding areas, and will not create adverse landscape, traffic, visual, air ventilation and environmental impacts.

[10] Subject to a maximum PR of 0.4, SC of 20% and BH of 3 storeys including carpark.

7.4 Details of these applications are summarised at **Appendix III** and their locations are shown on **Plan A-1**.

8. <u>The Site and Its Surrounding Areas</u> (**Plans A-1** and **A-2**, aerial photo on **Plan A-3** and site photos on **Plans A-4a** and **A-4b**)

8.1 The Site is:

(a) accessible via Hang Tau Road from the east;

(b) currently fenced-off and partly paved; and

(c) largely vacant and covered by weeds with some trees, and partly occupied by several abandoned low-rise residential structures.

8.2 The surrounding areas are mainly rural in character with mainly low-rise and low-density residential developments including Serenity Garden and Richmond Villa within the adjoining "R(D)1" zone with maximum BH of 3 storeys (9m) and "V" zone of Hang Tau Tsuen with maximum BH of 3 storeys (8.23m) to the further southwest of the Site, vacant land, domestic structures to the west, carpark to the south and storage and workshop uses to the north and northwest. The DSD Hang Tau SPS is located to the east and Beas River Country Club to the further east. To the northeast of the Site are other low-rise and low-density residential developments falling within area zoned "Residential (Group C)2" with maximum BH of 3 storeys including carpark.

8.3 To the further northeast of the Site are the developments at "CDA(3)" and "CDA(1)" zones mentioned in paragraph 7 above with maximum PRs ranging from 2.012 to 3.059 and maximum BH ranging from 70mPD (16 storeys) to 81.5mPD (21 storeys), as well as other sites that have been rezoned for residential development with PR ranging from 2.4 to 3 and maximum BH ranging from 72mPD to 75mPD[11].

9. <u>Planning Intention</u>

9.1 The planning intention of the "CDA" zone is for comprehensive development of the area for residential uses with the provision of open space and other supporting facilities. The 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.

[11] Including an area zoned "Residential (Group B)" to the east of the "CDA(3)" site, subject to a maximum PR and BH of 2.4 and 72mPD respectively; an area zoned "CDA(2)" to the northeast of the "CDA(3)" site, subject to a maximum PR and BH of 3 and 75mPD respectively (**Plan A-1**).

9.2 According to the ES of the OZP, the subject "CDA" zone is divided into two areas, i.e. Area (a) and Area (b). Area (a) is intended for residential use with the provision of retail facilities and RCHE whereas Area (b) is intended for a separate residential development to facilitate the phased development of the "CDA" zone. The ES also specified that as advised by TD, future developments in the Site should be set back to make allowance for future widening of Hang Tau Road, such as provision of standard footpaths and 7.3m-wide single two-way carriageway in accordance with the requirements of HKPSG.

10. Comments from Relevant Government Departments

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

Land Administration

10.1.1 Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

(a) no objection to the application;

(b) the Site comprises 14 private lots (or parts thereof) and adjoining GL;

(c) submission of land exchange application is required for implementation of the proposed development under parallel processing agreement (if approved) and 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 such application will eventually be approved by LandsD. If such application is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including but not limited to payment of administrative fee and premium; and

(d) advisory comments are at **Appendix IV**.

Traffic

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

(a) no objection to the application;

(b) no comment on the proposed road widening of and new pedestrian crossing facility along Hang Tau Road, as well as the

applicant's proposal to enhance the setback area by converting the mini-roundabout to a priority T-junction with provision of footpath and relocating the proposed GMB lay-by into the Site with vehicle turnaround facility;

(c) should the Board approve the application, the following approval conditions are recommended:

(i) the design and provision of vehicular access, parking spaces and loading/unloading facilities to the satisfaction of C for T or of the Board;

(ii) the design and implementation of the road widening works and pedestrian crossing facility along Hang Tau Road identified in the TIA before occupation of the proposed development to the satisfaction of C for T or of the Board; and

(iii) the design and implementation of the setback area for a priority T-junction with provision of footpath, GMB lay-by and vehicle turnaround facility, as proposed by the applicant, before the occupation of the proposed development to the satisfaction of C for T or of the Board;

(d) advisory comments are at **Appendix IV**.

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

(a) no comment on the application from highways maintenance point of view;

(b) no objection to the proposed road widening of and new pedestrian crossing facility along Hang Tau Road, as well as the applicant's proposal to enhance the setback area by converting the mini-roundabout to a priority T-junction with provision of footpath and relocating the proposed GMB lay-by into the Site with vehicle turnaround facility; and

(c) advisory comments are at **Appendix IV**.

Social Welfare

10.1.4 Comments of the Director of Social Welfare (D of SW):

(a) no adverse comment on the application from service and licensing perspectives;

(b) should the Board approve the application, a condition requiring provision of a 100-place RCHE is recommended; and

(c) advisory comments are at **Appendix IV**.

Environment

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

(a) no objection to the application from environmental planning perspective; and

(b) the applicant should be required to submit a revised NIA and the implementation of noise mitigation measures identified therein, and to submit a revised SIA and the implementation of sewage treatment and disposal measures identified therein should the Board approve the application.

Sewerage

10.1.6 Comments of the Chief Engineer/Mainland North, DSD (CE/MN, DSD):

(a) no objection to the application;

(b) should the Board approve the application, a condition requiring the submission of a revised SIA for the proposed works, to implement and maintain the sewerage facilities proposed in the revised SIA for the proposed development is recommended; and

(c) advisory comments are at **Appendix IV**.

Drainage

10.1.7 Comments of CE/MN, DSD:

(a) no objection to the application;

(b) should the Board approve the application, a condition requiring the submission of a revised DIA for the proposed works, to implement and maintain the drainage facilities proposed in the revised DIA for the proposed development is recommended; and

(c) advisory comments are at **Appendix IV**.

Water Supply

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

(a) no objection to the application; and

(b) advisory comments are at **Appendix IV**

Fire Safety

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

(a) no comment on the application; and

(b) advisory comments are at **Appendix IV**

Urban Design and Visual

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

Visual

(a) no adverse comment on the application from visual perspective;

(b) the Site is located in an area characterised by village type/rural residential developments with low-rise buildings of one to three storeys to the north, south and west, and low-rise government, institution or community and recreational developments of one to three storeys to the northeast and east. To its further south, southwest and northwest are mainly woodlands;

(c) the Site is subject to a maximum BH of 41mPD and domestic PR of 1.23 and non-domestic PR of 0.18 as stipulated on the OZP. The proposed development with a maximum BH of 45.25mPD/10 storeys involves four residential blocks, one RCHE and one ancillary clubhouse with carpark;

(d) according to the VIA submitted by the applicant, the overall visual impact due to the proposed minor relaxation of PR and BH restrictions as compared with the Baseline Scheme (i.e. the Notional Scheme) at 13 viewing points range from negligible to slight. Various design and mitigation measures have been proposed by the applicant to minimise potential visual impacts, including an approximately 17m building separation between Tower T2 and Tower T3, building disposition to maximise the

setback distance from Hang Tau Road and create separations between adjacent blocks, and landscape buffer planting, etc. Considering all these design and mitigation measures and the site setting, significant adverse visual impact arising from the proposed minor relaxation of PR and BH restrictions is not anticipated;

Landscape

(e) no adverse comment on the application from landscape planning perspective;

(f) based on the aerial photo taken in June 2025, the Site is located in an area of rural fringe landscape character comprising low-rise residential houses/village houses, a river channel, temporary structures, farmlands and scattered tree groups. The proposed development with minor relaxation of PR and BH restrictions is considered not incompatible with the landscape setting in the proximity;

(g) with reference to the above aerial photo and site photos taken on 4.9.2026, the site is partly paved and partly vegetated. According to the SPS and the LMP, 37 existing trees in four tree groups will be affected and proposed to be felled. The proposed development will provide 106 new trees (exceeding 1:1 compensatory ratio) and landscape measures such as leisure gardens, children's playground, resident's farm, vertical greening and trees/shrubs planting at the site periphery;

(h) in view of the above, significant adverse landscape impact arising from the proposed development with minor relaxation of PR and BH restrictions is not anticipated;

(i) should the Board approve the application, a condition requiring the submission and implementation of a LMP is recommended; and

(j) advisory comments are at **Appendix IV**.

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

(a) Director of Agriculture, Fisheries and Conservation;
(b) Director of Electrical and Mechanical Services (DEMS);
(c) Chief Building Surveyor/New Territories West, Buildings Department;
(d) Project Manager (North), Civil Engineering and Development Department;
(e) Director of Leisure and Cultural Services;

(f) Director of Food and Environmental Hygiene;
(g) Commissioner of Police; and
(h) District Officer (North), Home Affairs Department.

11. Public Comments

On 25.8.2026, the application was published for public inspection. During the statutory public inspection period, four public comments were received, including one from a North District Council member indicating no comment and three providing adverse views or objecting comments with one from an individual, one jointly submitted by two village representatives and one from a village representative. The adverse/objecting views are mainly on the grounds that the traffic induced by the proposed development would cause traffic congestion along Hang Tau Road and adversely affect the safety of the pedestrian; as compared with the Notional Scheme, there is an increase in proposed car parking spaces while the number of flats is reduced; adverse impact on air ventilation; reduced open space as compared with the Notional Scheme; the policy on aboveground car parks only benefits the developers while perplexes the community; the proposed development encroaches upon the village boundary; and the proposed development is not compatible on landscape terms and would adversely affect the fung shui of the village (**Appendix V**).

12. Planning Considerations and Assessments

12.1 The application is for a proposed comprehensive development (flat, social welfare facility (RCHE) and shop and services) with minor relaxation of domestic and non-domestic PR restrictions from 1.23 to 1.476 (+0.246 or +20%) and 0.18 to 0.216 (+0.036 or +20%) respectively, and BH restriction from 41mPD to 45.25mPD (+4.25m or +10.4%)[12] at the Site zoned "CDA" (Area (a)) on the OZP (**Plan A-1**). The proposed development comprises four residential towers (with a domestic GFA of 26,554m^2) of not more than 10 storeys providing about 334 flats, a 4-storey RCHE block (with a non-domestic GFA of 3,567m^2) providing 100 RCHE places, a single-storey retail block (with a non-domestic GFA of 319m^2) and a 3-storey clubhouse/carpark block (major development parameters are set out in paragraph 1.4 above).

Planning Intention

12.2 The planning intention of the "CDA" zone is for comprehensive development/redevelopment of the area for residential uses with the provision of open space and other supporting facilities. The 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. The proposed development for residential use with a 100-place RCHE block, a retail block and a clubhouse/carpark block is in line with the planning intention of the "CDA" zone. According to the ES of the

[12] From 27.75m to 32.7m (+4.95m or +17.8%) in terms of absolute BH under the Notional Scheme and Proposed Scheme.

OZP, Area (a) is intended for residential use with provision of retail facilities and a RCHE, and Area (b) is intended for a separate residential development to facilitate the phased development of the "CDA" zone. The MLP submitted by the applicant covers both Area (a) and Area (b) of the "CDA" zone. While the subject of the current application is Area (a), the applicant has demonstrated that the two Areas could be developed independently and the proposed development with relaxed PR and BH at the Site (Area (a)) would not adversely affect the development at or undermine the development potential of Area (b). The planning intention of phased development of the subject "CDA" zone would not be compromised.

Minor Relaxation of PR and BH Restrictions

12.3 According to the Notes of the OZP, minor relaxation of the PR and/or BH restrictions may be considered by the Board based on individual merits of the proposal. According to the applicant, the proposed minor relaxation of domestic PR restriction from 1.23 to 1.476 (+0.246 or +20%) will provide 32 additional flats (i.e. increased from 302 to 334 (+10.6%)) with larger flat size (i.e. increased from 73.14m^2 to 79.5m^2 (+6.36m^2 or +8.7%)), which is in line with the long-term vision of the NM in expanding housing supply and optimising land resources. Besides, a total of 100 RCHE places are provided in the proposed development, and as compared with the Notional Scheme of the s.12A application (No. Y/NE-KTS/13), the additional GFA at the RCHE block will enable a better living environment for RCHE residents. D of SW has no adverse comment on the proposal and recommends imposing relevant approval condition requiring the provision of a 100-place RCHE should the application be approved by the Committee. According to the applicant, with the incorporation of social welfare and retail facilities at the proposed development, synergy with KTN NDA will be enhanced. The increase of maximum BH from 41mPD to 45.25mPD (+4.25m or +10.4%) is resulted from not only the increase in PR, but also the enlarged setback area at the eastern part of the Site as mentioned in paragraphs 1.5 and 1.7 above and assessed in paragraphs 12.4 and 12.8 below.

Planning and Design Merits

12.4 The planning merits as committed under the s.12A application (No. Y/NE-KTS/13) have been maintained and enhanced in the Proposed Scheme, including provision of a 100-place RCHE (with increased GFA for enhancement of living environment) and retail facility to serve the local, as well as provision of enlarged setback area to facilitate the widening of a section of Hang Tau Road abutting the Site (which is in line with the intention specified in the ES of the OZP) to 7.3m in width with provision of 3m-wide footpath and GMB lay-by, and provision of pedestrian crossing facility at Hang Tau Road with location shifted northwards to enhance pedestrian safety in response to comments from TD (**Drawing A-12**).

12.5 Besides, sensitive designs under the Notional Scheme have also been retained and further enhanced even with the relaxed PR and BH, including (i) adoption of a stepped BH profile with BHs of the residential towers stepping down from the western central part towards the northwestern part and from the southwestern part towards the southeastern part of the Site (**Drawing A-6**); (ii) incorporation of terraced design at top floors of Towers T1, T3 and T4 to enhance the varying BH profile (**Drawing A-6**); (iii) incorporation of a 17m-wide southwest-northeast building separation between Towers T2 and T3 to enhance visual permeability (**Drawing A-14**); (iv) incorporation of a visual corridor of about 6m in north-south direction to enhance visual permeability to avoid creation of wall effects (**Drawing A-14**); (v) maximising setback distance from existing road frontage along Hang Tau Road (**Drawing A-14**); and (vi) incorporation of tree planting at the edge of the Site as landscape buffer to soften visual mass of the residential towers and minimise visual impact on the surrounding areas (**Drawing A-6**). According to the applicant, all the abovementioned design merits could enhance visual permeability and create visual relief and as illustrated in the submitted photomontages (**Drawings A-8a** to **A-8m**), with the sensitive designs adopted, the Proposed Scheme will generate slight adverse impact, which is comparable to that under the Notional Scheme. CTP/UD&L, PlanD has no adverse comment on the proposed relaxation of PR and BH restrictions.

Compatibility with the Surroundings and Visual Impact

12.6 While the Site is located in an area that is rural in character with predominately low-rise and low-density developments in the immediate vicinity and to the further south and southwest of the Site, a number of sites to the further northeast of the Site have obtained planning approval or have been recently rezoned for medium-rise and medium-density residential developments with PRs ranging from 2.012 to 3.059 and BHs ranging from 70mPD (16 storeys) to 81.5mPD (21 storeys) (i.e. "CDA(3)" and "CDA(1)" zones) and with PR ranging from 2.4 to 3 and BHs ranging from 72mPD to 75mPD (i.e. "CDA(2)" and "R(B)" zones) (as detailed in paragraph 8.3 above). The Proposed Scheme with maximum domestic and non-domestic PRs of 1.476 and 0.216 respectively and BH of 45.25mPD, provides a gradual transition of development intensity scaling down from the north through the Site and to the south of Kwu Tung South area, is considered compatible with the wider planning context of the surrounding areas, which largely comprised of low-rise village settlements (**Plan A-1** and **Drawing A-8j**). The VIA submitted by the applicant has demonstrated that the visual impact brought by the Proposed Scheme is comparable to that under the Notional Scheme, and that the proposed development is acceptable in visual terms. CTP/UD&L, PlanD has no adverse comment on the Proposed Scheme from visual perspective.

Landscape and Compensatory Planting

12.7 As detailed in paragraph 1.9 above, all existing 37 trees within the Site would be felled and a total of 106 new heavy standard trees would be planted for compensation, achieving a replanting ratio of more than 1:1 in terms of quantity. Besides, not less than 25% greenery coverage and a total of about 1,340 m^2 private open space, with 1,120m^2 for passive uses and 220m^2 for active uses, will be provided to serve the future residents (**Drawing A-7**). CTP/UD&L, PlanD has no adverse comment on the Proposed Scheme from landscape planning perspective.

Traffic

12.8 As set out in the ES of the OZP, future developments in the Site should be set back to make allowance for future widening of Hang Tau Road, such as provision of standard footpaths and 7.3m-wide single two-way carriageway in accordance with the requirements of HKPSG. As mentioned in paragraph 1.7 above, the setback area within the Site for future widening of Hang Tau Road abutting the Site, taking into account TD's requirements, is proposed to be enlarged for enhancement of the design of proposed vehicle turnaround facility by converting the mini-roundabout to a priority T-junction with provision of footpath and for relocating the proposed GMB lay-by from Hang Tau Road outside the Site with capacity to accommodate an additional GMB and allow flexibility for more routes in the future (**Drawings A-9** and **A-10**). The committed pedestrian crossing facility along Hang Tau Road will also be provided with the location shifted northwards to enhance pedestrian safety. C for T and CHE/NTE, HyD have no objection to or no comment on the application, including the proposed road widening scheme and relocation of the proposed GMB lay-by and pedestrian crossing facility. Relevant approval conditions requiring the design and implementation of the proposed road widening works and traffic and pedestrian facilities are recommended in paragraph 13.2 below to address TD's technical concerns.

Other Technical Aspects

12.9 As compared with the Notional Scheme, the PR and BH are proposed to be relaxed with associated increase in the number of units from 302 to 334 (+32 or +10.6%) and the anticipated population from 846 to 936 (+90 or +10.6%), while there is no increase in the number of RCHE beds. Technical assessments have been submitted which have demonstrated that the proposed development under the Proposed Scheme with a slight increase in number of flats and population is technically feasible from environmental, sewerage and drainage aspects. Concerned government departments consulted, including D of FS, DEP, CE/MN, DSD, CE/C, WSD and DEMS have no comment on or objection to the application and their technical concerns could be addressed by relevant approval conditions as appropriate. In this regard, relevant approval conditions requiring the submission of revised NIA, SIA and DIA and implementation of

the mitigation measures identified therein are recommended in paragraph 13.2 below.

Similar Applications

12.10 There are two approved similar applications for minor relaxation of PR and/or BH in two other "CDA" sites to the northeast of the Site approved between 2012 and 2026 as detailed in paragraph 7 above. Approval of the current application is in line with the previous decisions of the Board.

Public Comments

12.11 Regarding the public comments stated in paragraph 11 above, the departmental comments and planning considerations and assessments above are relevant. As regard the comment related to the extent of the Site, it should be noted that the Site does not encroach upon the village boundaries of any village in the area (**Plans A-1** and **A-2**).

13. Planning Department's Views

13.1 Based on the assessment made in paragraph 12 and having taken into account the public comments as mentioned in paragraph 11 above, the Planning Department has no objection to the application.

13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until **20.11.2030**, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following approval conditions and advisory clauses are also suggested for Members' reference:

Approval conditions

(a) the submission and implementation of a revised Master Layout Plan to incorporate the approval conditions as stated in paragraphs (b) to (i) below to the satisfaction of the Director of Planning or of the Town Planning Board;

(b) the provision of a 100-place residential care home for the elderly to the satisfaction of the Director of Social Welfare or of the Town Planning Board;

(c) the design and provision of vehicular access, parking spaces and loading/ unloading facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(d) the design and implementation of the road widening works and pedestrian crossing facility along Hang Tau Road identified in the Traffic Impact Assessment before occupation of the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(e) the design and implementation of the setback area for a priority T-junction with provision of footpath, Green Minibus lay-by and vehicle turnaround facility, as proposed by the applicant, before the occupation of the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(f) the submission and implementation of a Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;

(g) the submission of a revised Noise Impact Assessment and the implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

(h) the submission of a revised Sewerage Impact Assessment and implementation of the sewerage improvement and disposal measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and

(i) the submission of a revised Drainage Impact Assessment and the implementation of the drainage proposal and drainage connection works identified therein to the satisfaction of the Director of Drainage Services or of the Town Planning Board.

Advisory clauses

The recommended advisory clauses are attached at **Appendix IV**.

13.3 Alternatively, should the Committee decide not to agree the subject application, the following reason is suggested for Members' reference:

there are no strong planning justifications or design merits in the submission to justify for the proposed relaxation of plot ratio and building height restrictions for the "Comprehensive Development Area" (Area (a)).

14. Decision Sought

14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

15. Attachments

Appendix I	Application Form received on 19.8.2026
Appendix Ia	Consolidated SPS received on 18.11.2026
Appendix Ib	SPS received on 19.8.2026
Appendix Ic	Supplementary Information received on 20.8.2026
Appendix Id	FI received on 27.10.2026
Appendix II	Previous Applications
Appendix III	Similar Applications
Appendix IV	Recommended Advisory Clauses
Appendix V	Public Comments
Drawing A-1	Indicative Master Layout Plan
Drawing A-2	Indicative Basement Layout Plan
Drawing A-3	Indicative Ground Floor Layout Plan
Drawing A-4	Indicative Typical Floor Plans
Drawings A-5a to A5d	Indicative Section Plans
Drawing A-6	Indicative Landscape Master Plan
Drawing A-7	Open Space Demarcation Plan
Drawings A-8a to A-8m	Photomontages
Drawing A-9	Proposed Traffic Arrangement under Y/NE-KTS/13
Drawing A-10	Proposed Master Layout Plan and Access Arrangement
Drawing A-11	Proposed Road Widening Scheme at Hang Tau Road
Drawing A-12	Proposed Traffic and Pedestrian Arrangement
Drawing A-13	Possible GMB Service Enhancement
Drawing A-14	Illustration of Urban Design Considerations
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A4-b	Site Photos

PLANNING DEPARTMENT
NOVEMBER 2026