

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

June 2025

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

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EXECUTIVE SUMMARY

Background

The Hung Shui Kiu (HSK) Station is one of the seven recommended railway schemes in the Railway Development Strategy 2014. The HSK Station is a new intermediate station between the existing Tin Shui Wai Station and Siu Hong Station on Tuen Ma Line.

The Application Sites located at Planning Areas 28A and 28B of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) are to the east of the future HSK Station. The Application Sites fall within the “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) zone under the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (HSK and HT OZP) No. S/HSK/2.

In August 2024, the Government adopted an updated Outline Development Plan for HSK and Ha Tsuen (Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2), repositioning the Development Character Area relating to Planning Areas 28A and 28B from Regional Economic and Civic Hub to Town Centre. In consideration of the industry feedback that residential elements could be incorporated in the commercial land near the HSK Station in the town centre, the Development Bureau further advised that, without compromising the positioning and functionality of the HSK/HT NDA, the commercial and mixed-use land on both sides of the HSK Station may conditionally allow for a conversion of up to 20% of the non-domestic floor area to domestic use. Any proposed changes must be supported by technical appraisals and submitted to the Town Planning Board (TPB) for approval.

On this basis, the MTR Corporation herewith submit a planning application under section 16 of Town Planning Ordinance for proposed minor relaxation of plot ratio restriction (i.e. 20% of non-domestic plot ratio conversion to domestic plot ratio. Total plot ratio remains unchanged.) with the objective to optimize the overall housing supply for the future town centre, creating a vibrant and mixed-use destination, acting as a focal point in the town centre.

Supporting documents and technical appraisals have been prepared for TPB's consideration of this section 16 planning application. Future development of the Application Sites should be governed by Master Layout Plan submission, as an administrative measure under the lease, by the Applicant to ensure proper design of the development.

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The Proposed Development

The Proposed Development comprises Planning Areas 28A and 28B, including domestic portion and non-domestic portion. A domestic plot ratio of 5 and a non-domestic plot ratio of 2 are proposed. Being part of the planned strategic Transport Interchange Hub in the HSK town centre, a public transport interchange with GFA of not less than 10,000m² in Planning Area 28A and a maximum of 1,050 park-and-ride parking spaces in Planning Areas 28A and 28B will be provided, per advice from Transport Department. The Proposed Development will be a comprehensive mixed-use development reinforcing the town centre's function as a focal point of the regional hub for the North West New Territories.

Planning Justifications

Planning justifications for the Proposed Development are summarized as follows:

- 1. In line with Development Bureau's announcement on allowing a conversion of up to 20% of the non-domestic floor area to domestic use on the commercial and mixed-use land on both sides of the Hung Shui Kiu Station**
The Proposed Development is in line with Development Bureau's announcement to meet the changing market needs while maintaining high development intensity.
- 2. In line with Government's policy to address housing needs**
The Proposed Development is in line with the Government's policy to meet the housing needs to serve the anticipated increase in residents and workforces of the future regional hub.
- 3. In line with Government's policy on creating a focal point and town centre at HSK/HT NDA**
The proposed minor relaxation will allow more residents to stay and socially interact within the town centre of HSK/HT NDA.
- 4. In line with the planning intention of the "Other Specified Uses" annotated "Mixed Use" zone**
The Proposed Development scheme is in-line with the planning intention of "OU(MU)" and complies with TPB Guidelines No. 42. Technical appraisals have demonstrated that the Proposed Development will not overstrain the capacity of the planned infrastructure and will have no adverse impact to the surrounding environment.

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5. Proposed minor relaxation of domestic plot ratio with total plot ratio unchanged

The proposed minor relaxation is a 20% non-domestic plot ratio conversion to domestic plot ratio. The planned uses and overall development intensity of the development will remain unchanged.

6. Providing planning and design merits

The Proposed Development aims to enhance the overall experience for travelers in the Strategic Transport Interchange Hub in HSK by providing additional planning and design measures.

7. Technically feasible with no adverse impact to the planned infrastructure capacity in the area

Technical appraisals have concluded that the proposed minor relaxation of plot ratio restriction with no change to the overall building intensity will have no adverse impact to the planned infrastructure capacity. The proposal is technically feasible from traffic, environment, air ventilation, visual, sewerage, drainage and water supply perspectives.

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行政摘要

背景

洪水橋站是《鐵路發展策略 2014》中七個建議鐵路方案之一。洪水橋站將成為現有屯馬線天水圍站和兆康站之間的一個新增中途站。

申請地點位於洪水橋／厦村新發展區第 28A 和 28B 規劃區，該用地位於未來洪水橋站的東面。該用地在洪水橋及厦村分區計劃大綱核准圖（編號 S/HSK/2）上劃為「其他指定用途」註明「混合用途」地帶。

2024 年 8 月，政府採納了經修訂的洪水橋及厦村發展大綱圖（編號 D/HSK/2），將第 28A 和 28B 規劃區相關的發展特色分區由「區域經濟及文娛樞紐」重新定位為「市中心」。考慮到業界反映位於市中心洪水橋站附近的商業用地或可加入住宅元素，發展局認為在不影響新發展區的定位及功能下，洪水橋站兩旁的商業及商住混合用地，或有條件將不超過百分之二十的非住宅用途樓面面積改為住宅用途。有關改動須通過技術評估，並向城市規劃委員會申請許可。

在此基礎上，香港鐵路有限公司根據《城市規劃條例》第 16 條提出規劃許可申請，擬議略為放寬地積比率限制（將百分之二十的非住用地積比率轉換為住用地積比率，總地積比率則維持不變），以增加市中心的整體房屋供應，創建一個充滿活力及混合用途的地點，並成為市中心的焦點。

申請人已就是次規劃申請準備相關資料及技術評估報告，以供城市規劃委員會考慮。用地的契約將訂明申請人在進行發展前須提交總綱發展藍圖，以此行政措施規管用地日後的發展，確保有關發展的設計合宜。

擬議發展

擬議發展由第 28A 和 28B 規劃區組成，包括住用部份及非住用部份。擬議的住用地積比率為 5 及非住用地積比率為 2。作為洪水橋市中心已規劃的策略性運輸交匯樞紐的一部分，根據運輸署的建議，將於第 28A 規劃區內提供一個不少於 10,000 平方米的公共運輸交匯處，並在第 28A 及 28B 規劃區內提供不多於 1,050 個泊車轉乘泊車位。擬議發展將成為一個混合發展項目，強化市中心作為新界西北區域樞紐的功能。

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規劃理據

擬議發展的主要規劃理據概述如下：

1. 符合發展局容許洪水橋站兩旁的商業及混合用途土地將不超過百分之二十的非住宅用途樓面面積改為住宅用途的宣布：擬議發展符合發展局的政策，既能滿足不斷變化的市場需求，同時保持高發展密度。
2. 符合政府政策以應對住屋需求：擬議發展符合政府政策，以應對未來的區域樞紐新增的居民和工作人口的住屋需求。
3. 符合政府於洪水橋／厦村新發展區創建焦點和市中心的政策：擬議略為放寬地積比率限制，可讓更多居民在洪水橋／厦村新發展區的市中心居住及互動交流。
4. 擬議發展符合「其他指定用途」註明「混合用途」地帶的規劃意向：擬議發展符合「其他指定用途」註明「混合用途」地帶的規劃意向及城市規劃委員會規劃指引編號 42。技術評估證明擬議發展不會對已規劃的基礎設施造成壓力，並且不會對周邊環境造成不良影響。
5. 擬議略為放寬住用地積比率，總地積比率則保持不變：申請擬議略為放寬地積比率限制，將百分之二十的非住用地積比率改為住用地積比率。已規劃的土地用途及整體發展密度將保持不變。
6. 提供規劃及設計優點：擬議發展納入更多的規劃及設計措施，致力提升乘客在洪水橋策略性運輸交匯樞紐的整體體驗。
7. 技術上可行及對該地區已規劃的基礎設施不會造成不良影響：技術評估報告顯示，在不改變整體發展密度的情況下，擬議略為放寬地積比率限制申請對該地區已規劃的基礎設施不會造成不良影響。從交通、環境、空氣流通、視覺、排污、排水和供水角度而言，擬議發展在技術上是可行的。

(如中、英文兩個版本有任何抵觸或不相符之處，應以英文版本為準。)

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1. INTRODUCTION

1.1 Background

- 1.1.1 The Hung Shui Kiu (HSK) Station is one of the seven recommended railway schemes in the Railway Development Strategy 2014. The HSK Station is a new intermediate station between the existing Tin Shui Wai Station and Siu Hong Station on Tuen Ma Line (TML).
- 1.1.2 The Application Sites located at Planning Areas 28A and 28B of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) are to the east of the future HSK Station. The Application Sites fall within the “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) zone under the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (HSK and HT OZP) No. S/HSK/2.
- 1.1.3 In August 2024, the Government adopted an updated Outline Development Plan (ODP) for HSK and Ha Tsuen (Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2), repositioning the Development Character Area relating to Planning Areas 28A and 28B from Regional Economic and Civic Hub to Town Centre. In consideration of the industry feedback that residential elements could be incorporated in the commercial land near HSK Station in the town centre, the Development Bureau further advised that, without compromising the positioning and functionality of the HSK/HT NDA, the commercial and mixed-use land on both sides of the HSK Station may conditionally allow for a conversion of up to 20% of the non-domestic floor area to domestic use. Any proposed changes must be supported by technical appraisals and submitted to the Town Planning Board (TPB) for approval.

1.2 Purpose

- 1.2.1 This report presents key development parameters and the planning justifications in support of the 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. Technical appraisals including traffic, environment, air ventilation, visual, sewerage, drainage and water supply have been undertaken to demonstrate technical feasibility of the proposal.

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- 1.2.2 Future developments of Planning Areas 28A and 28B will be governed by Master Layout Plan (MLP) submission, as an administrative measure under the lease.

2. SITE AND PLANNING CONTEXT

2.1 The Application Sites

- 2.1.1 The Application Sites are located in Planning Areas 28A and 28B of the HSK/HT NDA. They are in proximity to the existing Yick Yuen Tsuen, Tin Sam Tsuen, Ling Liang Church and Tin Sam Channel. The surroundings of the Application Sites are rural in nature, intermixed with brownfield operations, vegetations, village houses and temporary structures. **Figure 2.1** shows the location of the Application Sites.
- 2.1.2 Planning Area 28A is currently occupied by portion of Yick Yuen Road, Yick Yuen Tsuen Village Office, open storage, storage yards, temporary structures and vegetations.
- 2.1.3 Planning Area 28B is partly covered with vegetation and partly occupied by temporary structures.

2.2 Site Context

- 2.2.1 The proposed HSK Station is to be constructed between Tin Shui Wai Station and Siu Hong Station on the existing TML, with target completion in 2030. The HSK Station will be situated in the future town centre of the HSK/HT NDA, with Planning Areas 28A and 28B located immediately to the east of the Station.
- 2.2.2 In a wider context, HSK/HT NDA is located on the west of the Northern Metropolis and near the Shenzhen Bay Port. HSK/HT NDA will be connected with Qianhai by the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL) under planning.

2.3 Land Status

- 2.3.1 The Application Sites involve government land only, with portions of the Application Sites allocated as Government Land Allocation Nos. GLA-TTM 743, GLA-TM 399, GLA-TTM SLA1275, and Simplified Temporary Land Allocation No. STLA-TYL 635.

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2.4 Statutory Planning Context

- 2.4.1 The Application Sites fall within an area zoned “OU(MU)” on the approved HSK and HT OZP No. S/HSK/2 gazetted on 26 October 2018. According to the Notes of the Outline Zoning Plan (OZP), the planning intention of the “OU(MU)” zone is “primarily for high-density residential development and commercial development in close proximity to the railway stations. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs.”
- 2.4.2 According to the Remark (a) of the Notes, it is stipulated that on land designated as “OU(MU)” zone, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a total maximum plot ratio of 7 (of which the domestic plot ratio should not exceed 4.5), or the plot ratio of the existing building, whichever is the greater.
- 2.4.3 Remark (d) of the Notes of the “OU(MU)” zone stipulates that, based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions may be considered by the TPB on application under section 16 of Town Planning Ordinance.

3. THE PROPOSED DEVELOPMENT

3.1 Proposed Minor Relaxation of Plot Ratio Restriction with Total Plot Ratio Unchanged

- 3.1.1 This application seeks planning permission for minor relaxation of plot ratio restriction from a maximum domestic plot ratio of 4.5 to 5 (i.e. +0.5 or +11%) and a maximum non-domestic plot ratio from 2.5 to 2 (i.e. -0.5 or -20%) with the overall plot ratio remaining as 7 at the Application Sites.
- 3.1.2 The Indicative Block Plan and Indicative Sections of the Proposed Development are presented in **Figures 3.1 to 3.5**.
- 3.1.3 The Proposed Development at Planning Area 28A comprises of residential towers, non-domestic podium, retail frontage along the planned Regional Plaza and planned Pedestrian Street, public transport interchange (PTI), park-and-ride facilities and basement carpark.
- 3.1.4 The Proposed Development at Planning Area 28B comprises residential towers, non-domestic podium, retail frontage along the planned Pedestrian Street, park-and-ride facilities and basement carpark.
- 3.1.5 Being part of the planned strategic Transport Interchange Hub in the HSK town centre, a PTI with gross floor area (GFA) of not less than 10,000m² in Planning Area 28A and a maximum of 1,050 park-and-ride parking spaces in Planning Areas 28A and 28B will be provided, per advice from Transport Department.
- 3.1.6 To provide seamless pedestrian connection for future users, the Proposed Development includes three footbridges connecting between: (i) Planning Area 28A and the HSK Station; (ii) Planning Area 28B and the HSK Station; and (iii) Planning Areas 28A and 28B.
- 3.1.7 Artist's impressions of the Proposed Development viewing from the planned Regional Plaza and the planned Pedestrian Street are presented in **Figures 3.6 and 3.7** respectively.

3.2 Proposed Development Parameters

- 3.2.1 **Table 3.1** below summarizes the proposed development parameters under this section 16 planning application. Please refer to **Figure 3.8** for the

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comparison of major development parameters between the provision under OZP and the Proposed Development.

Table 3.1 Proposed Development Parameters

	Application Sites	
	Planning Area 28A ⁽¹⁾	Planning Area 28B ⁽¹⁾
Site Area (about)	43,001m ²	39,026m ²
Maximum Total Plot Ratio	7	7
Maximum Domestic Plot Ratio	5	5
Maximum Non-domestic Plot Ratio	2	2
Total Gross Floor Area (about)	301,007m ²	273,182m ²
Domestic Gross Floor Area (about)	215,005m ²	195,130m ²
Non-domestic Gross Floor Area (about)	86,002m ² ⁽²⁾ ⁽³⁾	78,052m ² ⁽³⁾
Maximum Building Height	<u>Western Portion:</u> Not more than 60mPD <u>Eastern portion:</u> Not more than 180mPD	Not more than 180mPD
Number of Residential Storeys (excluding podium, residential lobby and refuge floor)	About 38 to 41 storeys	About 38 to 41 storeys
No. of Blocks	8	8
Site Coverage	Not more than 65%	Not more than 65%
No. of Flat (about) ⁽⁴⁾	4,300	3,902
Anticipated Population (about) ⁽⁵⁾	12,040	10,926
Notes		
<p>(1) Future developments in Planning Areas 28A and 28B will be bound by the proposed plot ratio, should the application be approved. The maximum building height of the Proposed Development is determined by the OZP stipulation, while other development parameters are indicative only. Future developments of Planning Areas 28A and 28B will be governed by MLP submission, as an administrative measure under the lease.</p> <p>(2) Including a PTI with GFA of not less than 10,000m² in Planning Area 28A. Details to be determined in the MLP submission under the lease.</p> <p>(3) Planning Areas 28A and 28B in total will provide a maximum 1,050 number of park-and-ride parking spaces. Details to be determined in the MLP submission under the lease.</p> <p>(4) An average flat size of 50m² is adopted for residential use.</p> <p>(5) A Person Per Occupied Flat of 2.8 is assumed based on the average domestic household size in Yuen Long District as reported in the 2021 Population Census by the Census and Statistics Department.</p>		

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 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.
- 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

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Plaza in Planning Area 30, the “Residential (Group A) 2” site in Planning Area 27A, and the surrounding developments and facilities.

- 3.4.6 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.
- 3.4.7 Please refer to **Drawing No. 2** of **Appendix 1** for the Indicative Pedestrian Connectivity Plan.

Internal Transport Facilities

- 3.4.8 Adequate parking spaces and loading/unloading 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 and loading/unloading spaces will be determined during the detailed design stage.

3.5 Tentative Implementation Programme

- 3.5.1 Subject to site availability, market conditions and construction work progress, the Proposed Development will be implemented in phases, with estimated completion by 2037.
- 3.5.2 While the Project Agreement has been signed between MTR and the Government for the HSK Station Project in September 2024, the timely submission and approval of the section 16 planning application will facilitate the implementation of project work.

3.6 Urban Design Concepts and Measures

- 3.6.1 Considerations have been given to incorporating the urban design concepts/measures and requirements which are applicable to Areas 28A and 28B as indicated in the approved HSK and HT OZP No. S/HSK/2, the adopted Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2, Urban Design Guidelines for Future Town Centre and District Commercial Node (UDG) and Urban and Green Design Requirements Brief for Private Development Sites (UDB).

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3.6.2 OZP and ODP requirements are reflected in the Proposed Development, including building height restrictions, setback, terrace frontage, east-west public pedestrian access etc. 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 and the Secondary Pedestrian Streets to connect to the Shopping Street etc. The indicative plan to illustrate the urban design concepts and measures is presented in **Figure 3.10**.

3.6.3 This planning application is for minor relaxation of plot ratio restriction, to convert 20% non-domestic GFA to residential GFA. Therefore, the Proposed Development is indicative for demonstrating feasibility of the minor relaxation of plot ratio. The indicative scheme and materials are non-binding, in order to ensure future design flexibility. While the urban design concepts/ measures have been incorporated in the Proposed Development as much as practicable at this stage, the Applicant will continue to ensure the urban design concepts/measures and requirements under the UDG, the UDB and the SBDG are respected and incorporated as far as practicable. Layout for the future development in Planning Areas 28A and 28B will be governed by MLP submission under the lease.

3.7 Planning and Design Merits

3.7.1 The Proposed Development aims to enhance the overall experience for travelers in the Strategic Transport Interchange Hub in HSK by providing additional planning and design measures.

3.7.2 Careful considerations have been given to the proposed location and design of the PTI. The PTI is strategically positioned in the western portion of Area 28A, placing it in close proximity to both the TML HSK Station and the future HSWRL HSK Station. This design allows direct and convenient routes for seamless interchanges between the PTI and various transport modes.

3.7.3 Moreover, a connection point has been reserved along the western boundary of Area 28A for the proposed underground corridor between the Proposed Development and the HSWRL HSK Station (by others). Design considerations have been given to allow the proposed underground corridor to be connected with the multi-level pedestrian connections and vertical connections planned

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in the Proposed Development. In future, travelers will be able to commute seamlessly between the HSWRL HSK Station, the PTI in Area 28A, and the TML HSK Station. This integrated design aims to create more efficient and user-friendly transport network, improving accessibility and convenience for all travelers.

- 3.7.4 In addition, Areas 28A and 28B in total will provide a maximum 1,050 number of park-and-ride parking spaces, which is about 1,000 spaces beyond the OZP requirement. The provision of additional park-and-ride parking spaces aims to encourage the public to make good use of the public transport network for their journeys.

3.8 Future Development will be Governed by Master Layout Plan Submission under the Lease

- 3.8.1 According to the Explanatory Statement (ES) of the approved HSK and HT OZP No. S/HSK/2, "Future development of the sites should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to ensure proper design of the development."
- 3.8.2 Considering that the Proposed Development covers a total site area of over 8.2 hectares and involves project delivery timeline at length, this application presents indicative scheme and materials that are non-binding, in order to ensure future design flexibility while demonstrating that the proposed minor relaxation of plot ratio restriction is considered acceptable in aspects discussed. Design and specific mitigation measures for the future development in Planning Areas 28A and 28B, including urban design concepts and measures recommended by the UDB, the UDG and the SBDG will be respected and incorporated as far as practicable during the detailed design stage, governed by the MLP submission under the lease.
- 3.8.3 In addition, building disposition and height variation respecting the general directions of prevailing wind and meeting the requirements in the SBDG with regard to building separation, building setback and provision of greenery in the OZP and ODP will be fully complied with at detailed design stage.

4. TECHNICAL APPRAISALS

4.1 Traffic

- 4.1.1 A Traffic Statement has been conducted and is attached in **Appendix 1**. The result indicates that the Proposed Development will generate less traffic than the OZP compliant scheme. Since there is no net increase on traffic generation/attraction from Planning Areas 28A and 28B for the proposed minor relaxation with total plot ratio unchanged, it is concluded that the traffic impact due to the Proposed Development will be minimal from a traffic engineering point of view.

4.2 Environment

- 4.2.1 An Environmental Appraisal has been conducted and is attached in **Appendix 2**. Potential impacts on air quality, road traffic noise, railway noise and fixed noise have been evaluated with reference to the approved Environmental Impact Assessment Report (EIA-248/2016) submitted by Civil Engineering and Development Department (CEDD) in a qualitative manner.
- 4.2.2 For air quality impact, vehicular emission is the key air pollution source in the vicinity of the Application Sites during operation phase. Buffer distance of at least 5 meters from nearby road networks, as promulgated in the HKPSG, is recommended to minimize the air quality impact from open-road vehicular emissions. No adverse air quality impact is anticipated at the air sensitive use of the Proposed Development during the operation phase.
- 4.2.3 Traffic noise impact has been appraised. Road networks are proposed in the vicinity of the Application Sites. Noise from these proposed roads and the existing roads including Castle Peak Road – Hung Shui Kiu Section will be the dominant road traffic noise source during the operation phase of the Proposed Development. Appropriate mitigation measures can effectively mitigate the potential road traffic noise exceedance. As such, no adverse traffic noise impact shall be anticipated on the Proposed Development.
- 4.2.4 Railway noise impact has been appraised, showing no railway noise exceedance in Planning Area 28B. For Planning Areas 28A and 28B, appropriate mitigation measures can effectively mitigate the potential railway noise exceedance. No insurmountable railway noise impact to the Proposed Development is anticipated.

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- 4.2.5 Fixed noise impact has been appraised. The Proposed Development may potentially be affected by planned fixed noise sources including the HSK Station, flood retention facilities and PTI located at Planning Area 32A. Based on evaluation, no insurmountable adverse fixed plant noise impact from planned fixed plant noise is anticipated during the operation phase of the Proposed Development.

4.3 Air Ventilation

- 4.3.1 An Air Ventilation Appraisal has been conducted and is attached in **Appendix 3** to assess the air ventilation performance of the Proposed Development in both annual and summer wind conditions.
- 4.3.2 According to the wind data from the Hung Shui Kiu New Development Area Planning and Engineering Study - Investigation – Stage 3 Air Ventilation Assessment (Final) (Agreement No. CE 2/2011 (CE)) from CEDD and the Site Wind Availability Data (RAMS) from Planning Department, N, NNE, NE, ENE and E were selected for annual wind condition, while E, SSE, S, SSW and SW were selected for summer wind condition.
- 4.3.3 Since the Proposed Scheme (i) maintains the same maximum building height and total plot ratio as the Baseline Scheme; (ii) maintains the planning and urban design elements for Planning Areas 28A and 28B as stipulated in the approved HSK and HT OZP No. S/HSK/2; and (iii) is not located within any identified air paths or breezeways, it can be concluded from the qualitative assessment results for both annual and summer wind conditions that the Proposed Development will not cause any significant adverse impacts on air ventilation performance.

4.4 Visual

- 4.4.1 A Visual Appraisal has been conducted and is attached in **Appendix 4**. Additional visual impacts brought by the proposed minor relaxation of plot ratio restriction (Current Scheme) have been assessed, in comparison to the scenario where the Proposed Development complies with OZP stipulations without the proposed minor relaxation of plot ratio restriction (Baseline Scheme).
- 4.4.2 Four viewing points are identified, namely Yik Yuen Road, Tin Sum Tsuen Playground, Tin Sam Channel Riverside and Chung Uk Tsuen Light Rail Stop.

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Since the proposed total plot ratio and maximum building height of the Current Scheme are the same as the Baseline Scheme, there are barely noticeable visual differences between the two schemes.

- 4.4.3 In conclusion, the Visual Appraisal and photomontages have demonstrated that overall visual impact is negligible.

4.5 Sewerage

- 4.5.1 A Sewerage Appraisal has been conducted and is attached in **Appendix 5**. The potential sewerage impact arising from the Proposed Development has been qualitatively assessed by comparing the future sewerage system capacity as agreed with CEDD for the Application Sites, the sewage generated from the Base Case and the sewage generated from the Proposed Development. Based on the comparison result, it is anticipated that the Proposed Development will not result in any adverse impact to the future sewerage system in HSK/HT NDA. Sewage generated from the Application Sites will be conveyed to the planned HSK Effluent Polishing Plant. The capacity of the Sewage Pumping Station 1, the Sewage Pumping Station 2 and the HSK Effluent Polishing Plant were considered sufficient to cater the proposed total Average Dry Weather Flow (ADWF) for HSK Areas 28A and 28B of 10088.1 m³/day. There are planned public sewers surrounding the Application Sites of diameter ranging from 355mm to 900mm that would connect to the planned HSK Effluent Polishing Plant. To conclude, there will be no adverse sewerage impact due to the Proposed Development.

4.6 Drainage

- 4.6.1 A Drainage Appraisal has been conducted and is attached in **Appendix 6**. The appraisal reviewed the feasibility of the Proposed Development in terms of its drainage impact. Surface runoff is mainly from rainfall and it will be directed to existing public storm drains. Since the conversion of 20% of the non-domestic plot ratio to domestic plot ratio, with the total plot ratio remaining unchanged, will not affect the paved and unpaved areas of the Application Sites, there will be no alteration to the drainage path, nor any changes in runoff behavior. Therefore, no extra stormwater discharge is expected, and adverse impacts on the existing drainage system are not anticipated.

4.7 Water Supply

- 4.7.1 A Water Supply Appraisal has been conducted and is attached in **Appendix 7**. The Proposed Development will generate a demand for fresh and flushing water of 5,932m³/day and 1,802m³/day respectively, both are within the total handling capacity of the newly fresh water and salt water supply mains around the Proposed Development and hence is considered technically feasible from a water supply perspective.

5. PLANNING JUSTIFICATIONS

5.1 In Line with Development Bureau's Announcement on Allowing a Conversion of Up to 20% of the Non-domestic Floor Area to Domestic Use on the Commercial and Mixed-use Land on Both Sides of the Hung Shui Kiu Station

5.1.1 The Proposed Development is in line with Development Bureau's announcement on allowing a conversion of up to 20% of the non-domestic floor area to domestic use on the commercial and mixed-use land on both sides of the HSK Station as discussed in **Paragraph 1.1.3**. Without compromising the positioning and functionality of the HSK/HT NDA, the proposed 20% non-domestic plot ratio conversion to domestic plot ratio will meet the changing market needs while maintaining high development intensity, promoting the balance for distribution of population and jobs in Northwest New Territories (NWNT). The proposed minor relaxation is also supported by technical appraisals as elaborated in **Section 4** and presented in **Appendices 1 to 7**.

5.2 In Line with Government's Policy to Address Housing Needs

5.2.1 The 2022 Policy Address highlighted the direction for "enhancing quantity, speed, efficiency and quality" for housing supply. To develop Northern Metropolis as the new engine for growth, the Government will increase development intensity by making the best use of the land resources in the Northern Metropolis through the adoption of higher plot ratios.

5.2.2 According to the ES of the approved HSK and HT OZP No. S/HSK/2, HSK is strategically positioned to be an important component in the overall development strategy to provide housing land for Hong Kong in the medium to long term.

5.2.3 Compared to the provision under the approved OZP, the Proposed Development is anticipated to deliver an additional 820 flats, accommodating an increased population of 2,296 (see **Figure 3.8**). The increase in flat production makes a positive contribution to housing supply.

5.3 In Line with Government's Policy on Creating a Focal Point at HSK/HT NDA without Affecting the Function of the Town Centre of the Regional Hub

5.3.1 As mentioned in the ES of the approved HSK and HT OZP No. S/HSK/2, the HSK/HT NDA is positioned as "the next generation new town of Hong Kong creating a desirable place to live, work, play and do business". High development intensity uses such as offices, commercial, retail facilities and residential, various Government, institution or community facilities, PTIs and the Regional Plaza are planned around the future HSK Station which will establish a distinctive and strong focal node for economic activities and employments around the town centre, reinforcing the town centre's position as the regional hub for NWNT.

5.3.2 The proposed minor relaxation will allow more residents to stay and socially interact within the town centre of HSK/HT NDA. The slight adjustment of plot ratio will meet the changing market needs while maintaining high development intensity, promoting the balance for distribution of population and jobs in NWNT.

5.4 In Line with the Planning Intention of the "Other Specified Uses" annotated "Mixed Use" Zone

5.4.1 The planning intention of "OU(MU)" zone is for "high-density residential development and commercial development in close proximity to the railway stations. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs."

5.4.2 The proposed minor adjustment of domestic and non-domestic plot ratio will involve a change in plot ratio, without any change in the planned land use. As such, the Proposed Development will be compatible with the local character of the surrounding environment upon full development. Physical segregation will be provided to separate the residential uses with the non-residential portion of the building. The Proposed Development will not create any interface problems among various uses within the development.

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5.4.3 The Proposed Development is in-line with the planning intention of “OU(MU)” and complies with TPB Guidelines No. 42. As demonstrated in **Section 4**, the technical appraisals have demonstrated that the Proposed Development will not overstrain the capacity of the planned infrastructure and will have no adverse impact to the surrounding environment.

5.5 Proposed Minor Relaxation of Plot Ratio Restriction with Total Plot Ratio Unchanged

5.5.1 The proposed minor relaxation is only a 20% non-domestic plot ratio conversion to domestic plot ratio. The proposal involves a decrease in non-domestic plot ratio from 2.5 to 2 (i.e. -0.5 or +20%) and an increase in domestic plot ratio from 4.5 to 5 (i.e. +0.5 or +11%) with the overall plot ratio remaining unchanged (i.e. 7). As such, the planned uses and the overall development intensity of the development will remain unchanged.

5.6 Providing Planning and Design Merits

5.6.1 The Proposed Development aims to enhance the overall experience for travelers in the Strategic Transport Interchange Hub in HSK by providing additional planning and design measures.

5.6.2 Careful considerations have been given to the proposed location and design of the PTI. The PTI is strategically positioned in the western portion of Area 28A, placing it in close proximity to both the TML HSK Station and the future HSWRL HSK Station. This design allows direct and convenient routes for seamless interchanges between the PTI and various transport modes.

5.6.3 Moreover, a connection point has been reserved along the western boundary of Area 28A for the proposed underground corridor between the Proposed Development and the HSWRL HSK Station (by others). Design considerations have been given to allow the proposed underground corridor to be connected with the multi-level pedestrian connections and vertical connections planned in the Proposed Development. In future, travelers will be able to commute seamlessly between the HSWRL HSK Station, the PTI in Area 28A, and the TML HSK Station. This integrated design aims to create more efficient and user-friendly transport network, improving accessibility and convenience for all travelers.

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5.6.4 In addition, Areas 28A and 28B in total will provide a maximum 1,050 number of park-and-ride parking spaces, which is about 1,000 spaces beyond the OZP requirement. The provision of additional park-and-ride parking spaces aims to encourage the public to make good use of the public transport network for their journeys.

5.7 Technically Feasible with No Adverse Impact to the Planned Infrastructure Capacity in the Area

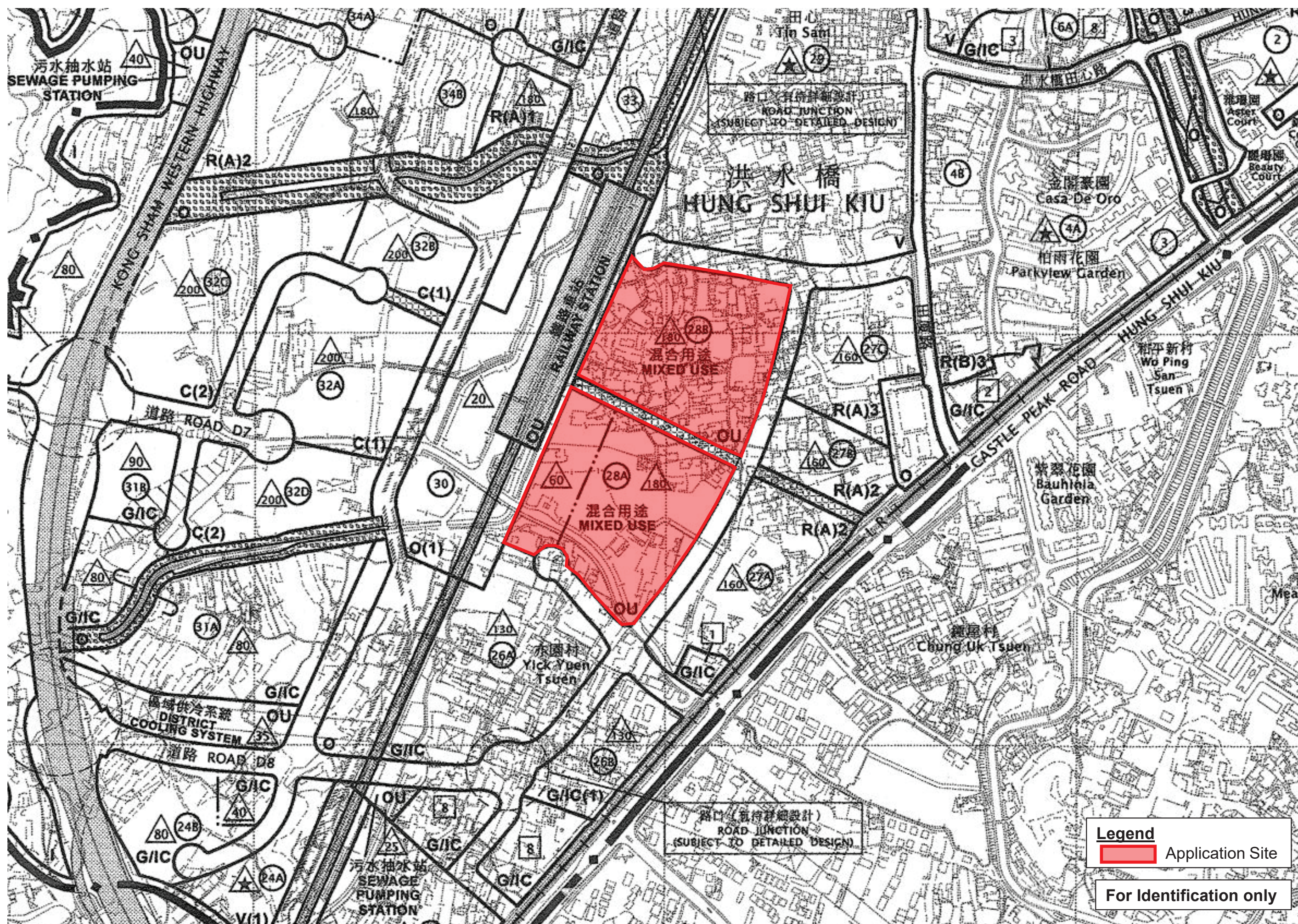
5.7.1 As elaborated in **Section 4** and presented in **Appendices 1 to 7**, technical appraisals have concluded that the proposed minor relaxation of plot ratio restriction with no changes to the overall building intensity will have no adverse impact to the planned infrastructure capacity. The proposal is technically feasible from traffic, environment, air ventilation, visual, sewerage, drainage and water supply perspectives.

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6. CONCLUSION

- 6.1 In response to Government's Policy Address and strategic planning objectives, the proposed minor relaxation of plot ratio restriction has optimized the overall housing supply of the future town centre development without compromising the positioning and functionality of the HSK/HT NDA. The mixed-use development will ensure vibrancy to the future HSK/HT NDA, upholding its position as a regional hub for NWNT.
- 6.2 Technical appraisals on aspects including traffic, environment, air ventilation, visual, sewerage, drainage and water supply have been undertaken, which demonstrated that the proposed minor relaxation of plot ratio restriction with no change to the total plot ratio is within the planned infrastructure capacity and technically feasible.
- 6.3 In view of the above, TPB is respectfully invited to give favourable consideration and approval to this section 16 planning application.

Figure 2.1 Location Plan (Extracted from Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2)



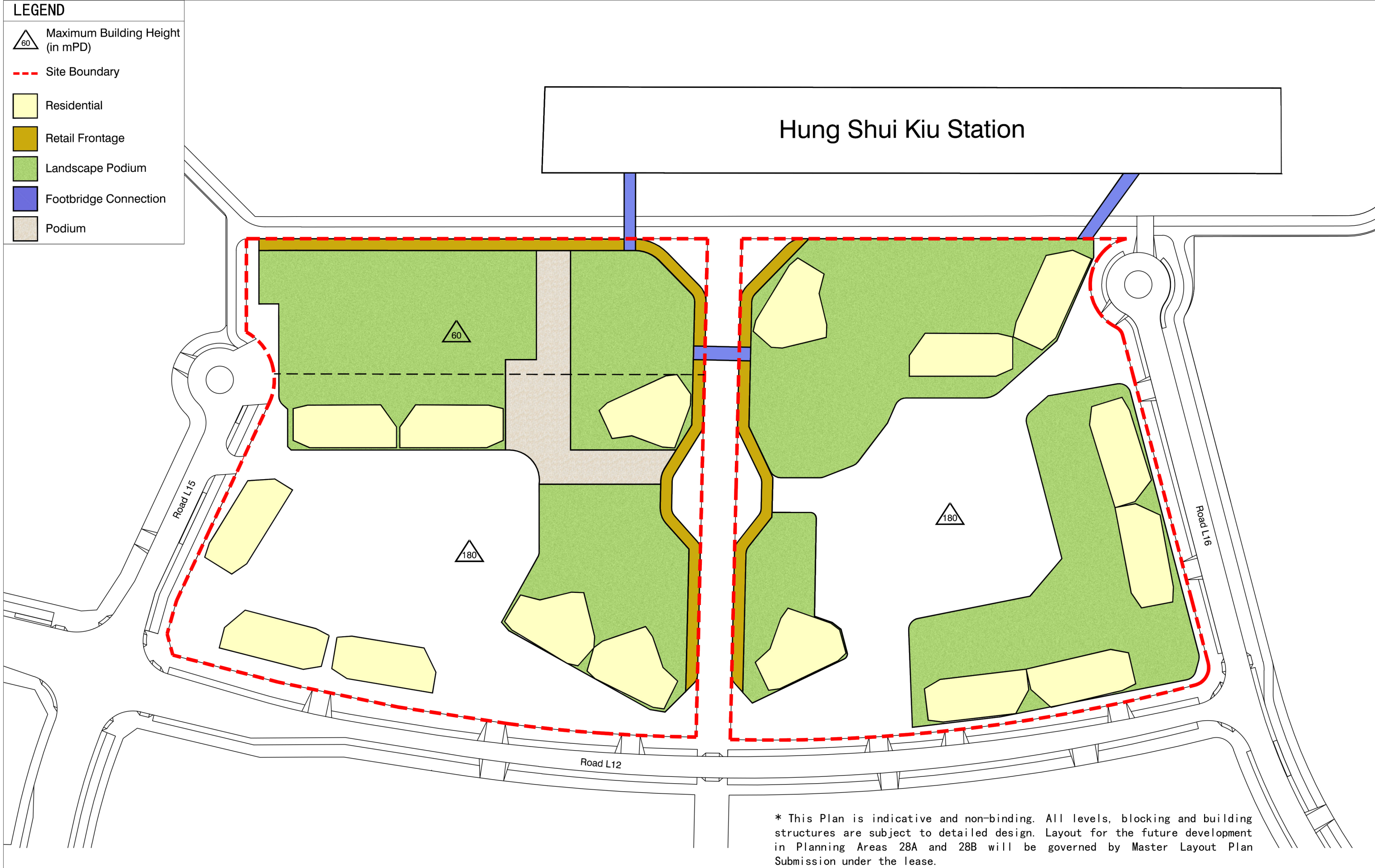








Figure 3.1

Scale 0 15 30 45 75m

MAR 2024

INDICATIVE BLOCK PLAN HUNG SHUI KIU PLANNING AREAS 28A AND 28B

LEGEND

	Maximum Building Height (in mPD)
	Site Boundary
	Residential / E&M Facilities
	Non-domestic Use
	Unexcavated Area
	Basement Carpark

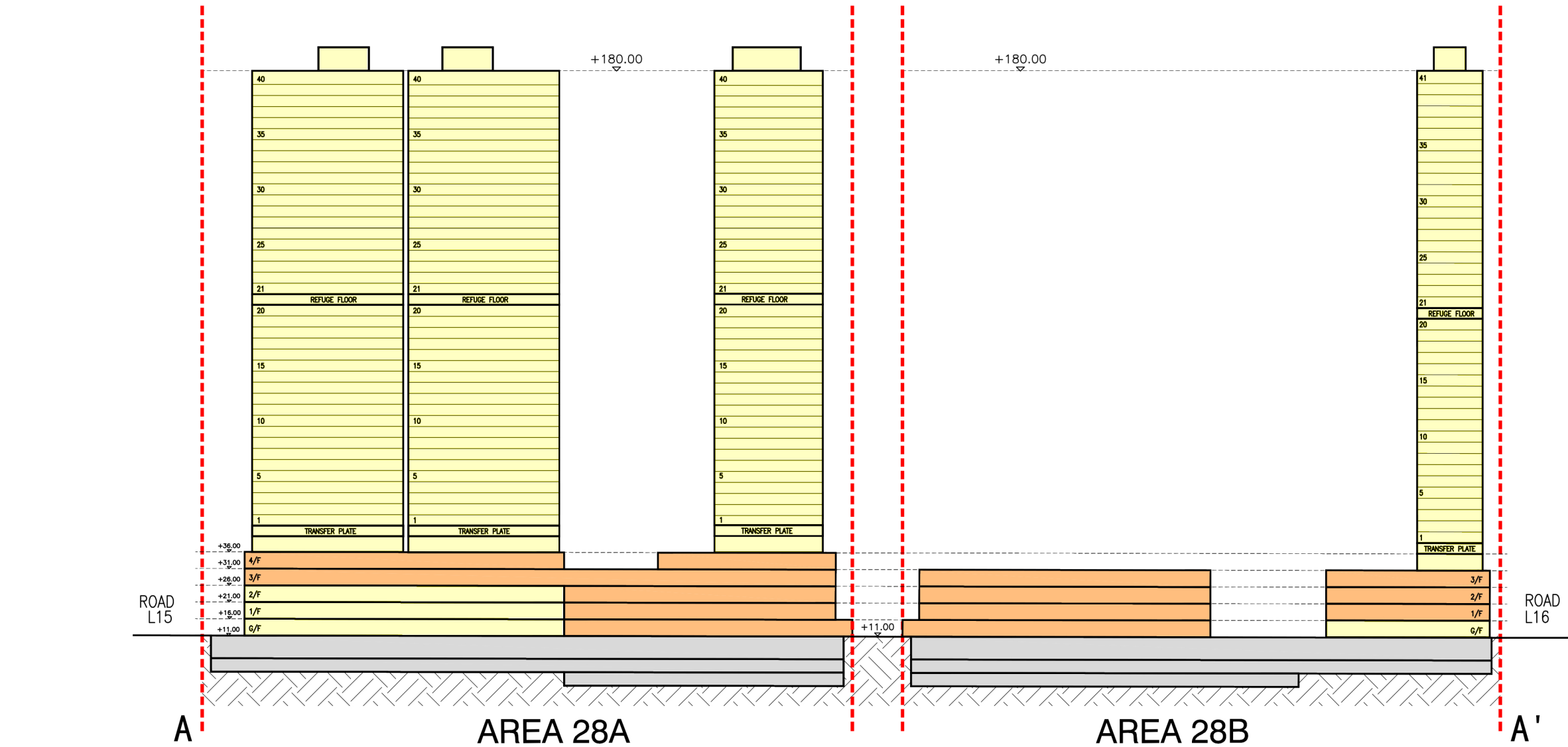


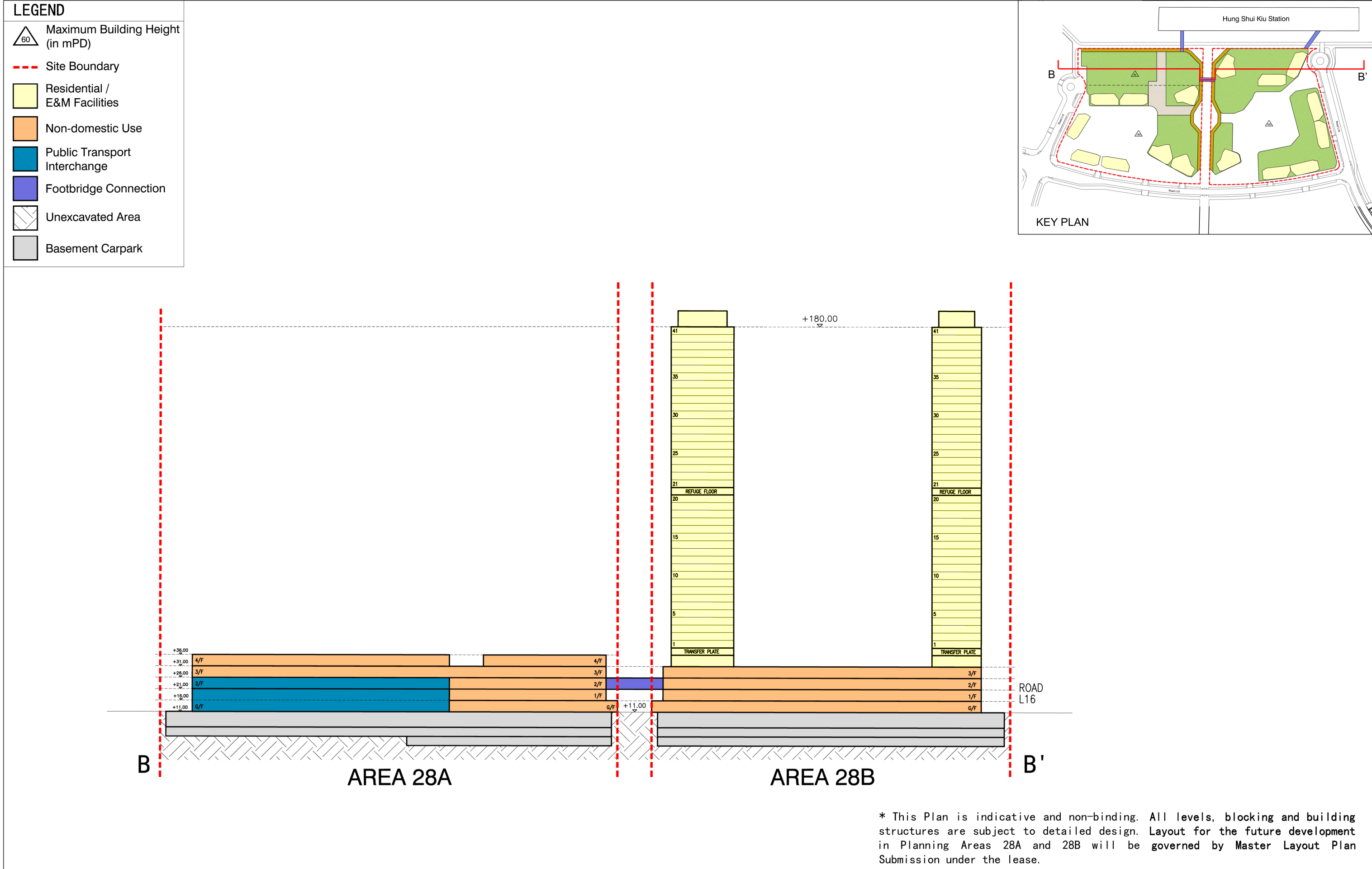
Figure 3.2

Scale

0 15 30 45 75m

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LEGEND

60

Maximum Building Height
(in mPD)

Site Boundary

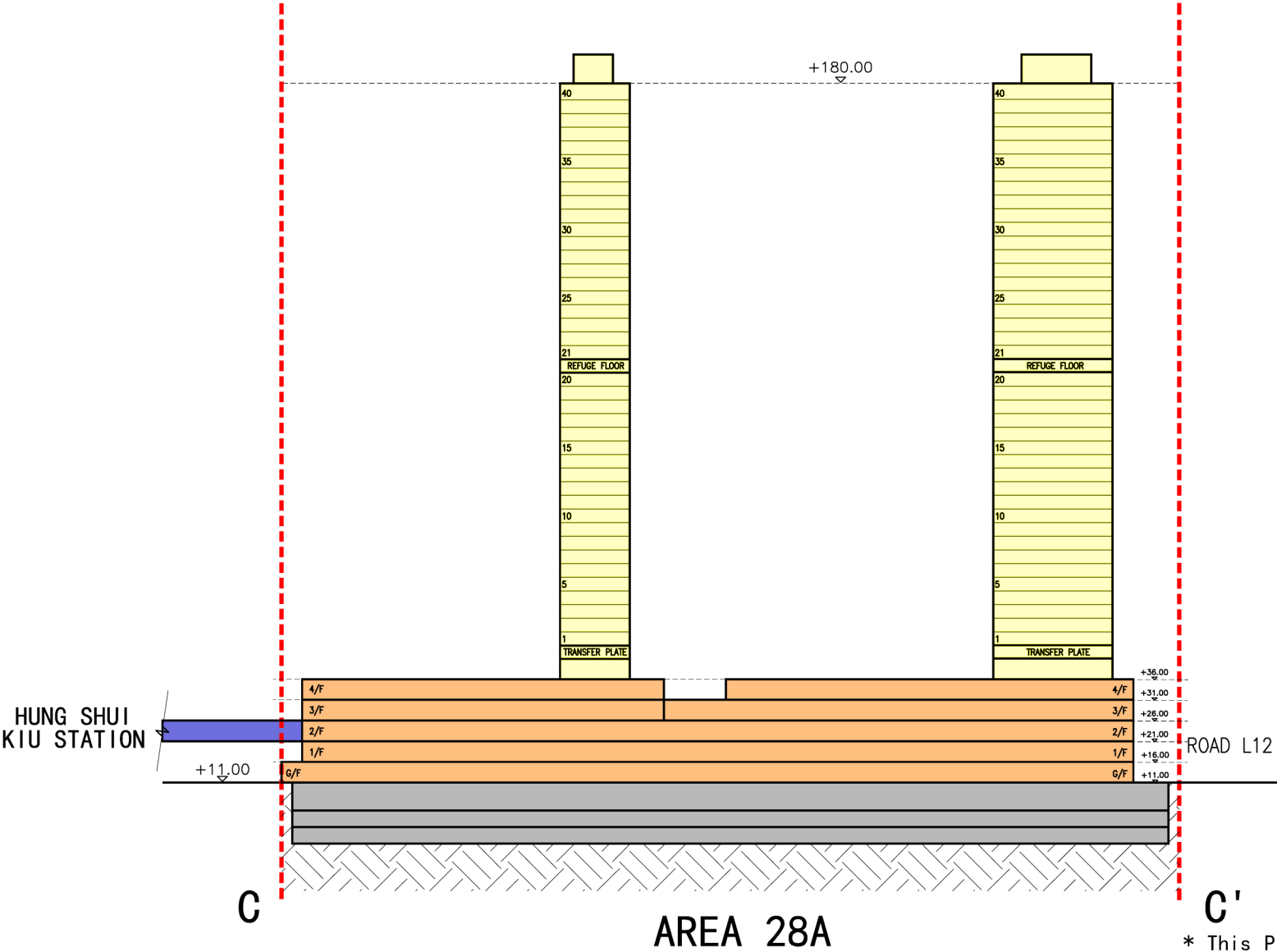
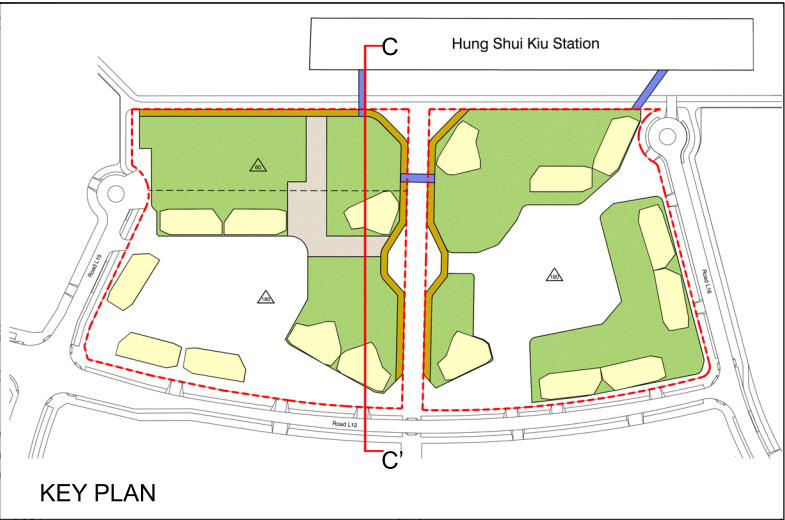
Residential /
E&M Facilities

Non-domestic Use

Footbridge Connection

Unexcavated Area

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.

Figure 3.4

Scale

0

15

30

45

75m

MAR 2025

INDICATIVE SECTION C-C'

HUNG SHUI KIU PLANNING AREAS 28A AND 28B



LEGEND

△₆₀

Maximum Building Height
(in mPD)

Site Boundary

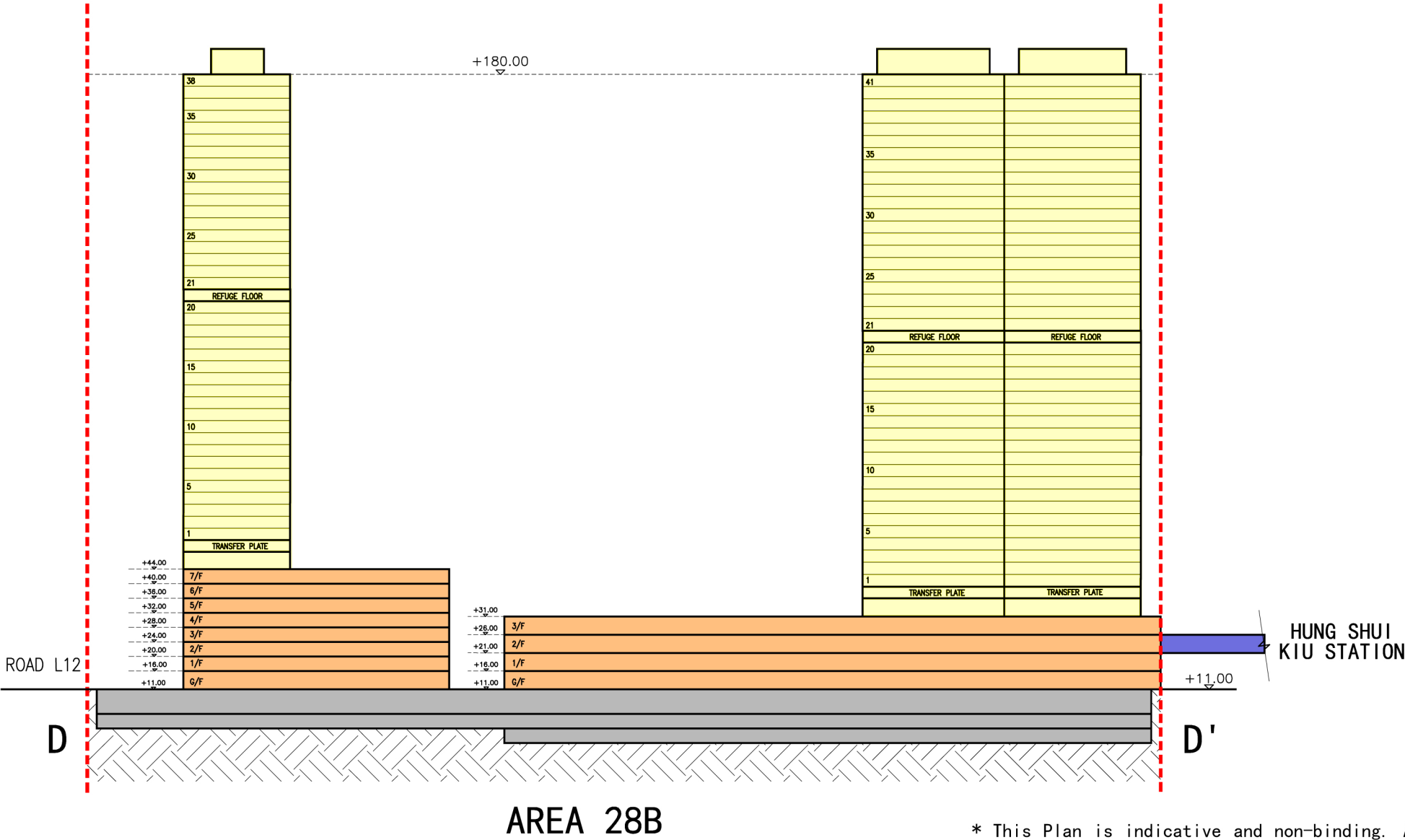
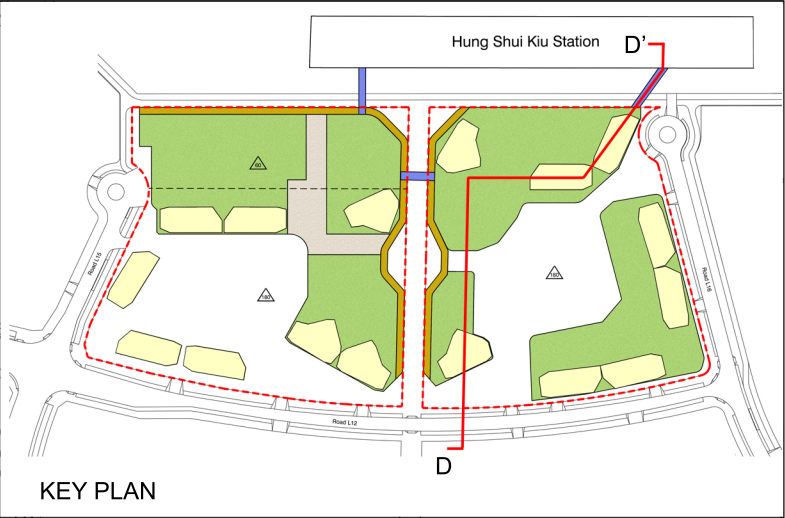
Residential /
E&M Facilities

Non-domestic Use

Footbridge Connection

Unexcavated Area

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.

Figure 3.5

Scale

0 15 30 45 75m

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INDICATIVE SECTION D-D'

HUNG SHUI KIU PLANNING AREAS 28A AND 28B





For illustration only, subject to detailed design.

Figure 3.6

Scale N. A.

NOV 2024

ARTIST'S IMPRESSION OF AREAS 28A AND 28B DEVELOPMENT VIEWING FROM THE PLANNED REGIONAL PLAZA



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Figure 3.7

Scale N. A.

NOV 2024

ARTIST'S IMPRESSION OF THE PLANNED PEDESTRIAN STREET BETWEEN AREAS 28A AND 28B



Figure 3.8 Comparison of Major Development Parameters between the Provision under Outline Zoning Plan and the Proposed Development

Major Development Parameters	Under Outline Zoning Plan			Proposed Development			Difference (b) – (a)
	Planning Area 28A	Planning Area 28B	Total (a)	Planning Area 28A ⁽¹⁾	Planning Area 28B ⁽¹⁾	Total (b)	
Site Area (about)	43,001m ²	39,026m ²	82,027m ²	43,001m ²	39,026m ²	82,027m ²	No Change
Maximum Total Plot Ratio	7	7	7	7	7	7	No Change
Maximum Domestic Plot Ratio	4.5	4.5	4.5	5	5	5	+0.5 (+11%)
Maximum Non-domestic Plot Ratio	2.5	2.5	2.5	2	2	2	-0.5 (-20%)
Total Gross Floor Area (About)	301,007m ²	273,182m ²	574,189m ²	301,007m ²	273,182m ²	574,189m ²	No Change
Domestic Gross Floor Area (About)	193,504.5m ²	175,617m ²	369,121.5m ²	215,005m ²	195,130m ²	410,135m ²	+41,013.5m ² (+11%)
Non-domestic Gross Floor Area (About)	107,502.5m ²	97,565m ²	205,067.5m ²	86,002m ² ⁽²⁾ ⁽³⁾	78,052m ² ⁽³⁾	164,054m ²	-41,013.5m ² (-20%)
Maximum Building Height	<u>Western Portion:</u> Not more than 60mPD <u>Eastern portion:</u> Not more than 180mPD	Not more than 180mPD	N/A	<u>Western Portion:</u> Not more than 60mPD <u>Eastern portion:</u> Not more than 180mPD	Not more than 180mPD	N/A	No Change
Number of Residential Storeys (excluding podium, residential lobby and refuge floor)	N/A	N/A	N/A	About 38 to 41 storeys	About 38 to 41 storeys	N/A	N/A
No. of Blocks	N/A	N/A	N/A	8	8	16	N/A
Site Coverage	N/A	N/A	N/A	Not more than 65%	Not more than 65%	N/A	N/A
No. of Flats (about) ⁽⁴⁾	3,870	3,512	7,382	4,300	3,902	8,202	+820 (+11%)
Anticipated Population (about) ⁽⁵⁾	10,836	9,834	20,670	12,040	10,926	22,966	+2,296 (+11%)

Notes

<p>(1) Future developments in Planning Areas 28A and 28B will be bound by the proposed plot ratio, should the application be approved. The maximum building height of the Proposed Development is determined by the OZP stipulation, while other development parameters are indicative only. Future developments of Planning Areas 28A and 28B will be governed by Master Layout Plan submission, as an administrative measure under the lease.</p>

(2) Including a public transport interchange with gross floor area of not less than 10,000m² in Planning Area 28A. Details to be determined in the Master Layout Plan submission under the lease.


(3) Planning Areas 28A and 28B in total will provide a maximum of 1,050 number of park-and-ride parking spaces. Details to be determined in the Master Layout Plan submission under the lease.

(4) An average flat size of 50m² is adopted for residential use.

(5) A person per occupied flat of 2.8 is assumed based on the average domestic household size in Yuen Long District as reported in the 2021 Population Census by the Census and Statistics Department.



Figure 3.9

Scale  0 15 30 45 75m

NOV 2024

INDICATIVE LANDSCAPE MASTER PLAN HUNG SHUI KIU PLANNING AREAS 28A AND 28B

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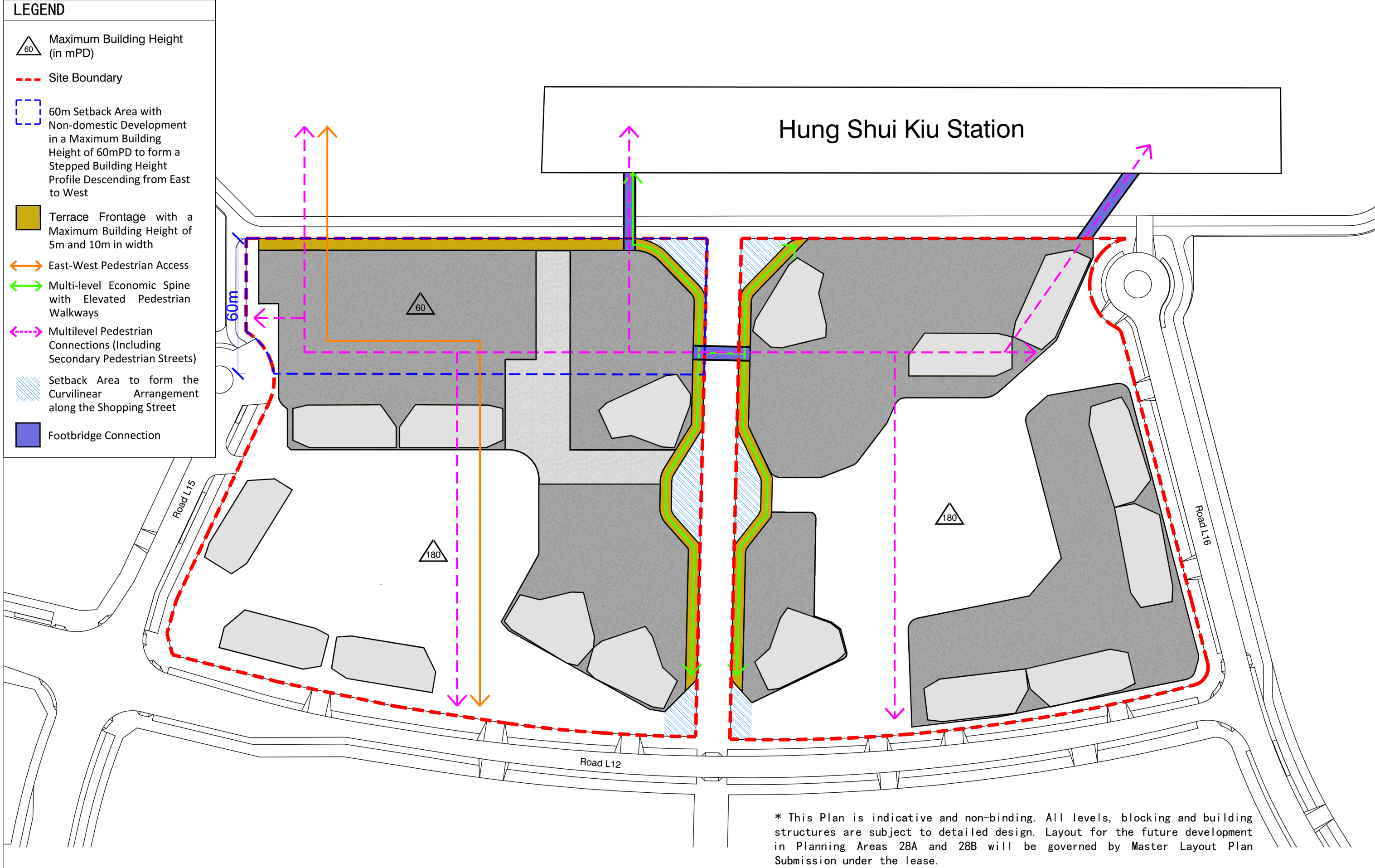


Figure 3.10

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