

*Replacement and Supplementary Pages of
the Planning Statement*

3.3 Landscape

- 3.3.1 An Indicative Landscape Master Plan has been prepared, as shown in **Figure 3.9**. To provide a quality and sustainable environment with adequate landscape area for the enjoyment of the future users of the Proposed Development, landscape areas in form of private open space of about 13,000m² for Planning Area 28A and 12,000m² for Planning Area 28B have been proposed at both the at-grade and podium levels. A range of soft and hard landscape treatments will be provided subject to detailed design. A sensitive design approach will be applied to the landscape treatment proposed for the development. Sensitive design and generous planting of the associated landscape areas will be implemented to ensure the quality of the proposed landscape treatment.
- 3.3.2 The Proposed Development will meet the Sustainable Building Design Guidelines (SBDG) (PNAP APP-152) by providing not less than 30% of the site area as greenery. Details will be studied in the detailed design stage.

3.4 Site Connectivity

Vehicular Connectivity

- 3.4.1 In Planning Areas 28A and 28B, development vehicular access points are located on Road L12, Road L15 and Road L16, vehicular access points of the park-and-ride facilities are located on Road L12, Road L15 and Road L16, and PTI vehicular access points are located on Road L15.
- 3.4.2 Please refer to **Drawing No. 1 of Appendix 1** for the location of the proposed vehicular access points.

Pedestrian Connectivity

- 3.4.3 A multilevel pedestrian connection system is proposed to enhance east-west pedestrian access and connectivity between Planning Areas 28A and 28B, as well as to surrounding developments and facilities, including the HSK Station.
- 3.4.4 On the second floor, footbridge connections will create linkages between: (i) Planning Area 28A and the HSK Station; (ii) Planning Area 28B and the HSK Station; and (iii) Planning Areas 28A and 28B.

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction (20% of Non-domestic Plot Ratio Conversion to Domestic Plot Ratio. Total Plot Ratio Remains Unchanged.) for Mixed Use Development at Planning Areas 28A and 28B, Hung Shui Kiu

- 3.4.5 On the ground floor, pedestrian access points will be provided to connect the Proposed Development in Planning Areas 28A and 28B with the Regional Plaza in Planning Area 30, the “Residential (Group A) 2” site in Planning Area 27A, and the surrounding developments and facilities.
- 3.4.6 OZP and ODP requirements are reflected in the Proposed Development, including building height restrictions, 60m setback area with non-domestic development in a maximum building height of 60mPD to form a stepped building height profile descending from east to west, terrace frontage with a maximum building height of 5m and 10m in width and east-west public pedestrian access. Meanwhile, major urban design concepts/measures and requirements under UDG and UDB are also reflected in the Proposed Development, including a Multi-Level Economic Spine within each of the Other Specified Uses sites (i.e. Planning Areas 28A and 28B) with an elevated pedestrian walkway at each podium level, the Secondary Pedestrian Streets to connect to the Shopping Street and the setback area to form the curvilinear arrangement along the Shopping Street.
- 3.4.7 An opening on Basement Level in Planning Area 28A is reserved for a potential pedestrian connection for the proposed underground corridor to the HSWRL, which will be developed by others and is subject to change.
- 3.4.8 Subject to detailed design, the continuity of circulation through elevated Multi-level Economic Spine will span across the road between Planning Area 28B and Planning Area 27B, with connection provided by others to the communities to the further east of the Application Sites.
- 3.4.9 Please refer to **Drawing No. 2** of **Appendix 1** for the Indicative Pedestrian Connectivity Plan and **Figures 3.10** and **3.11** for the Indicative Plan to Illustrate the Urban Design Concepts and Measures.

Internal Transport Facilities

- 3.4.10 Adequate parking spaces, loading/unloading spaces and bicycle parking spaces will be provided in accordance with the relevant standards in Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG). The exact number of parking spaces, loading/unloading spaces and bicycle parking spaces will be determined during the detailed design stage.

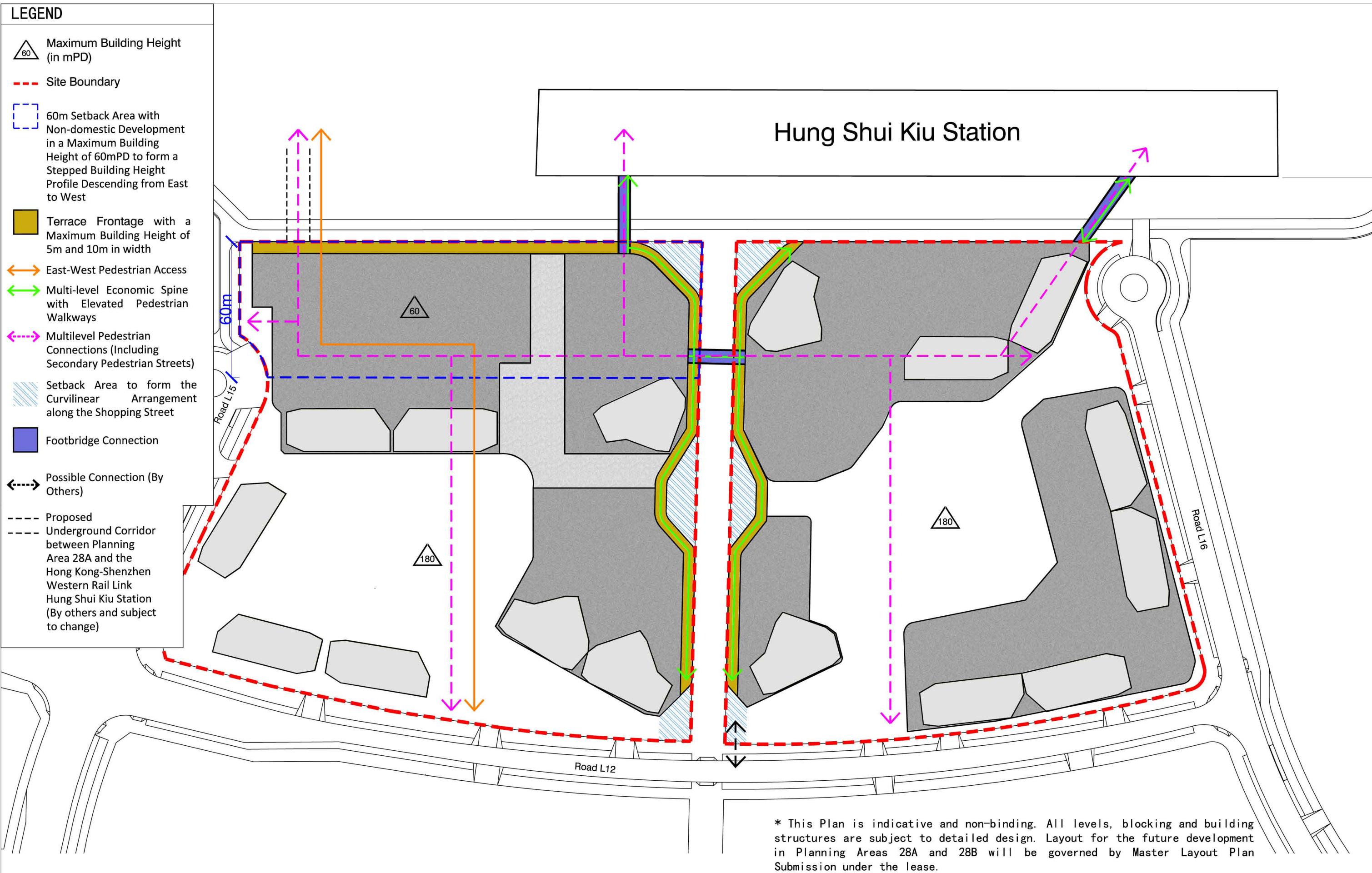


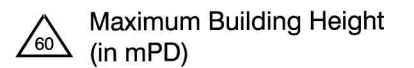
Figure 3. 10

Scale 0 15 30 45 75m

MAR 2025


INDICATIVE PLAN TO ILLUSTRATE THE URBAN DESIGN CONCEPTS AND MEASURES HUNG SHUI KIU PLANNING AREAS 28A AND 28B

LEGEND



--- Site Boundary

60m Setback Area with Non-domestic Development in a Maximum Building Height of 60mPD to form a Stepped Building Height Profile Descending from East to West

 Terrace Frontage with a Maximum Building Height of 5m and 10m in width

↔ East-West Pedestrian Access

↔ Multi-level Economic Spine
with Elevated Pedestrian
Walkways

↔ Multilevel Pedestrian
Connections (Including
Secondary Pedestrian Streets)

 Setback Area to form the Curvilinear Arrangement along the Shopping Street

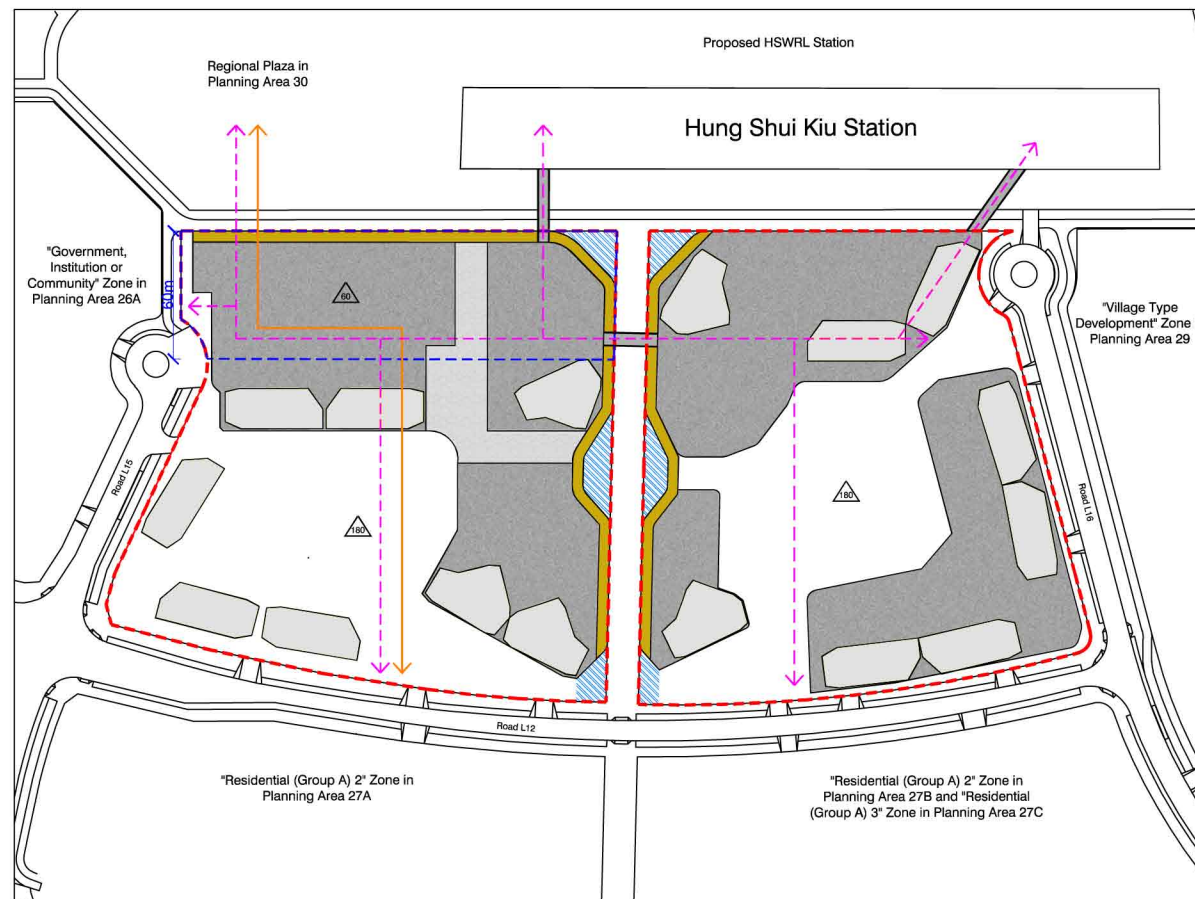
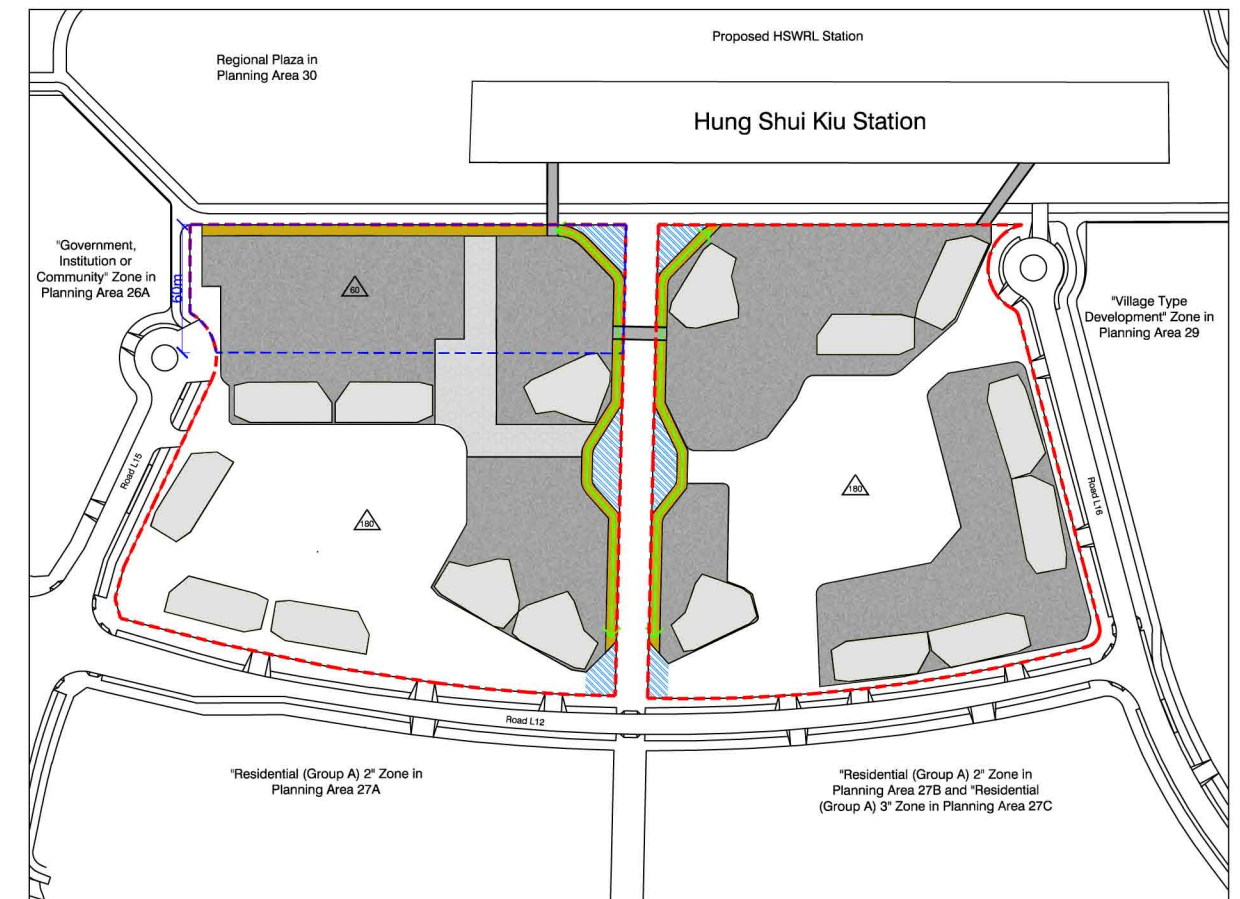
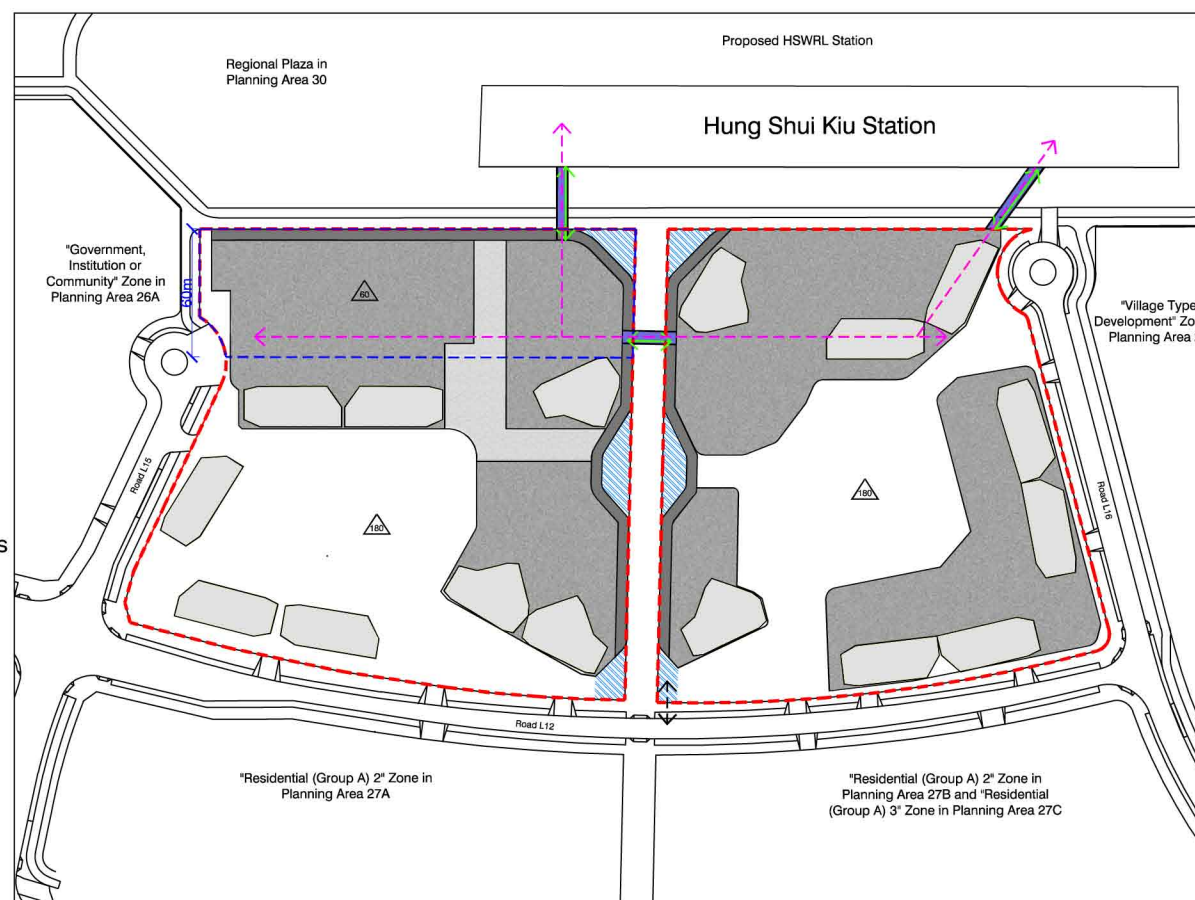
 Footbridge Connection

↔ Possible Connection (By Others)

----- Proposed Underground
----- Corridor between Planning
Area 28A and the Hong
Kong-Shenzhen Western Rail
Link Hung Shui Kiu Station (By
others and subject to change)

 Basement Carpark

*This Plan is indicative and non-binding. All levels, blocking and building structures are subject to detailed design. Layout for the future development in Planning Areas 28A and 28B will be governed by Master Layout Plan Submission under the lease. The details of internal pedestrian circulation, including lift and escalator provisions, will be proposed during the detailed design stage.

 G/F  $1/F$  $2/F$ 

BASEMENT

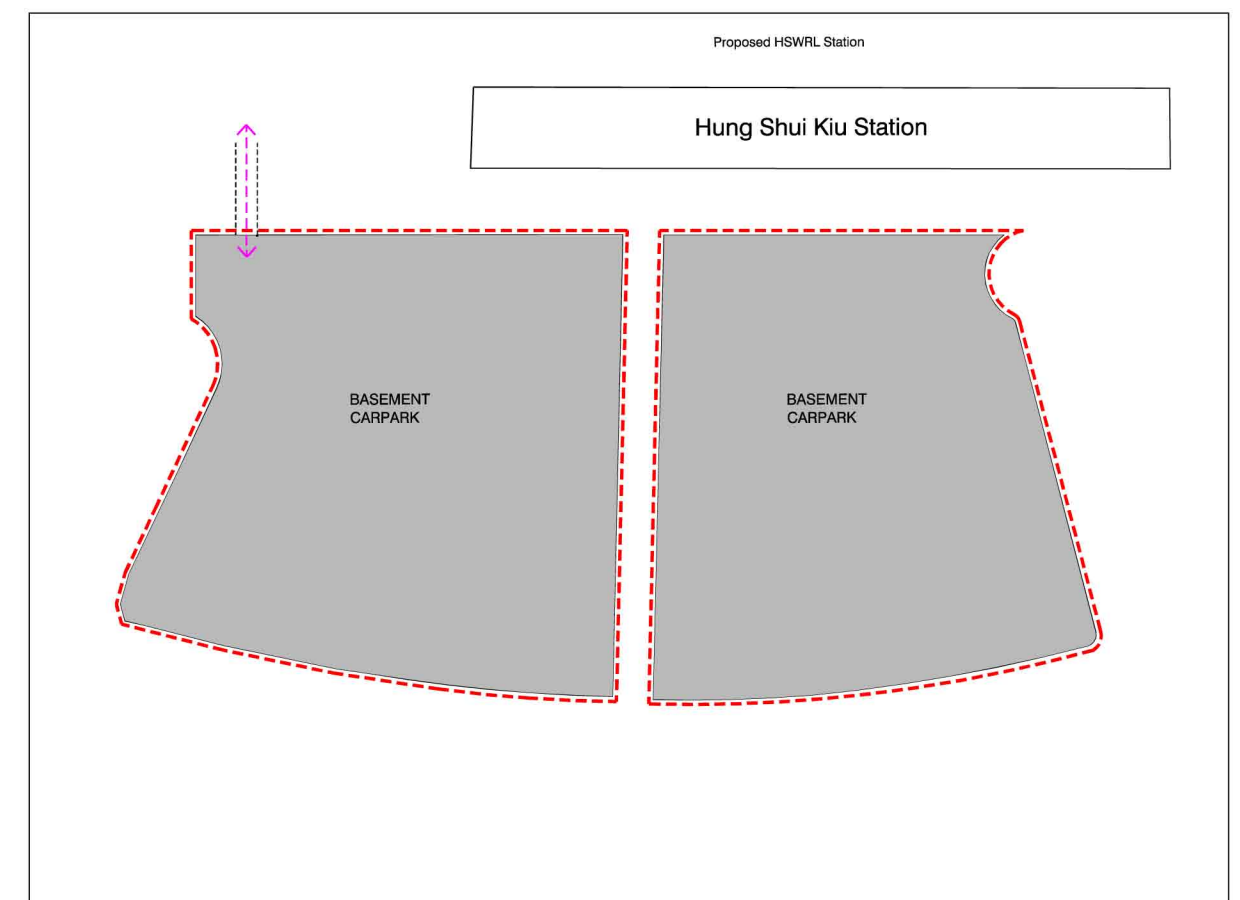


Figure 3.11

Scale		N/A
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AUG 2025

INDICATIVE PLAN TO ILLUSTRATE THE URBAN DESIGN CONCEPTS AND MEASURES
HUNG SHUI KIU PLANNING AREAS 28A AND 28B

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