

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)

根據《城市規劃條例》(第131章)

第16條遞交的許可申請

2021年 6月 2 5日

此文件在 收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
的日期。 25 JUN 2021

Applicable to proposals not involving or not only involving
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House(s)"
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

This document is received on
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

* "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/SK-SKT/28
	Date Received 收到日期	25 JUN 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>) 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Boxwin Limited, Jade Spirit Limited, New Hope Limited, Regenteam Investments Limited, Shingo Development Limited, Tenswin Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Ove Arup & Partners Hong Kong Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Various Lots and Adjoining the Government Land in D.D. 221, Sha Ha, Sai Kung Lot Nos. 67 RP, 68 (Part), 70 RP (Part), 76 RP (Part), 78 S.A ss.1 (Part), 78 S.A RP, 78 S.B, 78 S.C RP (Part), 78 S.F (Part), 79, 80, 81, 82, 83 RP, 84, 85, 87 RP, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98 RP, 101 RP, 102 RP, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112 RP, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131 RP, 131 S.A, 132, 133 S.A, 133 S.B, 133 S.C, 133 S.E, 134, 135, 136, 137, 138 S.A, 138 RP, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157 S.A, 157 S.B, 158 S.A, 158 S.B, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178 S.A, 178 S.B ss.1, 178 S.B RP, 179, 180, 181, 182, 183, 184, 186, 188, 189 S.A, 189 S.B, 190, 191, 192, 193, 194, 195, 196, 198, 199 S.D, 199 S.E ss.1, 199 S.E RP, 200, 201, 202 (Part), 203 S.A, 203 S.B, 204, 205 S.A, 205 S.B, 206 (Part), 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228 (Part), 230, 231, 232 S.A, 232 RP, 233 (Part), 234 S.A (Part), 234 RP (Part), 236 (Part), 255 (Part), 256 (Part), 257 (Part), 258 (Part), 265 RP (Part), 268 (Part), 269, 270, 271 RP (Part), 1361 RP, 1362 RP, 1371 RP, 1372, 1373, 1374 RP, 1375 RP, 1376, 1377 RP, 1381 RP, 1383 RP, 1406 RP, 1407 S.C RP, 1407 S.D RP, 1407 S.E RP, 1412 S.B RP, 1415 RP, 1416 S.C RP, 1416 S.D RP, 1416 S.E ss.1, 1416 S.E RP, 1417, 1418, 1419, 1420, 1421, 1422, 1423 RP, 1424 RP, 1427 RP (Part), 1428, 1429 S.B (Part), 1434 RP (Part), 1435 RP, 1598, 1616
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 59,262 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	7,000 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6
(e) Land use zone(s) involved 涉及的土地用途地帶	"Comprehensive Development Area (1)"
(f) Current use(s) 現時用途	Partly vacant and partly used for temporary open storage (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☐ is the sole "current land owner"[#] (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」[#] (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☒ is one of the "current land owners"[#] (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」[#] (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於 _____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書*

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☒ published notices in local newspapers on 28/05/2021 (DD/MM/YYYY)*
於 28/05/2021 (日/月/年)在指定報章就申請刊登一次通知*
- ☒ posted notice in a prominent position on or near application site/premises on
27/05/2021 (DD/MM/YYYY)*
於 27/05/2021 (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知*
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)*
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會*

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☒ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one '✓'.

註 1: 可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2: 如發展涉及靈灰安置用途, 請填妥於附件的表格。

(a) Total floor area involved 涉及的總樓面面積				sq.m 平方米	
(b) Proposed use(s)/development 擬議用途/發展				(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施, 請在圖則上顯示, 並註明用途及總樓面面積)	
(c) Number of storeys involved 涉及層數				Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積		Domestic part 住用部分		sq.m 平方米	<input type="checkbox"/> About 約
		Non-domestic part 非住用部分		sq.m 平方米	<input type="checkbox"/> About 約
		Total 總計		sq.m 平方米	<input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足, 請另頁說明)		Floor(s) 樓層	Current use(s) 現時用途		Proposed use(s) 擬議用途

(1) For Type (1) application 第 (1) 類	
(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍)
(b) Intended use/development 有意進行的用途/發展	

(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置 <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度		
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)
(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)			

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and also fill in the proposed use/development and development particulars in part (v) below –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
- ☐ Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至%
- ☒ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 8 storeys 層 to 至 10 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至 m
- ☐ Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Proposed Comprehensive Residential Development with
Minor Relaxation of Building Height Restriction

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	88,893	sq.m 平方米	<input checked="" type="checkbox"/> About 約
Proposed plot ratio 擬議地積比率	1.5		<input checked="" type="checkbox"/> About 約
Proposed site coverage 擬議上蓋面積	not more than 45 ... %		<input checked="" type="checkbox"/> About 約
Proposed no. of blocks 擬議座數	15		
Proposed no. of storeys of each block 每座建築物的擬議層數	4-10	storeys 層	
	<input type="checkbox"/> include 包括	storeys of basements 層地庫	
	<input checked="" type="checkbox"/> exclude 不包括 1	storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	21-46	mPD 米(主水平基準上)	<input checked="" type="checkbox"/> About 約
 m 米		<input type="checkbox"/> About 約

☒ Domestic part 住用部分

GFA 總樓面面積

88,893

sq. m 平方米

☒ About 約

number of Units 單位數目

972

average unit size 單位平均面積

89

sq. m 平方米

☒ About 約

estimated number of residents 估計住客數目

2,615

☒ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆

sq. m 平方米

☐ About 約☐ hotel 酒店

sq. m 平方米

☐ About 約

(please specify the number of rooms

請註明房間數目)

☐ office 辦公室

sq. m 平方米

☐ About 約☐ shop and services 商店及服務行業

sq. m 平方米

☐ About 約☐ Government, institution or community facilities

政府、機構或社區設施

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☒ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Residents' clubhouse with GFA of about 3,042m²...
(non-accountable)

.....

.....

☒ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☒ private open space 私人休憩用地

2,615..... sq. m 平方米

☒ Not less than 不少於☐ public open space 公眾休憩用地

..... sq. m 平方米

☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	Please refer to the Supporting Planning Statement.
.....
.....
.....
.....

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Public Pedestrian Walkways, Open Space, Amenity Areas, Vehicular Access Roads and Green Buffer Zone.

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Year 2028

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>Mei Fuk Street and Wai Man Road</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>																
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td>698</td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td>11</td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td>Visitor Car Parking Spaces</td> <td>57</td> </tr> <tr> <td>Public Vehicle Parking Spaces</td> <td>50</td> </tr> </table> <p><input type="checkbox"/></p>	Private Car Parking Spaces 私家車車位	698	Motorcycle Parking Spaces 電單車車位	11	Light Goods Vehicle Parking Spaces 輕型貨車泊車位		Medium Goods Vehicle Parking Spaces 中型貨車泊車位		Heavy Goods Vehicle Parking Spaces 重型貨車泊車位		Others (Please Specify) 其他 (請列明)		Visitor Car Parking Spaces	57	Public Vehicle Parking Spaces	50
Private Car Parking Spaces 私家車車位	698																	
Motorcycle Parking Spaces 電單車車位	11																	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位																		
Medium Goods Vehicle Parking Spaces 中型貨車泊車位																		
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位																		
Others (Please Specify) 其他 (請列明)																		
Visitor Car Parking Spaces	57																	
Public Vehicle Parking Spaces	50																	
<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Taxi Spaces 的士車位</td> <td></td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td></td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td>Loading/ Unloading Bays</td> <td>15</td> </tr> </table> <p><input type="checkbox"/></p>	Taxi Spaces 的士車位		Coach Spaces 旅遊巴車位		Light Goods Vehicle Spaces 輕型貨車車位		Medium Goods Vehicle Spaces 中型貨車車位		Heavy Goods Vehicle Spaces 重型貨車車位		Others (Please Specify) 其他 (請列明)		Loading/ Unloading Bays	15		
Taxi Spaces 的士車位																		
Coach Spaces 旅遊巴車位																		
Light Goods Vehicle Spaces 輕型貨車車位																		
Medium Goods Vehicle Spaces 中型貨車車位																		
Heavy Goods Vehicle Spaces 重型貨車車位																		
Others (Please Specify) 其他 (請列明)																		
Loading/ Unloading Bays	15																	

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p><input checked="" type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p> <p>No 否</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/></p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>		<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to the Supporting Planning Statement.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the Supporting Planning Statement for details.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Yeung Wing Shan, Theresa

Director

Name in Block Letters
姓名 (請以正楷填寫)

Position (if applicable)
職位 (如適用)

Professional Qualification(s)
專業資格

☐ Member 會員 / ☒ Fellow of 資深會員

☒ HKIP 香港規劃師學會 /

☐ HKIA 香港建築師學會

☐ HKIS 香港測量師學會 /

☐ HKIE 香港工程師學會

☐ HKILA 香港園境師學會 /

☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他 MRTPI

on behalf of
代表

Ove Arup & Partners Hong Kong Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章 (如適用)

Date 日期

31/05/2021

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Your ref A/SK-SKT/28
Our ref 279845/01/WSTY/PLML/TYAU/04587

Appendix Ia of RNTPC
Paper No. A/SK-SKT/28A

ARUP

**By Hand, Fax (2877 0245/ 2522 8426)
and Email (tpbpd@pland.gov.hk)**

The Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong

t +852 2528 3031
f +852 2779 8428
d +852 2268 3721
theresa.yeung@arup.com
www.arup.com

10 January 2022

Dear Sir/Madam,

**Application for Permission
Under Section 16 of the Town Planning Ordinance (Cap.131)
Various Lots and Adjoining Government Land
in D.D. 221, Sha Ha, Sai Kung
(Application No. A/SK-SKT/28)**

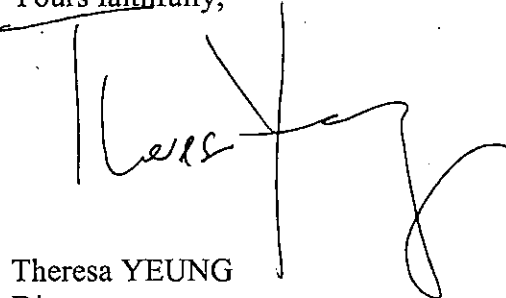
**Submission of the Consolidated Version of Supporting Planning Statement and
Submitted Further Information**

As requested by the District Planning Office, we hereby submit 70 hardcopies of the consolidated version of Supporting Planning Statement with updated Technical Assessments (**Attachment A**) and Further Information Submissions with Responses to Comments Tables (**Attachment B**) that have been already accepted by the Town Planning Board (TPB) for your retention.

Please note that the above only serve as a consolidated version of previous further information submissions already accepted by the TPB and have not involved any new information/ findings of technical assessments nor changes in the scheme, and thus should be exempted from the publication and recounting requirements. We sincerely seek the favourable consideration from the TPB to approve the captioned S16 Planning Application.

Should you have any queries, please feel free to contact the undersigned or our Miss Minnie Law at 2908 4151 or Miss Anna Lok at 2908 4285.

Yours faithfully,



Theresa YEUNG
Director

Encl. - Attachments A-B
c.c. - Client
- Sai Kung and Islands District Planning Office/Planning Department - Miss Jane KWAN (jwlkwan@pland.gov.hk)

**APPROVED PLANNING BRIEF FOR
THE "COMPREHENSIVE DEVELOPMENT AREA (1)" SITE
ON THE APPROVED SAI KUNG TOWN
OUTLINE ZONING PLAN NO. S/SK-SKT/4**

1. Purpose

- 1.1 The purpose of this Planning Brief (PB) is to set out the planning parameters and design requirements for the "Comprehensive Development Area (1)" ("CDA(1)") site (the Site) (Plan 1) in Sai Kung Town North (the Area).
- 1.2 This PB serves to provide guidance to facilitate the landowner in the preparation of a Master Layout Plan (MLP) to be submitted to the Town Planning Board (the Board) in the manner as required under the Notes of the Sai Kung Town Outline Zoning Plan (OZP) for the Site.

2. The Site and Its Surroundings

The Site (Plans 2 to 5)

- 2.1 With an area of about 5.93 ha, the Site comprises mainly private land (about 94%), with some Government land (about 6%). It is generally flat and currently used as a plant nursery and temporary recreational use.

Surroundings Land Uses

- 2.2 The Area comprises a number of vacant development sites subdivided by the recently completed road networks. To the east of the Site is a piece of land zoned "Other Specified Uses (OU) (Commercial and Tourism Related Uses (Including Hotel)(1))" ("OU/Hotel(1)") whereas to the west are two pieces of land reserved for comprehensive residential and commercial/cultural/recreational uses with a public carpark. To the south are land reserved for the development of a school and a proposed town square.
- 2.3 To the immediate north is the land reserved for the proposed realigned Tai Mong Tsai Road (TMT Road) and "Government" reserve, with no designated use. To the further north across the existing TMT Road is the hilly landform of Sha Kok Mei comprising a number of low-rise residential developments and the Sha Kok Mei Village to the further west.

- 2.4 To the northeast is area reserved for the Sha Ha village, beyond which is the former Beach Resort Hotel.

3. Planning Context

Planning Framework

- 3.1 The overall planning intention for the Area is to complement the role of Sai Kung Town as a central area for the provision of tourism, commercial, GIC and residential uses for the Sai Kung district. To preserve the character of rural township and to avoid overtaxing the infrastructures, the intensity and height of new developments in the Area are duly controlled to ensure that they are compatible with the surroundings areas. In this regard, the existing development bulk in the town centre (with a maximum PR of 5 and a maximum BH of 12 storeys) is taken as a benchmark, and the development intensity of new developments at the inland part of the Area is recommended to be restricted to a maximum PR of 1.5 and a maximum BH of 8 storeys.
- 3.2 The general design principle is to develop the Area as part of a rural town in keeping with the character of Sai Kung old town to the further south and the rural settlements to the west. Low to medium-rise developments with a gradation of descending building heights from 8-storeys at the inland area toward maximum 3-storey along the waterfront are planned.
- 3.3 Located at the northern fringe of the Area, development at the Site should serve as a transition and buffer from the more densely developed Sai Kung Town and commercial and tourism uses along the waterfront to the low-rise and low density village and residential developments at Pak Kong and Sha Kok Mei.

Development Constraints

- 3.4 Development at the Site is subject to the following constraints:
- the existing TMT Road, which is located about 10-22m to the north of Site, would be upgraded and re-aligned. Such upgrading works would not be completed before 2014. The developer should provide justifications for any population in-take before completion of the road upgrading works. In addition, the Site may be affected by the upgrading works of TMT Road during construction;
 - upon completion of the upgrading of TMT Road which is under study, the re-aligned TMT Road would be adjoining the northern boundary of the Site. The residential blocks along the northern boundary of the Site may be subject to

traffic noise and emission from the upgraded TMT Road;
and

- the Site falls within the Sha Ha Archaeological Site. In view of the existence of underground antiquities which are worthy of in-situ preservation, a 'non-excavation area' (NEA) (Plan 8) of 1.56 ha (or 26% of site area) has been proposed by the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD).

4. Development Parameters

Development Intensity

- 4.1 To ensure compatibility with the surroundings environment, development/redevelopment of the Site should be subject to a maximum plot ratio (PR) of 1.5 and building height (BH) of 8 storeys (excluding basements). Ancillary car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be excluded from the PR/GFA calculation for the purpose of the above restrictions.
- 4.2 To provide flexibility for innovative design adapted to the characteristics of the Site and its surroundings, minor relaxation of the PR/BH restrictions may be considered by the Board through the planning permission system.

Population

- 4.3 Based on an average flat size of 90m² (assumed for medium density development in Sai Kung Town in the South East New Territories Development Strategy Review) and a person-per-flat of 2.69¹, the population at the Site upon development is estimated to be about 2,657. The actual population, however, will depend on the actual flat size and number of flats to be developed.

Retail Facilities

- 4.4 As retail and commercial facilities are planned to be provided at the nearby "OU" annotated 'Commercial, Cultural and Recreational Related Uses (with Public Vehicle Park)'

¹ Data for 2016 person-per-flat ratio - 2003 based Territorial Population and Employment Data Matrix Scenario II, Planning Department.

("OU/CCR") and "OU" annotated 'Town Square with Recreational, Community and Commercial' ("OU/TS") sites to the west, no retail GFA is proposed for the Site. Justifications should be provided should the developer wish to provide retail facilities within the Site. Any proposed retail GFA will be accountable as part of the total GFA permissible under the Notes of the "CDA(1)" zone.

GIC Facilities

- 4.5 According to Hong Kong Planning Standards and Guidelines (HKPSG) and based on an estimated population of 2,657, one secondary school classroom, one primary school classroom and 14 day nursery places would be required for the proposed development. However, since such facilities have been planned in the neighbouring areas, they would not be required to be provided within the Site.

Open Space

- 4.6 According to the HKPSG, a minimum local open space provision of 1m^2 per person should be provided within the Site. Based on an estimated population of 2,657, there should be a minimum of $2,657\text{m}^2$ open space to serve the residents of the development. The actual provision, however, will depend on the detailed proposal submitted by the developer.

5. Design Requirements

Urban Design

- 5.1 The general design principle of the Site is to maintain a building free mountain backdrop as viewed from Sai Kung Hoi. As the Site is located at a visually prominent location, the developer should pay due consideration to ensure that the resultant development is compatible with the surroundings rural setting and aesthetically attractive to commensurate with the role of Sai Kung as the Leisure Garden of Hong Kong. The arrangement of buildings, open space and tree planting in the Site should make a significant contribution to enhancing this very important approach to the Sai Kung Town.
- 5.2 To enhance visual permeability to the waterfront and the town square, view corridor(s) and gaps between building blocks should be created. A 'stepped height' building profile should be adopted, with building heights descending from maximum 8 storeys in the north to not more than 3 storeys in the south, towards Mei Yuen Street and the proposed town square (Plan 7). To minimize possible visual intrusion, no podium structure should be erected within the Site.

- 5.3 Careful consideration should be given to avoid monotonous and wall effect due to massing and building disposition of housing blocks, particular for those fronting Mei Yuen Street and Mei Fuk Street to the south and TMT Road to the north. As Mei Yuen Street is a major thoroughfare linking up future developments along the waterfront, the boundary treatment of the Site along Mei Yuen Street should be conducive to the pedestrian environment.
- 5.4 The design of the main entrance to the development at Mei Fuk Street should be harmonious with the proposed town square on the opposite side of Mei Yuen Street. Consideration should be given to provide open fence, rather than boundary walls, along the common boundary of the CDA sites. Should any boundary wall be provided, its height should be kept to the minimum and should be constructed with transparent materials. Avenue planting should be provided along the pedestrian walkways to give shade and pleasant micro-climate to the pedestrians.
- 5.5 In the MLP submission, an urban design proposal should be provided to explain the development concept giving due regard to the Urban Design Guidelines of the HKPSG. A Visual Impact Assessment (VIA), supported by adequate graphical presentations including photomontages, should also be included.

Landscape

- 5.6 There are about 350 existing trees in the Site, mainly clustering along the western boundary, all of which should be preserved as far as practicable. The trees, which are proposed to be retained based on their condition, size, species and location, are indicated on **Plan 6**. For replanting purposes, priority should be given to native tree species so as to compensate for loss of secondary woodland in the past and to integrate with the existing tree profile of the area.
- 5.7 Building blocks should be planned around open space and amenity areas. Open space and landscape areas should be provided at grade as far as possible and linked up by comprehensive walkways with landscape treatments. Landscaped area, including roof tops, should be maximized to reduce the apparent scale of the development and to enhance the local landscape, in addition to providing a comfortable and relaxing environment for residents. Consideration should be given to incorporating green roof and vertical greening designs, where appropriate, to maximize the greening of the development. For tree planting, sufficient soil depth, width and volume to allow healthy and vigorous growth of vegetation must be allowed. Tree species should be catered for with a minimum soil depth of 1.2m.

- 5.8 To minimize visual impacts on the surroundings, a woodland planting area of about 15m should be provided along the entire site boundary (Plan 8).
- 5.9 In the MLP submission, a Landscape Master Plan (LMP) and Tree Preservation Proposal should be submitted to illustrate the detailed landscaping and tree preservation proposals.

6. Transport Requirements

Vehicular Ingress/Egress

- 6.1 Whilst vehicular access should be prohibited from the future re-aligned TMT Road, two vehicular ingress/egress points would be allowed at Mei Fuk Street and Wai Man Road respectively. To enhance vehicular accessibility of the Site, the two ingress/egress points should be connected internally within the Site.

Pedestrian Circulation

- 6.2 Pedestrian walkways should be provided to connect different parts of the Site as well as to integrate the Site with the surroundings developments. Two pedestrian ingress/egress points for the Site should be provided at Mei Fuk Street and Wai Man Road adjacent to the existing subway respectively. A 6m wide public pedestrian walkway should be provided to connect the re-aligned TMT Road and Mei Fuk Street directly (Plan 8) and should not encroach upon the GBZ within the site. Besides, the proposed part-time pedestrianisation of Mei Yuen Street and the proposed public passageway at the "OU/Hotel(1)" site should be taken into account in the planning of the pedestrian walkways. All pedestrian walkways and crossing facilities should be planned comprehensively to provide a safe, uninterrupted, convenient and pleasant passageway for pedestrian movements. Where possible, the routes of the walkways should be co-ordinated with open space and open corridors to enhance pedestrian movement.

Parking and Loading/Unloading

- 6.3 The provisions of vehicle parking spaces (including private car, small/medium goods vehicles, motor cycle and bicycle) and loading/unloading bays/lay-bys should be in accordance with the standards as set out in the HKPSG and given in the Schedule of Open Space, Parking and Loading/unloading Requirements at Annex and to the satisfaction of Commissioner for Transport. In addition, two lay-bys, each at minimum 25m in length

(accommodating at least two 12m long buses/coaches), should be provided at the realigned TMT Road and Mei Yuen Street.

Traffic Impact Assessment

- 6.4 There is at present no definite programme for the Hiram's Highway Improvement Stage 2 (from Marina Cove to Sai Kung Town). It would therefore be prudent to assume that the Hiram's Highway upgrading works would not be completed before 2014. Thus a Traffic Impacts Assessment (TIA) is required for any population in-take before and during the construction stage of the Hiram's Highway widening project, in particular on the interim traffic arrangements and provision of pedestrian walkways connecting with adjacent developments.

7. Environmental Requirements

Environmental Impacts

- 7.1 Upon completion of the re-aligned TMT Road, residential development at the Site would be subject to noise and air quality impacts arising from the vehicular traffic. The building blocks should be carefully designed to protect the sensitive receivers. To address the potential environmental/sewerage/drainage impacts on the development, an Environmental Assessment (EA) and Sewerage/Drainage Impact Assessments (SIA and DIA) should be prepared, with proposed mitigation measures, including any set back requirements, incorporated as part of the MLP submission.
- 7.2 If car parking spaces and loading/unloading bays are located in semi-confined/confined area, adequate ventilation should be provided such that Environmental Protection Department's recommended air quality guidelines are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surroundings environment.
- 7.3 The applicant shall also assess emission/pollutants dispersion in the area, including identifying whether there are any chimneys within 500m from the Site and carry out detailed chimney emission impact assessments, to demonstrate the acceptability of air quality impact at the proposed development.

Air Ventilation

- 7.4 Breezeway(s) should be provided to enhance air ventilation and improve micro-climate within and around the Site. Proposed breezeway(s) should be aligned taking into account different

prevailing wind directions, and as far as possible, to preserve and funnel other natural air flows including sea and land breezes, to the Site. The NEA could serve as a broad breeze-way with generous landscaping.

- 7.5 To aid planning and design for better air ventilation through the Site, a Air Ventilation Assessment (AVA) should be submitted together with the MLP to ensure that air ventilation of the Site and its surroundings would not be adversely affected by the proposed development.

Preservation of Archaeological Heritage

- 7.6 In view of the existence of antiquities attributed to Neolithic Period and Bronze Period within the Site, which are worthy of in-situ preservation, a NEA has been designated (Plan 8). While the boundary shown on the plan is indicative only, AMO should be consulted on the exact boundary of the NEA during the detailed planning of the site.
- 7.7 To preserve the antiquities in-situ, no building works including site formation works and excavation in any form should be carried out in the NEA except with the prior written consent from AMO.
- 7.8 The developer should integrate the NEA into the design of the development scheme. In so doing, an engineering proposal prepared by a team of experts in engineering, conservation and archaeology regarding the preservation and maintenance of the NEA should be submitted to the satisfaction of AMO. The engineering proposal should cover, amongst other things, an access allowing future rescue excavation, if required by the Government. In this connection, the developer should note that the NEA should be properly maintained and managed; and AMO, LCSD or its agents/contractors shall have the right-of-access to enter the NEA to conduct site inspection and excavation as when necessary.
- 7.9 Notwithstanding, in the event that the engineering proposal is considered unacceptable by the Government and in-situ preservation of the NEA is proven impracticable, mitigation measures should be proposed and implemented by the developer at his own cost, and prior agreement should be obtained from AMO.
- 7.10 Measures to preserve the antiquities by record (i.e. rescue excavation) should only be considered as the last resort; and should be conducted by a qualified archaeologist who shall obtain a licence to search for antiquities under the Antiquities and Monuments Ordinance (Cap. 53). In case the antiquities

discovered by rescue excavation are worthy of in-situ preservation, consideration will be given to declare them as monument under the Antiquities and Monuments Ordinance.

Utilities and Services

- 7.11 New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility organizations.
- 7.12 Any new drains and sewers from the Site should be connected to Government storm-water drains and sewers at the developer's costs and to a standard to the satisfaction of the Director of Drainage Services.

Refuse Collection

- 7.13 Facilities for a comprehensive refuse collection system should be provided and maintained within the Site to the satisfaction of the Director of Food and Environmental Hygiene. Sufficient refuse collection facilities should be provided as part of the proposed comprehensive development. Vehicular access to refuse storage chamber will be required with adequate ingress and egress for refuse collection vehicle(s) customarily used by the collection authority to facilitate refuse collection to be carried out within the development to minimize environmental nuisance.

8. Implementation

An implementation programme together with a phasing plan is required to indicate the timing for the construction of the proposed residential development, the open space and landscape treatment, vehicle parking and loading/unloading area, other transport/pedestrian facilities, associated facilities and other necessary infrastructures.

9. Master Layout Plan Submission

- 9.1 A MLP should be prepared in accordance with the "Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance" and submitted to the Board for approval under the Ordinance.
- 9.2 The MLP should contain all the information as required under the Notes for the "CDA(1)" zone of the OZP, including also VIA, tree preservation proposal and LMP, TIA, AVA, EA, SIA, DIA, engineering proposals regarding the NEA and other impact

assessments and to demonstrate clearly how the requirements stated in this PB will be complied with.

- 9.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal, including such basic information as land tenure, relevant lease/land allocation conditions, existing condition of the Site, the character of the Site in relation to the surroundings areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, recreational and open space facilities.
- 9.4 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be available for free public inspection in accordance with section 4A(3) of the Ordinance.

10. Attachments

Annex	Schedule of Open Space, Parking and Loading/unloading Requirements
Plan 1-8	Plans

PLANNING DEPARTMENT
DECEMBER 2007

Annex

Schedule of Open Space and Parking Requirements

Development Site Area: 5.93 ha

Domestic GFA: 88,893 m²

Design Population: 2,657

Facilities	HKPSG Requirements	Requirements on site	Remarks
1. Open space & Recreation facilities			
(a) Local open space	10ha per 100,000 persons	2,657 m ² or the actual provision based on the actual flat size and total no. of flats proposed by the developer	Minimum provision
2. Parking & Loading/unloading facilities			
(a) public car parking	-		Subject to C for T's agreement
(b) car parking for the development			
* residents	{refers to Table 1}	{refers to Table 1}	Subject to C for T's agreement
* visitors	5 spaces per block	5 times the no. of blocks	Subject to C for T's agreement
* retail	1 space per 200-300m ²	1-2 spaces + 5% of total provision for private cars	Additional parking spaces of 5% of the total provision should be provided for small/medium goods vehicles
* disabled persons	N.A.	-	1 designated space per every 200 ordinary car parking spaces or part thereof over 100 spaces in the residential component
* motorcycle parking spaces	5-10% of the total provision for private cars	-	10% of the total provision for private cars in the residential development
* bicycle parking	N.A.	-	Subject to C for T's agreement

(c) Loading/unloading bays/laybys for the development * residential * retail	1 bay for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	To accord with total no. of flats/blocks	Subject to C for T's agreement
	1 bay for every 800m ² to 1,200m ² or part thereof of GFA	-	Subject to C for T's agreement
(d) lay-by for buses/coaches	-	2 (each of minimum 25m in length, to be provided one at Tai Mong Tsai Road and one at Mei Yuen Street)	The site boundary would be locally setback to provide rooms for the two lay-bys and footpaths along Tai Mong Tsai Road and Mei Yuen Street. The provisions of the lay-bys would be implemented by the applicant and handed over to the Government upon completion.

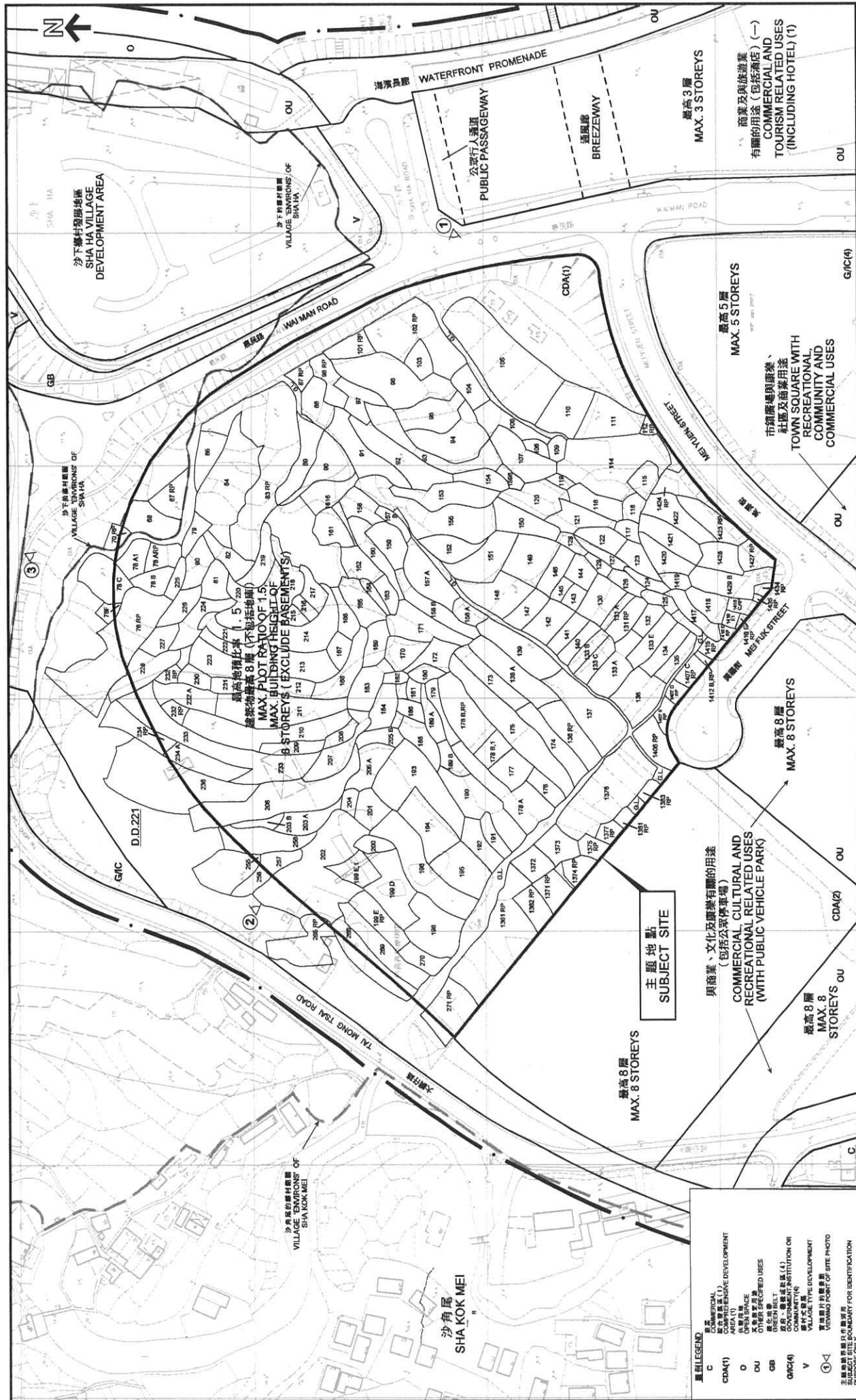
Table 1 Parking Standards for Residential Developments

Global Parking Standards (GPS)			1 car space per 6-9 flats
Demand Adjustment Ratio (R1)	Average Flat Size (GFA)	< 40m ²	0.6
		40 – 69.9m ²	1
		70 – 99.9m ²	2.5
		100-159.9m ²	5
		> 160m ²	9
Accessibility	Within a 500m-radius of rail station ^{(see Note (2))}		0.85
Adjustment Ratio (R2)	Outside a 500m-radius of rail station ^{(see Note (2))}		1
Parking requirement = GPS x R1 x R2			

Note:

1. Within the limits of the Global Parking Standards, Transport Department will establish district-based parking standards for each district according to the prevailing demands/supply conditions in respective districts. The district-based parking standards are subject to periodical review.

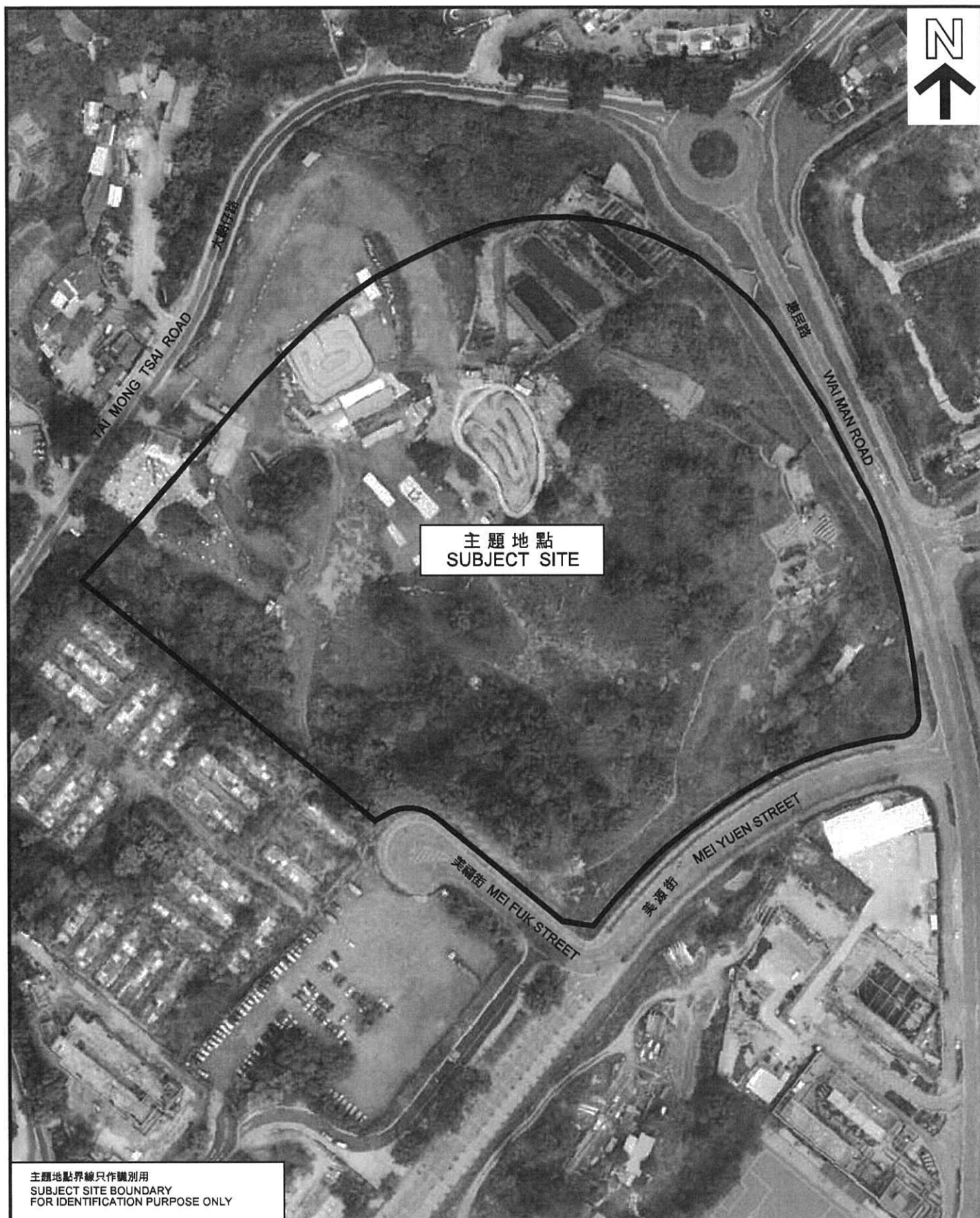
2. A 15% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the center of the station disregard of topographic undulation.
3. The average flat size of a development shall be calculated by dividing the total domestic gross floor area by the total number of the development.
4. The standard for the developments of an average flats size greater than 159.9m^2 is a minimum requirement. Request for provision beyond the standard will be considered by Transport Department on a case-by-case basis.
5. Visitor car paring for private residential developments with more than 75 units per block should include 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For other private residential developments, the visitor car parking provision will be advised by Transport Department on a case-by-case basis.



- 圖例 (LEGEND)**
- C COMMERCIAL
 - CDM(1) COMPREHENSIVE DEVELOPMENT AREA (1)
 - O OPEN SPACE
 - OU OPEN SPACE
 - GB GREEN BELT
 - GC(4) GREEN BELT (4)
 - V VILLAGE TYPE DEVELOPMENT
 - ① VIEWING POINT OF SITE PHOTO
- 主圖範圍內之所有土地均為政府土地
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

土地類別圖 LAND STATUS PLAN 在西貢市北的 "綜合發展區(1)" "COMPREHENSIVE DEVELOPMENT AREA (1)" SITE IN SAI KUNG TOWN NORTH		規劃署 PLANNING DEPARTMENT	圖 PLAN 2
		M/SK-07/28	

本圖是根據於2007年11月23日製圖，所根據的資料為測量部提供
 8-SK-07/28
 EXTRACT PLAN PREPARED ON 25.11.2007 BASED ON SURVEY
 SHEETS No. 8-SW-4D AND 11B



主題地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2007年11月29日擬備，所根據
的資料為地政總署於2007年1月6日拍得
的航攝照片編號CS05612
EXTRACT PLAN PREPARED ON 29.11.2007
BASED ON AERIAL PHOTO No.
CS05612 TAKEN ON 6.1.2007
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

在西貢市北的 "綜合發展區(1)"
"COMPREHENSIVE DEVELOPMENT AREA (1)"
SITE IN SAI KUNG TOWN NORTH

規劃署
PLANNING
DEPARTMENT



M/SK-07/28

圖 PLAN
3

①

李少欽紀念學校
LEE SIU YAM
MEMORIAL SCHOOL

西貢市中心

SAI KUNG TOWN CENTRE

大網仔路

TAI MONG TSAI ROAD



主 題 地 點
SUBJECT SITE

由東面拍攝 VIEWED FROM EAST

②

大網仔路
TAI MONG TSAI ROAD

李少欽紀念學校
LEE SIU YAM
MEMORIAL SCHOOL

西貢市中心

SAI KUNG TOWN CENTRE



主 題 地 點
SUBJECT SITE

由西面拍攝 VIEWED FROM WEST

本圖於2007年11月29日攝備，所根據的資料為
攝於2007年1月29日的實地照片
PLAN PREPARED ON 29.11.2007
BASED ON SITE PHOTO TAKEN ON 29.1.2007

實地照片 SITE PHOTO

在西貢市北的 "綜合發展區(1)"
"COMPREHENSIVE DEVELOPMENT AREA (1)"
SITE IN SAI KUNG TOWN NORTH

規劃署
PLANNING
DEPARTMENT



M/SK-07/28

圖 PLAN
4

3

李少欽紀念學校
LEE SIU YAM
MEMORIAL SCHOOL

西貢市中心
SAI KUNG TOWN CENTRE



由北面拍攝 VIEWED FROM NORTH

實地照片 SITE PHOTO

在西貢市北的 "綜合發展區(1)"
"COMPREHENSIVE DEVELOPMENT AREA (1)"
SITE IN SAI KUNG TOWN NORTH

本圖於2007年11月29日攝備，所根據的資料為
攝於2007年1月29日的實地照片
PLAN PREPARED ON 29.11.2007
BASED ON SITE PHOTO TAKEN ON 29.1.2007

規劃署
PLANNING
DEPARTMENT



M/SK-07/28

圖 PLAN
5



規劃署

建議保留的現有樹木
EXISTING TREES TO BE PRESERVED

PLAN
6

M/SK-07/28

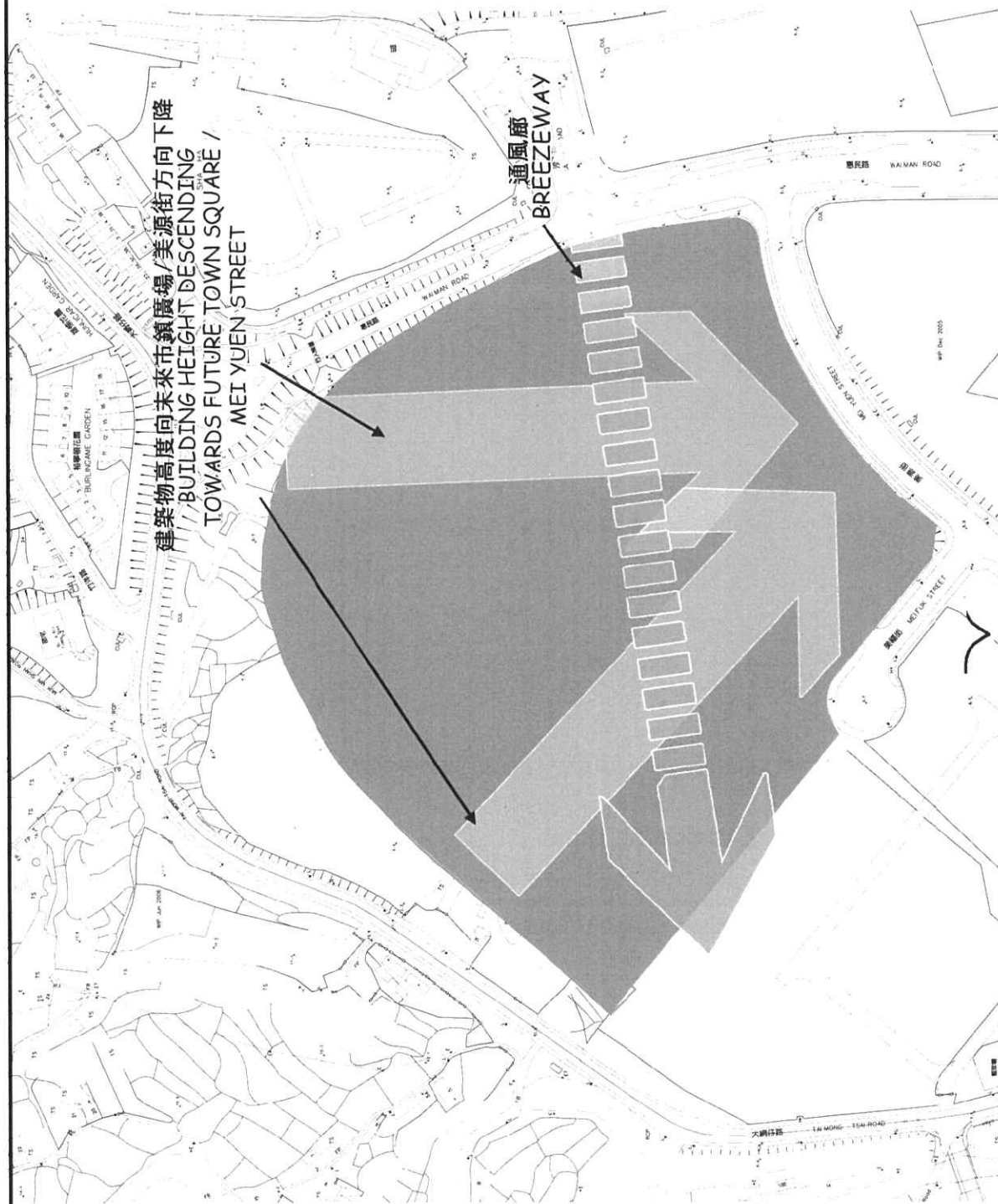
SCALE 1 : 1 500 比例尺

0 30 60 90 120 METRES 米

LEGEND

	應保留的樹木群	GROUP OF TREES TO BE RETAINED
	應保留的樹木群	GROUP OF TREES TO BE RETAINED
	應儘可能保留的樹木群	GROUP OF TREES TO BE RETAINED AS FAR AS PRACTICAL
	值得保留的個別樹木	INDIVIDUAL TREES WORTHY OF RETENTION

本摘要圖於2007年11月29日製繪，
所根據的資料為測量圖編號
8-SW-6D、7C、11B和12A



只作參考用途
FOR REFERENCE ONLY

城市設計概念 URBAN DESIGN CONCEPT

在西貢市北的 "綜合發展區(1)"
"COMPREHENSIVE DEVELOPMENT AREA (1)"
SITE IN SAI KUNG TOWN NORTH

規劃署
PLANNING
DEPARTMENT



圖 PLAN
7

M/SK-07/28

本圖於2007年11月29日製備
PLAN PREPARED ON 29.11.2007

Appendix IIa of RNTPC
Paper No. A/SK-SKT/28A

Comparison table of the requirements of the PB and the current submission

	Requirements of the PB	Current submission
<i>Development Parameters</i>		
(a) Development Intensity	<ul style="list-style-type: none"> - Maximum PR of 1.5 - Maximum BH of 8 storeys (excluding basements) 	<ul style="list-style-type: none"> - PR of 1.5 - 15 blocks of 4-10 storeys over basement car parks (i.e. +2 storeys)
(b) Population	<ul style="list-style-type: none"> - Based on an average flat size of 90m² and person-per-flat of 2.69, the population at the Site upon development is estimated to be about 2,657. The actual population will depend on the actual flat size and number of flats to be developed 	<ul style="list-style-type: none"> - Based on an average flat size of about 89m² and person-per-flat of 2.69, the estimated population for the proposed development is about 2,615
(c) Retail Facilities	<ul style="list-style-type: none"> - As retail and commercial facilities are planned to be provided at nearby sites to the west, no retail GFA is proposed for the Site 	<ul style="list-style-type: none"> - No retail GFA is proposed for the Site
(d) GIC Facilities	<ul style="list-style-type: none"> - Since GIC facilities have been planned in the neighbouring areas, they would not be required to be provided within the Site 	<ul style="list-style-type: none"> - No GIC facilities is proposed within the Site
(e) Open Space	<ul style="list-style-type: none"> - 2,657m² for estimated 2,657 persons (or 1m² per person) 	<ul style="list-style-type: none"> - Based on the estimated population of 2,615, not less than 2,615m² of local open space will be provided (1m² per person)
(f) Implementation	<ul style="list-style-type: none"> - Implementation programme together with a phasing plan to indicate the timing of construction 	<ul style="list-style-type: none"> - Implementation and phasing plan submitted with proposed completion of Phase 1 by 2028 but no clear timeframe for other phases
<i>Design Requirements</i>		
(g) Urban Design	<ul style="list-style-type: none"> - View corridor(s) and gaps between building blocks to enhance visual permeability to the waterfront and future town square 	<ul style="list-style-type: none"> - Two visual corridors and two building gaps provided
	<ul style="list-style-type: none"> - Breezeway (Plan 7 of PB at 	<ul style="list-style-type: none"> - Provided

	Requirements of the PB	Current submission
	Appendix II)	
	- “Stepped height” building profile descending from north towards future town square/Mei Yuen Street in the south (Plan 7 of PB at Appendix II)	- Stepped building height profile descending from 10 storeys in the northwest to 4 storeys in the southeast
	- No podium structure should be erected	- No podium structure is proposed
	- The boundary treatment of the Site along Mei Yuen Street should be conducive to the pedestrian environment - Consideration should be given to provide open fence, rather than boundary wall, along the common boundary of the CDA sites. Should any boundary wall be provided, its height should be kept to be minimum and should be constructed with transparent materials	- 2m-high metal fence proposed instead of boundary wall
	- Avenue planting should be provided along the pedestrian walkways to give shade and pleasant micro-climate to the pedestrian	- Green buffer zones provided along pedestrian walkways
	- An urban design proposal should be provided to explain the development concept giving in due regard to the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSGs)	- Submitted with an urban design proposal
	- Visual Impact Assessment (VIA) with adequate graphical presentations is required	- Submitted with a VIA
(h) Landscape	- Landscape Master Plan (LMP) is required to illustrate detail landscaping proposals	- Submitted with an LMP
	- Tree Preservation Proposal to preserve existing trees in accordance with Plan 6 of PB at Appendix II	- Submitted with proposed 30 trees to be retained, 11 trees to be transplanted and remaining 350 trees to be felled
	- 15m Green Buffer Zone	- 15m-wide GBZ for woodland

	Requirements of the PB	Current submission
	(GBZ) for woodland planting around entire site boundary	planting along the entire site boundary is proposed with part of it comprise lots not owned by the applicants
	- Building blocks should be planned around open space and amenity areas. Open spaces and landscape areas should be provided at grade as far as possible and linked up by comprehensive walkways with landscape treatments	- Open space and landscaped areas provided at grade and linked up with pedestrian paths
Transport Requirements		
(i) Vehicular Ingress/Egress	<ul style="list-style-type: none"> - Whilst vehicular access should be prohibited from the future re-aligned Tai Mong Tsai Road, two vehicular ingress/egress points would be allowed at Mei Fuk Street and Wai Man Road - The two ingress/egress points should be connected internally within the Site 	- Provided
(j) Pedestrian Circulation	- Two pedestrian access points at Mei Fuk Street and Wai Man Road adjacent to the existing subway respectively	- Provided
	- Provision of a 6m wide public pedestrian walkway to connect the realigned Tai Mong Tsai Road and Mei Fuk Street directly and should not encroach upon the GBZ within the Site	- Provision of 6m wide public pedestrian walkway to connect Tai Mong Tsai Road and Mei Fuk Street
(k) Parking and Loading/Unloading	- Proposed parking provisions in accordance with the prevailing HKPSG	<ul style="list-style-type: none"> - Proposed parking provisions in accordance with the prevailing HKPSG and acceptable by C for T - An additional 50 public car parking spaces are provided at the proposed development
	- Two lay-bys, each at minimum 25m in length should be provided at the realigned Tai Mong Tsai Road and Mei Yuen Street	<ul style="list-style-type: none"> - One lay-by at 25m in length provided at Mei Yuen Street - While no lay-by at Tai Mong Tsai Road (to be improved under the Hiram's Highway Improvement Stage 2 (HH2))

	Requirements of the PB	Current submission
		project) is proposed, C for T considers the lay-by requirement is fulfilled
(l) Traffic Impact Assessment (TIA)	<ul style="list-style-type: none"> - TIA is required for any population in-take before and during the construction stage of Hiram's Highway widening project, in particular on the interim traffic arrangements and provision of pedestrian walkways connecting with adjacent developments 	<ul style="list-style-type: none"> - C for T has no objection to the TIA submitted, which assumed population intake would be taken place after completion of HH2 project - An approval condition requiring no population intake before the completion of HH2 project is recommended to be imposed
Environmental Requirements		
(m) Environmental Impacts	<ul style="list-style-type: none"> - Environmental Assessment (EA) should be prepared with proposed mitigation measures - If car-parking spaces and loading/unloading bays are located in semi-confined/confined area, adequate ventilation should be provided. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surrounding environment 	Submitted with an EA to which DEP has no adverse comment
	<ul style="list-style-type: none"> - Chimney Emission Impact Assessment to demonstrate acceptability of air quality at the proposed development 	
	<ul style="list-style-type: none"> - Sewerage Impact Assessment (SIA) / Drainage Impact Assessment (DIA) are required 	Submitted with SIA and DIA
(n) Air Ventilation	<ul style="list-style-type: none"> - Air Ventilation Assessment (AVA) is required to ensure that air ventilation of the Site and its surroundings would not be adversely affected by the proposed development 	<ul style="list-style-type: none"> - An AVA – Initial Study has been conducted with no significant air ventilation impact anticipated
	<ul style="list-style-type: none"> - Breezeways(s) should be provided and aligned taking into account different prevailing wind direction, and as far as possible. The Non-excavation Area (NEA) could serve as a broad 	<ul style="list-style-type: none"> - A 15m-wide breezeway aligning with Sha Ha Road and linking up the proposed breezeway of adjacent "CDA(2)" site will be provided

	Requirements of the PB	Current submission
	breezeway with generous landscape	
(o) Preservation of Archaeological Heritage	<ul style="list-style-type: none"> - NEA for in-situ preservation underground archaeological heritage 	<ul style="list-style-type: none"> - Ground levels within NEA to be raised generally by 2m to 6m from the original profile and the original layers of soil of the NEA would not be affected. An approval condition requiring the submission of a revised engineering proposal is recommended to be imposed for compliance during the detailed design stage.
(p) Utilities and Services	<ul style="list-style-type: none"> - New utility system and any diversions of or new connection to and existing system should be agreed with relevant government departments and in consultation with the concerned public utility organisations - Any new drains and sewers from the Site should be connected to government storm-water drains and sewers at the developer's cost 	<ul style="list-style-type: none"> - Fulfilled
(q) Refuse Collection	<ul style="list-style-type: none"> - Facilities for a comprehensive refuse collection system should be provided and maintained at the Site - Vehicular access to refuse storage chamber will be required with adequate ingress and egress for refuse collection vehicle(s) customarily used by the collection authority to facilitate refuse collection to be carried out within the development to minimize environmental nuisance 	<ul style="list-style-type: none"> - An approval condition requiring the design and provision of a refuse collection system is recommended to be imposed

TPB PG-NO. 17A

**TOWN PLANNING BOARD GUIDELINES FOR
DESIGNATION OF “COMPREHENSIVE DEVELOPMENT AREA” (“CDA”) ZONES
AND MONITORING THE PROGRESS OF “CDA” DEVELOPMENTS**

(Important Note :

The Guidelines are intended for general reference only.

Any enquiry on this pamphlet should be directed to the Secretariat of the Town Planning Board (15th Floor, North Point Government Offices (NPGO), 333 Java Road, North Point, Hong Kong – Tel. No. 2231 4810 or 2231 4835) or the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) (17th Floor, NPGO and 14th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin).

The Guidelines are subject to revision without prior notice.)

1. Introduction

- 1.1 The “Comprehensive Development Area” (“CDA”) zoning (or the previous “Other Specified Uses” annotated “Comprehensive Development/Redevelopment Area” zoning) was first introduced in Outline Zoning Plans (OZPs) in 1976 with the key objective to facilitate urban restructuring and to phase out incompatible development and non-conforming uses. The Town Planning Board (the Board) is empowered to designate an area as “CDA” under section 4(1)(f) of the Town Planning Ordinance (the Ordinance).
- 1.2 In general, “CDAs” are designated in the interest of the wider public although individual property owner’s right would be taken into consideration. They are designated after careful consideration of such factors as the planning intention for the area, land status, ownership and other development constraints, including the likely prospect for implementation. They will only be designated where there are no better alternative zoning mechanisms to achieve the desired planning objectives specified in Section 3.1 below.
- 1.3 To avoid planning blight caused by the withholding of piecemeal individual developments within a “CDA” zone, the Board recognizes that there is a need for close monitoring of the progress of “CDA” development. A proactive approach

is taken to facilitate development and to keep track on the progress of implementation of “CDA” sites.

2. Scope and Application

This set of Guidelines is adopted as reference for the designation of “CDAs” on statutory plans, as initiated by the Government, quasi-Government bodies as well as private development agencies, and for the subsequent monitoring of the progress of “CDA” developments.

3. Planning Intention

3.1 “CDAs” are intended to achieve such objectives as to :

- a. facilitate urban renewal and restructuring of land uses in the old urban areas;
- b. provide incentives for the restructuring of obsolete areas, including old industrial areas, and the phasing out of non-conforming uses, such as open storage and container back-up uses in the rural areas;
- c. provide opportunities for site amalgamation and restructuring of road patterns and ensure integration of various land-uses and infrastructure development, thereby optimizing the development potential of the site;
- d. provide a means for achieving co-ordinated development in areas subject to traffic, environmental and infrastructure capacity constraints, and in areas with interface problems of incompatible land-uses;
- e. ensure adequate as well as timely provision of Government, institution or community (GIC), transport and public transport facilities and open space for the development and where possible, to address the shortfall in the district; and
- f. ensure appropriate control on the overall scale and design of development in areas of high landscape and amenity values and in locations with special design or historical significance.

Land Status/Ownership/Tenure

- 3.2 Unallocated Government sites subject to modern land grant conditions, including those intended for public housing development to be implemented by the Housing Authority, would only be designated as "CDA" in special circumstances, where control on the design and layout of development is necessary because of special site constraints or the special character of the area.
- 3.3 Sites covered by an Urban Renewal Authority (URA) Development Scheme or an urban improvement scheme of the Hong Kong Housing Society (HKHS) are normally designated "CDAs" to, inter alia, prevent piecemeal development/redevelopment which would pre-empt optimum comprehensive redevelopment and urban restructuring.
- 3.4 Since fragmented land ownership will affect the prospect of implementation of "CDAs", CDA sites involving private land, other than those of URA or HKHS, are normally expected to have a major portion of the private land under single ownership at the time of designation but each site will be considered on its individual merits. Since the designation may affect third party development/redevelopment right, the proponent would be required to indicate the land under his ownership and that he has plans to acquire the remaining portion for comprehensive development.
- 3.5 In the designation of "CDA" zoning land ownership should only be one of the considerations weighed against many other factors, such as, the need to facilitate urban renewal and restructuring of land uses in the old urban areas and to provide incentives for phasing out of incompatible and non-conforming uses. Particularly, in the case of the URA development schemes and the urban improvement schemes of HKHS, where the mechanisms for land acquisition are available, land ownership will not be an overriding factor.

Prospect for Implementation

- 3.6 There should be an indication on the likely prospect for implementation before a site is designated as "CDA". Information on land status and provision of supporting infrastructure should be provided, and preliminary assessments should be carried out to demonstrate the technical feasibility of the proposed development. If the designation is proposed by a development agency, the likely development programme should be indicated in the proposal for consideration by the Board.

Size

- 3.7 Obviously, the larger the site, the better the opportunity for incorporating public facilities in the development, restructuring of land uses including changes to road patterns, and optimization of development potential. There is, however, no hard and fast rule to determine whether a site is sizable enough to warrant comprehensive development or redevelopment. Each site should be considered on its individual merits taking into account the planning intention for the area and the special characteristics of the site.

4. Development Parameters

- 4.1 In determining the boundary and development intensity of a "CDA" site, the existing land use pattern, the latest development requirements and the infrastructural capacity constraints in the area should be taken into account. Opportunities should be taken to incorporate, where appropriate, GIC facilities, open space, road widening, public transport and parking facilities and the provision of pedestrian linkages in the development.
- 4.2 Appropriate development mix and intensities would be specified in the Notes of the OZPs if the site is subject to various constraints, such as traffic and infrastructure capacities and environmental constraints. A Planning Brief would usually be prepared by the Planning Department to guide the development of the "CDA" site. Detailed planning requirements, including the provision of appropriate traffic and environmental mitigation measures, GIC, transport and public transport facilities and open space would be specified in the Planning Brief.

5. Mechanism for Monitoring

- 5.1 Frequent reviews of "CDA" zones would be required in order to achieve a close monitoring of the progress of development. The first review of each "CDA" site would be conducted at the end of the third year after its designation and subsequent reviews would be made on a biennial basis.

"CDA" with no Approved Master Layout Plan (MLP)/Implementation Agency

- 5.2 At the end of the third year after the designation, priority would be given to review those "CDA" sites with no approved MLP or for which no implementation agency can be identified. The following possible actions would be considered

by the Board after the review to respond to changing circumstances :

- a. to rezone to other uses the “CDA” sites which have significant implementation difficulties and slim chances of successful implementation;
- b. to revise the planning and development parameters of the “CDA” sites, where appropriate, to improve the incentives for redevelopment and hence the chance for implementation;
- c. to revise the zoning boundary in line with updated information on land status or ownership, or to subdivide the “CDA” into smaller “CDA” sites for development in phases to facilitate early implementation, where justified; and
- d. to revise and update the planning briefs for “CDA” sites to reflect the changing requirements and circumstances.

“CDA” with Approved MLP

5.3 In order to keep track on the progress of implementation, the following monitoring mechanism is adopted by the Board :

- a. should there be disagreements with the developer/agent on issues related to compliance with approval conditions, the relevant Government departments will be requested to report the issues to the Board; and
- b. a proforma would be issued to and completed by the developer/agent on a biennial basis to keep track on the progress of implementation.

Allowance for Phased Development

5.4 For “CDA” sites which are not under single ownership, if the developer can demonstrate with evidence that due effort has been made to acquire the remaining portion of the site for development but no agreement can be reached with the landowner(s), allowance for phased development could be considered. In deriving the phasing of the development, it should be demonstrated that :

- a. the planning intention of the “CDA” zone will not be undermined;
- b. the comprehensiveness of the proposed development will not be adversely affected as a result of the revised phasing;

- c. the resultant development should be self-contained in terms of layout design and provision of open space and appropriate GIC, transport and other infrastructure facilities; and
- d. the development potential of the unacquired lots within the "CDA" zone should not be absorbed in the early phases of the development, access to these lots should be retained, and the individual lot owners' landed interest should not be adversely affected.

6. Re-designating "CDA" Sites

- 6.1 In some cases, there may be merits to rezone "CDA" sites upon completion of development to other uses such as "Residential (Group A)" or "Commercial", to provide flexibility in subsequent modification of uses within the development without the need for submission of a revised MLP. Through regular review of "CDA" sites, the Board would, taking the specific circumstances pertaining to each "CDA" site into account, give consideration to the case of re-designating completed "CDA" developments to other land use zoning.
- 6.2 In general, the consideration for re-designation would include the following aspects :
 - a. the planning intention of maintaining comprehensive control on the overall development of the area should not be undermined. For instance, if a "CDA" site is subject to environmental constraints and the layout of the development has to allow for the provision of a buffer against the environmental nuisances, the removal of the buffer will not be desirable;
 - b. in the case of mixed developments especially for a variety of uses sharing a common podium, a re-designation of different parts of the "CDA" site to various discrete land-use zonings may only be possible provided that the planning intention of each zone could be clearly reflected; and
 - c. if part of the site is excluded from the development zone and rezoned to, say "Open Space" or "Government, Institution or Community", it should be ensured that the resultant development intensities of the site will not be higher than those permitted under the Notes of the OZP or in the Building

(Planning) Regulations.

- 6.3 In considering the re-designation of “CDA” sites, local views should also be taken into account in order to avoid, as far as possible, unnecessary misunderstanding of the planning intention.
- 6.4 For “CDA” sites which cannot be re-designated, other measures are available to streamline the procedures for modification of uses within the completed development. For instance, some minor amendments to the approved MLP submitted under section 16A(2) of the Ordinance can be considered by the Director of Planning, the Deputy Director of Planning and the Assistant Directors of Planning of the Planning Department under delegated authority of the Board on a fast-track basis. Reference should be made to the relevant Town Planning Board Guidelines.

Town Planning Board
April 2016

Previous Planning Applications

Application No. (Applied Use)	Date of Consideration	Decision of the RNTPC/ TPB	Rejection reasons
A/SK-SKT/1 (Comprehensive Residential Development)	24.10.2008	Rejected	(1) – (4)
A/SK-SKT/21 (Proposed Comprehensive Residential Development)	19.6.2020	Rejected on review	(5) – (7)

Rejection reasons:

- (1) The submitted MLP was not acceptable as it did not fully meet the requirements of the endorsed PB for the “CDA(1)” site in terms of the design and layout of the proposed building blocks which failed to create a ‘stepped height building profile’, poor visual permeability for proposed buildings along Tai Mong Tsai Road and Mei Yuen Street, the inclusion of podium structures, the lack of provision for a 15m wide GBZ and a 6m wide public passenger walkway.
- (2) The submitted VIA, tree preservation and replanting proposal were not acceptable as there was insufficient information in the submission to demonstrate that the proposed development would not have any adverse visual and landscape impacts on the surrounding areas and was in keeping with the rural character of the surrounding area.
- (3) Insufficient information in TIA and EA to demonstrate that the proposed development would not have adverse traffic and environmental impacts on the surrounding area.
- (4) No AVA and Chimney Emission Impact Assessment had been submitted to ensure that the impacts of air ventilation and air quality were acceptable.
- (5) The proposed phasing of the residential development is not in line with the TPB-PG No. 17A in that the applicants fail to demonstrate that the comprehensiveness of the proposed development will not be adversely affected; the resultant development would be self-contained in terms of layout design and provision of open space; and the development potential of the unacquired lots would not be absorbed in the early phases of the development.
- (6) The MLP for the proposed residential development encroaches onto NEA specified in PB and the applicants fail to demonstrate that the proposed house development on top of the NEA is implementable and would not have adverse impacts on the Sha Ha Archaeological Site of Interest.
- (7) The applicants fail to demonstrate that the proposed development would not generate adverse traffic impact on the surrounding area.

Similar Application

Application No.	Location	Zoning	Date of Consideration	Decision of the RNTPC	Approval Conditions
A/SK-SKT/8 Proposed Comprehensive Residential Development	Lot 1949 and Adjoining Government Land in D.D. 221, Sai Kung	"CDA(2)"	7.2.2014	Approved with conditions	(a) to (f)

Approval Conditions:

- (a) the submission and implementation of a revised Master Layout Plan to take into account conditions (b) to (f) below;
- (b) the submission and implementation of a revised Landscape Master Plan, including a tree preservation proposal;
- (c) the setting back of private gardens away from the Non-building Area;
- (d) the implementation of the mitigation measures identified in the Visual Impact Assessment;
- (e) the design and construction of the proposed vehicular access/internal driveway/pedestrian access to Tai Mong Tsai Road, and the provision of car parking and loading/unloading facilities; and
- (f) the provision of fire service installations and water supplies for fire fighting.

Detailed Comments from Government Departments

Detailed comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office

the revised engineering proposal should be further supplemented with the following details:

1. the depth of filling of compacted soil within NEA should be recorded in details in order to facilitate the future excavation, if required by the Government;
2. the minimum depth of filling within NEA should be provided to avoid disturbance to the original soil profile;
3. it is noticed that the depth of filling varies within NEA, mitigation measures on how to “assure that no excavation nor underground utilities would be laid below the existing ground level of the NEA” should be provided; and
4. according to the Guidelines on Tree Preservation during Development, “over 90% of the roots are located at the top 1m of soil”. Concerning the remaining 10% of the tree roots possibly penetrating below 1m depth, proactive and solid measures should be included to demonstrate that tree roots in the Master Layout Plan will not cause damage to NEA below.

Detailed comments of the Chief Highway Engineer/New Territories East, Highways Department:

1. the paver type shall match with the adjacent footpath in terms of the colour, size and material;
2. matching covers should be adopted for the manholes and utility draw pits (if any);
3. Highways Department Guidance Notes RD/GN/044B – Guidance Notes on Design and Construction of Pavements with Paving units should be referred to;
4. it is noted that the existing footpath will be blocked during the construction period, the applicants shall provide the temporary footpath as necessary and seek the Transport Department’s advice for the proposal; and
5. it is noted that there will be boundary U-channel around the application site (the Site) to prevent the surface water flowing from the Site to adjacent area. The applicants shall be responsible to take adequate precaution to ensure its proper functioning.

Detailed Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) on the Air Ventilation Assessment – Initial Study:

1. both the Baseline Scheme and the Proposed Scheme have incorporated the same four air corridors across the Site: two are 15m wide, one is 10m wide and one is 7.5m wide. Both schemes will also have 15m setback all along the boundary of the entire Site. While the Baseline Scheme will only have the air corridors of 7.5m-wide and the 15m wide (in ENE-WSW direction) completely free of building structures, the Proposed Scheme will also have the 10m-wide air corridor free of building structures and the 15m-wide (in ENE-WSW

direction) with less building encroachment. In addition, the Proposed Scheme will have a larger central open space; and

2. according to the simulation results, the Spatial Average Velocity Ratio are slightly higher in the Proposed Scheme when comparing with the Baseline Scheme under annual and summer conditions, which represents certain enhancement at the immediate vicinity of the Site. The Local Average Velocity Ratio remains the same under both annual and summer conditions for both studied schemes which indicates that the overall ventilation performance of both schemes for the surrounding areas is similar.

Detailed Comments of CTP/UD&L, PlanD on the Landscape Master Plan:

1. the gradient of the slopes along the site boundary and the feasibility for large tree planting should be reviewed. For instance, according to landscape section A, the slope outside T4 appears too steep for the proposed tree planting;
2. typical landscape and planting details of different scenario, including planting within non-excavation area; planting above the carpark and planting on slope, should be provided; and
3. the proposed metal fence design along the boundary should be provided in blow-up elevation. As the public pedestrian walkways were proposed within the metal fence, the applicants should be reminded that the walkways should be 24/7 accessible by public.

Detailed comments of the Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department:

1. emergency vehicular access complying with B(P)R 41D shall be provided for all buildings in the Site;
2. the building shall be designed to the satisfaction of the Building Authority in such a manner as will facilitate the access to and use of that building and its facilities by persons with a disability in accordance with B(P)R 72;
3. PNAP APP-2 and PNAP APP-111 will be referred to when determining disregarding car parking area from GFA calculation. It seems that the structural ceiling soffit of the proposed car parks is above the mean level of the adjacent streets. As such, the applicants' attention is drawn to Appendix C of PNAP APP-2 in accepting a car park as an underground car park; and
4. the applicants' attention is also drawn to the policy on GFA concession under PNAP APP-151 in particular the 10% overall cap on GFA concessions and, where appropriate, the SBD requirements under PNAP APP-152.

Detailed comments of the Director of Electrical and Mechanical Services:

1. the project proponent/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the Site and any required minimum set back distance away from them during the design and construction stages of development; and
2. the project proponent/consultant/works contractor is required to observe the Electrical and Mechanical

Services Department's requirements on the "Avoidance of Damage to Gas Pipes 2nd Edition" for reference.
The webpage address is: [https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_\(Eng\).pdf](https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf).

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211029-115046-86856

提交限期

Deadline for submission:

12/11/2021

5-24

提交日期及時間

Date and time of submission:

29/10/2021 11:50:46

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Andrew

意見詳情

Details of the Comment :

I support this application.

The site is now for storage or other operational uses. It would be better if the residential use with proper landscaping is realized to enhance the environment of the district. Actually, the area is beautiful: it is quiet, close to the sea and should not be used for industrial uses. Hotel or residential uses are most suitable. By the way, the town plan has already zoned it as residential use, why not implementing to provide housing supply?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210719-164442-84538

提交限期

Deadline for submission:

27/07/2021

5-5

提交日期及時間

Date and time of submission:

19/07/2021 16:44:42

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Edmond Fong for The Hong Kong and China Gas Co Ltd

意見詳情

Details of the Comment :

Since the proposed development is in the close vicinity to an existing 750mm High Pressure pipeline along Wai Man Road and Mei Yuen Street, the project proponent should conduct a Quantitative Risk Assessment to evaluate the potential risk and determine the necessary mitigation measures if required. The project proponent should consult our company in the design stage and close coordinate with our company during construction stage and provide protective measures.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

5-4

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/SK-SKT/28

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

關於申請編號(A/SK-SKT/28)，本會收到區內村代表及村民，他們對該申請均表示一致反對，鑑於西貢區交通配套一直未能改善，西貢公路嚴重擠塞問題已引為詬病，塞車問題已嚴重影響市民的日常生活，尤其是緊急救援服務，當有交通意外，西貢區交通網絡癱瘓。

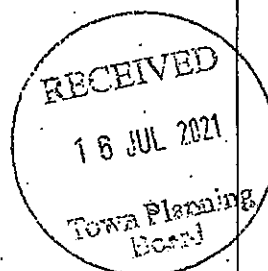
敬請 貴署慎重考慮村代表及村民反對意見。本會擔心申請發展必定會對區內的交通造成一定影響，再加上近期西貢區近來不斷有新的申請發展，故此西貢區交通一日未改善，本會亦對上述規劃申請持反對意見。

「提意見人」姓名/名稱 Name of person/company making this comment

西貢鄉事委員會

簽署 Signature

日期 Date 16.7.2021



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210719-221846-71981

提交限期

Deadline for submission:

27/07/2021

5-7

提交日期及時間

Date and time of submission:

19/07/2021 22:18:46

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

Sha Kok Mei Village Office

意見詳情

Details of the Comment :

The residents of Sha Kok Mei Village strongly oppose this development on the grounds of adverse impact on local traffic and of the curtain effect of natural sea breeze to the village.

As of now, even with the near completion of the 1st Phase to Hiram's Highway, the traffic congestion during peak hours and holiday periods has not improved, if not probably even worse than it was before work commenced.

If this development was to go ahead, it will most likely have an adverse effect on traffic flow to and from the local area during its construction phase with a constant flow of heavy duty vehicles, and after completion with increased commuter and visitor traffic.

If the construction also happens during the same time as the construction of the 2nd Phase of Hiram's Highway, then impact on traffic would be immense.

Also residents are concerned about having numerous tower blocks of 10 or so storeys high, together with the already built Mediterranean residential complex along the stretch of Tai Mong Tsai Road, in between Sha Kok Mei Village and the coastline causing a curtain effect on natural sea breeze coming in from the sea to the village.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

5-3

有關的規劃申請編號 The application no. to which the comment relates
A/SK-SKT/28

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人王天來西貢區沙下村村代表，因為該申請發展地點太接近本村之範圍。現時週六、日及公眾假期，大網仔路之迴旋處的車龍已堵塞至本村之路口，嚴重影響村民出入，更令本人及村民擔心，該申請有 972 個住宅單位，停車位 816 個，到時必定會增加交通流量，不但影響交通，亦影響緊急救援服務。

鑑因西貢區交通擠塞及影響緊急救援服務，本人及村民反對上述申請。

「提意見人」姓名/名稱 Name of person/company making this comment 沙下村代表王天來

簽署 Signature

王天來

日期 Date 15.7.2021



☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



反對（申請編號：A/SK-SKT/28）西貢沙下丈量約份第221擬建綜合住宅並放寬建築物高度限制申請
03/11/2021 16:03

From: [REDACTED]
To: Tpbpd <tpbpd@pland.gov.hk>
FileRef:

5-25

敬啟者：

本人為西貢居民，遷居於此已多年，近日得知有地產商申請就西貢沙下丈量約份第221擬建綜合住宅並放寬建築物高度限制申請，現正式就此項申請提出反對。

反對原因如下：

1. 加劇西貢交通擠塞

近年西貢塞車情況日見嚴重。自從西貢附近逸瓏園兩大型屋苑入伙後，每天由早上6:50開始西貢往九龍方向已出現長長車龍，車龍尾在西貢消防局。下午5時多開始，由九龍往西貢方向在匡湖居已出現車龍。此外，早晚西貢往馬鞍山方向的阻塞情況亦日趨惡化，再加上沙下W酒店已落成，在周日/假期早上8時至11時，下午4時至7時整個西貢市及來回市區的道路各處出現車龍，若再興建大型住宅必再加重西貢公路的交通負荷。

2. 西貢的公共設施未能配合不斷增加的人口需求

雖然，匡湖居住附近的道路差不多完成擴建，但西貢的公共設施如圖書館/警處/消防/公共醫療設施，20多年來未能配合不斷增加的人口需求。

3. 保護香港市民的後花園

西貢是香港市民的後花園，現今香港人的患上情緒病的人越來越多，到郊外走走可讓市民可以享受大自然，不用被石屎森林圍困，遠眺山景，舒緩壓力。若市民來到西貢也被大型屋邨棟棟高樓圍著，這對市民並非好事壓力如何舒緩？保護香港後花園，直接讓市民精神健康有改善，也間接減輕政府醫療開支。發展不是硬道理，不斷發展只會破壞環境令生態失衡。發展也需要平衡各方的需要，小市民的需要就更需要城規會各委員的保護。

4. 西貢的公共交通工具(小巴/巴士等)配套未能應付不斷增加的人口。

以上是本人反對地產商就西貢沙下丈量約份第221擬建綜合住宅並放寬建築物高度限制申請的原因，希望有關部門認真審視，謹慎把關。

譚小姐



反對（申請編號：A/SK-SKT/28）

西貢沙下丈量約份第 221 擬建綜合住宅並放寬建築物高度限制申請

5-30

敬啟者：

本人為西貢居民，遷居於此已多年，近日得知有地產商申請就西貢沙下丈量約份第 221 擬建綜合住宅並放寬建築物高度限制申請，現正式就此項申請提出反對。

反對原因如下：

1. 加劇西貢交通擠塞

近年西貢塞車情況日見嚴重。自從西貢附近逸瓏園兩大型屋苑入伙後，每天由早上 6:50 開始西貢往九龍方向已出現長長車龍，車龍尾在西貢消防局。下午 5 時多開始，由九龍往西貢方向在匡湖居已出現車龍。此外，早晚西貢往馬鞍山方向的阻塞情況亦日趨惡化，再加上沙下 W 酒店已落成，在周日/假期早上 8 時至 11 時，下午 4 時至 7 時整個西貢市及來回市區的道路各處出現車龍，若再興建大型住宅必再加重西貢公路的交通負荷。

2. 西貢的公共設施未能配合不斷增加的人口需求

雖然，匡湖居住附近的道路差不多完成擴建，但西貢的公共設施如圖書館/警處/消防/公共醫療設施，20 多年來未能配合不斷增加的人口需求。

3. 長期交通擠塞阻礙救援

沒有人希望意外、災禍，但意外是難以避免的。如遇火災、車禍或其他嚴重意外事故，需緊急救援，經常的交通擠塞必妨礙救援工作，危害生命。

4. 西貢的公共交通工具(小巴/巴士等)配套未能應付不斷增加的人口。

以上是本人反對地產商就西貢沙下丈量約份第 221 擬建綜合住宅並放寬建築物高度限制申請的原因，希望有關部門認真審視，謹慎把關。

西貢居民：

電話：

日期：

2-11-2021

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210727-002058-97919

提交限期

Deadline for submission:

27/07/2021

5-11

提交日期及時間

Date and time of submission:

27/07/2021 00:20:58

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Liu

意見詳情

Details of the Comment :

反對沙下新規劃15幢10層高樓宇及815個車位

--交通配套不足, 為本區帶來更多私家車, 製造嚴重交通擠塞和違泊情況。

--污水渠系統已超負荷, 西貢的污水泵房出現老化、破損滲漏, 新增人口會令污水系統崩毀

--規劃工程範圍完全覆蓋沙下新石器時代和青銅時代的考古遺址, 發展商沒有任何保育計劃, 欠社會企業責任, 傷害中華兒女尋源情懷

--西貢區一直欠缺符合人口需求的社福設施

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211111-142303-77460

提交限期

Deadline for submission:

12/11/2021

64

提交日期及時間

Date and time of submission:

11/11/2021 14:23:03

有關的規劃申請編號

The application no. to which the comment relates: A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Alice Au

意見詳情

Details of the Comment :

西貢作為香港後花園,我地需要既係復修優化,而唔係再起豪宅!必須保留棲息地給真正原居牛群!開發必然會導致牛群被滅族!我們西貢居民堅持保留西貢鄉鎮特色,避免過度發展!另請保護香港人的鄉郊免被侵蝕!

就規劃申請/覆核提出意見 Making Comment on Planning Application /Review

參考編號

Reference Number:

211111-152853-66934

提交限期

Deadline for submission:

12/11/2021

73

提交日期及時間

Date and time of submission:

11/11/2021 15:28:53

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-SKT/28

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Lee

意見詳情

Details of the Comment :

西貢沒有大型超市,餐廳及商戶又不足,根本不適合太多人居住。反對

Advisory Clauses

- (a) to note the comments of the District Lands Officer/Sai Kung, Lands Department that the applicants should make sure that the site data quoted in the submissions is correct. The applicants should demonstrate that private lots, if any, within the Site which are not owned by the applicants would not be adversely affected by the master layout plan and adequate access would be allowed to all such private lots. A grave is found within the government land near the south-western boundary of the Site. In this connection, no such government land with grave may be considered to be included in the proposed land exchange and access to the grave should be provided. The lot owners will need to apply to his Office for a land exchange to effect the proposed comprehensive development. However, there is no guarantee that such application for land exchange, with or without government land, would be approved by the Government. Such application, if eventually approved, would be subject to such terms and conditions including payment of a premium and an administrative fee, as the Government considers appropriate;
- (b) to note the comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office on the submitted engineering proposal at **Appendix VI of the RNTPC Paper** and the following comments: the requirements stipulated in paragraphs 7.6 to 7.10 of the endorsed Planning Brief in relation to the preservation of archaeological heritage should be complied with in the detailed design stage, construction stage (including pre-construction phase and construction phase) and post-construction/ operational phase of the development. The applicants should seek further comment from her Office once the detailed design of the development in/ within NEA is available, or if there is any change of the design of the development within the boundary of the Sha Ha Site of Archaeological Interest;
- (c) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department on the conditions for the reprovision of footpath along Wai Man Road at **Appendix VI of the RNTPC Paper**;
- (d) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department on the submitted landscape master plan at **Appendix VI of the RNTPC Paper** and that approval of the s.16 application by the Town Planning Board does not imply approval of tree works such as pruning, transplanting and/or felling under lease. The applicants should approach relevant authority/ government department(s) direct to obtain necessary approval on tree works, where appropriate.;
- (e) to note the comments of the Director of Food and Environmental Hygiene that reference should be made to the transport specifications for refuse collection points (RCPs) in private development in the Handbook on Standard Features for RCPs;
- (f) to note the comments of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (BD) under the Buildings Ordinance at **Appendix VI of the RNTPC Paper** and that the proposed site coverage (SC) of not more than 45% may exceed the permissible SC under the First Schedule of the Building (Planning) Regulation (B(P)R) subject to clarification on site classification and building height. The SC requirements under the Buildings Ordinance should be complied with;

- (g) to note the comments of the Director of Fire Services that the emergency vehicular access provision shall comply with the standards as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the B(P)R 41D which is administered by BD; and
- (h) to note the comments of the Director of Electrical and Mechanical Services that the project proponent/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the application site and any required minimum set back distance away from them during the design and construction stages of development. The project proponent/consultant/works contractor is required to observe the Electrical and Mechanical Services Department's requirements on the "Avoidance of Damage to Gas Pipes 2nd Edition" for reference. The webpage address is: [https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_\(Eng\).pdf](https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf)