

Application for Permission under Section
16 of the Town Planning Ordinance (Cap.
131) for Proposed Flat and Shop and
Services and Eating Place at Non-
Domestic Podium within “Government,
Institution or Community (1)” Zone of
Planning Area 34E of Hung Shui Kiu/ Ha
Tsuen New Development Area
Supporting Planning Statement

v.1 | September 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Ove Arup & Partners Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
arup.com

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Executive Summary

This Supporting Planning Statement is submitted under Section 16 of the Town Planning Ordinance (Cap. 131) in support of the Proposed Flat and Shop and Services and Eating Place at Non-Domestic Podium (the Proposed Development) within “Government, Institution or Community (1)” (“G/IC(1)”) of Planning Area 34E of Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/HT NDA) (the Application Site). The Application Site, with an area of about 7,760m², is entirely on Government land (GL).

The Application Site is located within the residential neighbourhood of HSK/HT NDA. With its prime location and strong development potential, the site is well-suited to contribute to housing supply in HSK/HT NDA. It falls within an area zoned “G/IC(1)” on the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2, currently designated for a divisional fire station and ambulance depot cum staff quarters. In view of the Proposed Development in the Application Site, it is noted that the Government is in close coordination with Fire Services Department and actively identifying a suitable site within HSK/HT NDA for the reprovisioning of these facilities.

In 2024 Policy Address, the Government announced piloting a “large-scale land disposal” (LSLD) approach, whereby sizable land parcels, including those with commercial value and those earmarked for provision of public facilities, will be selected and granted to successful bidders for collective development. This approach will provide enterprises with more opportunities to participate in the Northern Metropolis (NM) development and speed up development of the land parcels, and at the same time reduce the financial outlay of the Government. Three pilot areas in HSK/HT NDA, Fanling North NDA and San Tin Technopole have been identified under the LSLD.

Having considered the feedback from the market under an earlier expression of interest exercise, the Government has proposed to convert the Application Site (which is Site H6 in the HSK/HT NDA pilot area under the LSLD) to private residential development, so as to increase the financial viability of developing the pilot area.

The Proposed Development at the Application Site will adopt a total plot ratio (PR) of 6.5, in a compatible scale as the adjacent permitted public and private housing sites and adherence to its currently permitted building height restriction, to provide about 931 private housing units, and contributing to the Government’s endeavours for steady housing supply.

Planning justifications and planning gains for the Proposed Development are summarised as follows:

- Facilitating the development of HSK/HT NDA and increasing the financial viability of the LSLD pilot area;
- Responding to Government’s endeavours to maintain steady private housing development;
- Compliance with Town Planning Board Guidelines No. 16 on applications for development/redevelopment for non-GIC uses within a “G/IC” site;
- Respecting the established planning, land use and urban design frameworks of HSK/HT NDA;
- Ensuring compatibility with the surroundings; and
- Confirming no adverse technical impacts

The Application includes an Indicative Scheme, which is non-binding and is solely for technical assessment purpose, to ensure future design flexibility, while confirming that the Proposed Development is technically feasible with no adverse impacts on the surrounding. In light of the planning merits and justifications put forward in the Supporting Planning Statement, we sincerely seek favourable consideration from the Town Planning Board on this Section 16 Application.

行政摘要

（內容如有任何差異，應以英文內文為準）

根據《城市規劃條例》（第 131 章）第 16 條，申請人現向城市規劃委員會（下稱「城規會」）就位於洪水橋/厦村新發展區規劃區第 34E 區的「政府、機構或社區(1)」地帶（下稱「申請地點」）擬議分層住宅及在非住用平台內作擬議商店及服務行業和食肆發展（下稱「擬議發展」）申請規劃許可。申請地點面積約 7,760 平方米，完全位於政府土地上。

申請地點位於洪水橋／厦村新發展區的住宅區，位置優越，具高發展潛力，適合為新發展區提供住宅供應。申請地點位於洪水橋及厦村分區計劃大綱核准圖編號 S/HSK/2 的「政府、機構或社區(1)」地帶上，現時預留作分區消防總局及救護站暨員工宿舍之用。鑑於在申請地點的擬議發展，政府正與消防處密切協調，並積極在洪水橋／厦村新發展區內尋找合適地點，以重置這些設施。

政府於 2024 年《施政報告》中提出試行「片區開發」模式，揀選具規模的地塊，包括具商業價值用地和公共設施用地，由招標投得項目的發展商綜合開發，提供更多機會讓企業參與北部都會區的發展，並使片區提速落成，同時減輕政府的財政支出。政府已物色 3 個位於洪水橋／厦村新發展區、粉嶺北新發展區和新田科技城的「片區開發」試點。

考慮早前意向書內的市場意見後，政府建議在申請地點（即洪水橋／厦村新發展區的「片區開發」試點內的 H6 用地）推展私營房屋發展，以增加發展該試點的財務可行性。

擬議發展將採用與毗連已獲准的公私營房屋項目規模相近的約 6.5 倍地積比率，並遵守現行核准的建築高度限制，提供約 931 個私人住宅單位。擬議發展將有助政府穩定房屋供應的目標。

擬議發展的主要規劃理據和規劃增益概述如下：

- 促進洪水橋／厦村新發展區的發展，及增加試點的財務可行性；
- 回應政府維持穩定私人住宅發展的政策方向；
- 符合城市規劃委員會規劃指引編號16：擬在「政府、機構或社區」地帶內發展／重建作「政府、機構或社區」用途以外的用途而按照城市規劃條例第16條提出的規劃申請；
- 擬議發展與鄰近環境相容；及
- 不會造成不良的技術影響。

本申請包括一份指示性方案，擬定為不具約束力，以確保未來設計的靈活性，同時進行各項技術範疇作評估，確認擬議發展在技術上是可行的，並不會對周邊環境造成不利影響。基於上述提出的規劃增益和理據，我們懇請城規會批准是次規劃申請。

1 INTRODUCTION

- 1.1.1 This Application is to seek approval from the Town Planning Board (TPB) under Section 16 (S.16) of the Town Planning Ordinance (Cap. 131) for Proposed Flat and Shop and Services and Eating Place at Non-Domestic Podium (the Proposed Development) within “Government, Institution or Community (1)” zone of Planning Area 34E of the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2 (the Application Site).
- 1.1.2 The Application Site is on the “Government, Institution or Community (1)” (“G/IC(1)”) zone of the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2 (the OZP). It falls within the Second Phase Development of the Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/HT NDA) and is one of the sites in the Pilot Area in the HSK/HT NDA under the Large-scale Land Disposal (LSLD) announced by the Government in late 2024. More importantly, the Application Site was originally planned to accommodate residential uses alongside GIC facilities as part of the broader planning intention for the area, reinforcing its suitability for the Proposed Development.
- 1.1.3 The Proposed Development, with a total Plot Ratio (PR) of 6.5 (including domestic and non-domestic PRs of 6 and 0.5 respectively) will contribute to about 931 private housing units in a convenient location of the HSK/HT NDA no later than 2033. This aligns with the scheduled completion year of the HSK/HT NDA Second Phase Development. The Proposed Development will not only optimise the development potential of the Application Site as part of the Pilot Area of LSLD and contribute to the Government’s endeavors for steady housing supply, but also expedite the development of HSK/HT NDA in the Northern Metropolis (NM).
- 1.1.4 An Indicative Scheme based on the proposed PR and in compliance with the currently permitted BHR is formulated for the purpose of technical assessments. It is intended to be non-binding to ensure future design flexibility, while demonstrating the technical feasibility of the Proposed Development from landscape, traffic, environmental, drainage, sewerage, and water supply aspects. Approval of this S.16 Application will help optimise this site at a highly convenient location for housing purposes and synergise with other committed developments in the HSK/HT NDA.
- 1.1.5 The structure of this Supporting Planning Statement is as below:
- **Section 2** provides information of the Application Site and its site context;
 - **Section 3** outlines the planning context of the Application Site;
 - **Section 4** discusses the Indicate Architectural Scheme, key development parameters, and design considerations; and
 - **Section 5** presents various planning justifications in support of this Planning Application.
- 1.1.6 We sincerely seek favourable consideration from the TPB to grant approval to this well-justified S.16 Application.

2 SITE CONTEXT

2.1 Site Location

- 2.1.1 The Application Site, with an area of about 7,760m², is situated at the western part of HSK/HT NDA adjacent to the planned high-density residential developments under the Second Phase Development, of which the construction works have commenced since 2024. It is located about 600m to the west of the planned MTR Tuen Ma Line HSK Station. The Application Site falls within the residential area flanked by Logistics, Enterprise and Technology Quarter and Town Centre, as set out in the planning and land use framework of the HSK/HT NDA.
- 2.1.2 Please refer to **Figure 2.1** for the location of the Application Site on the OZP and **Figure 2.2** for the Planning and Land Use Framework extracted from the latest HSK/HT Outline Development Plan (ODP).

2.2 Land Status

- 2.2.1 The Application Site comprises Government Lands (GL) allocated to the Civil Engineering and Development Department (CEDD) under Simplified Temporary Land Allocation (STLA) TYL No. 634 for site formation and infrastructural works under HSK/HT NDA Second Phase Development. Please refer to **Figure 2.3** for the lot index plan of the Application Site.

2.3 Existing Use and Condition

- 2.3.1 A large part of the Application Site is currently occupied by structures/ temporary structures mainly for open storage. Please refer to **Figure 2.4** for the existing conditions of the Application Site.

2.4 Surrounding Land Uses

- 2.4.1 Existing developments in the surroundings mainly comprise temporary structure for open storage and carpark uses.
- 2.4.2 To the **immediate south** of the Application Site is a “G/IC” zone, which also falls within the Planning Area 34E. As stated in the Explanatory Statement (ES) of the HSK/HT ODP No. D/HSK/2, this site is earmarked for a sports centre, a community hall and a library, subject to a building height restriction (BHR) of 8 storeys.
- 2.4.3 To the **immediate east** and **further south** of the Application Site are areas designated as “Residential (Group A)” (“R(A)”) sub-zones. These sites (namely Planning Area 34D, 34A and 34B (partly)), reserved for public housing development in HSK/HT NDA, are the subject of an approved Planning Application (No. A/HSK/452) for Proposed Minor Relaxation of Plot Ratio and/or Building Height Restrictions for Proposed/Permitted Public and Private Housing Developments. The committed public housing development is anticipated for

completion by phases between years 2031/32 and 2032/33.¹ To the **further east** across the viaduct of Tuen Ma Line are a cluster of residential developments, including Tin Sam Tsuen and San Lee Uk Tsuen in “Village Typer Development” (“V”) zone, Bellevue Court in “Residential (Group C)” zone, LYOS in “Residential (Group B)” zone, as well as Hung Fuk Estate, Casa Eminence, High Park, and Eminence I in “R(A)” sub-areas. To the **further southeast** are the planned MTR Tuen Ma Line HSK Station (under construction targeting for commissioning in 2030) and the future Regional Plaza with public open space outside the planned MTR Tuen Ma Line HSK Station.

2.4.4 To the **immediate west** of the Application Site is Kong Sham Western Highway (KSWH). To the **further west** is an area zoned as “Industrial” (“I”).

2.4.5 To the **north** of the Application Site is vast areas zoned as “Open Space” (“O”) and “Other Specified Uses” (“OU”) annotated “Enterprise and Technology Park” respectively. To the **further northeast** of the Application Site is an existing temporary carpark and low-density areas of Galore Garden and San Sang Tsuen in “V” zone.

2.4.6 Please refer to **Figures 2.5a-b** for the surrounding land uses of the Application Site.

2.5 Accessibility

2.5.1 At present, vehicular access to the Application Site can be made via a local access connected to Tin Ha Road and KSWH. As part of the Second Phase Development, the Application Site will be served by the planned road network of the HSK/HT NDA, including direct connections to the adjacent Road P1 which is a primary distributor running in north-south direction underneath KSWH, providing linkage to KSWH, Castle Peak Road and other district distributors.

2.5.2 The Application Site is also conveniently situated within walking distance from the planned MTR Tuen Ma Line HSK Station which is scheduled to be commissioned in 2030 and located between the proposed Station A3/A4 of the Smart and Green Mass Transit System (SGMTS).² According to the latest preliminary alignment of the SGMTS, Phase 1 will connect between Nai Wai and Chung Fu passing through the planned Logistics, Enterprise and Technology Quarter in the HSK/HT NDA and serving the residential area where the Application Site is situated. In addition, the proposed cycle track along the local road network and the SGMTS will further enhance connectivity between the Application Site and MTR Tuen Ma Line HSK Station, integrating with the broader cycling network of New Territories.

2.5.3 For details, please refer to **Figure 2.6a-c**.

¹ Yuen Long District Council. (Jun 27, 2025). Document No. 10/2025 Public housing development at Hung Shui Kiu/Ha Tsuen New Development Area. Retrieved from https://www.districtcouncils.gov.hk/yl/doc/2024_2027/en/committee_meetings_doc/HC/29374/HC_2025_3rd_Meeting_paper_no_10.pdf

² Source: SGMTS website <https://www.hskhtsgmts.hk/en/home/>

3 PLANNING CONTEXT

3.1 Statutory Land Use Zoning

- 3.1.1 The Application Site falls within an area zoned “G/IC(1)” on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 gazetted on 26 October 2018. According to the Schedule of Uses of the OZP, the planning intention for the “G/IC” zone is as follows: *“This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments”*.
- 3.1.2 The Application Site is situated within the northern site of Planning Area 34E. According to the ES of the OZP, *“a divisional fire station and ambulance depot cum staff quarters in Planning Area 34E are designated “G/IC(1)”*. As the Application Site is originally planned to accommodate residential use alongside GIC facilities, it is currently subject to a building height restriction (BHR) of 160mPD and “Flat (Government Staff Quarters)” falling within Column 1 of this “G/IC(1)” zone is always permitted. In addition, as mentioned in the ES, future development *“in Planning Area 34E should observe the possible constraints posed by the proposed Tuen Mun Western Bypass (TMWB) and its slip roads connecting to KSWH”*.
- 3.1.3 According to the Schedule of Uses of “G/IC” Zone of HSK/HT OZP, “Flat (not elsewhere specified)”, “Shop and Services”, and “Eating Place (not elsewhere specified)” fall within Column 2 uses. Hence, a S.16 application to seek the planning permission from the TPB for the Proposed Development is submitted.
- 3.1.4 Please refer to **Figures 3.1a-c** and **3.2** for the extracted Schedule of Uses and ES of the current OZP in relation to the subject “G/IC(1)” zone.

3.2 Relevant Town Planning Board Guidelines

- 3.2.1 In the process of preparation of this Application, Town Planning Board Guidelines No. 16 on “Application for Development/Redevelopment within Government, Institution or Community Zone for Uses other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance” (TPB PG-NO. 16) have been carefully considered to ensure that the Proposed Development at the Application Site fully meets the main planning criteria for development for non-Government, Institution or Community (GIC) uses within a “G/IC” site and will not jeopardize the provision of GIC facilities. In addition, the agreement of the concerned Government departments shall be sought to confirm no objection to releasing a particular “G/IC” site or a certain part of it for non-GIC uses.
- 3.2.2 According to the TPB PG-NO. 16, applications for development within a “G/IC” zone for non-GIC uses will be considered by the Board on individual merits and in accordance with the following main planning criteria to be demonstrated by the Applicant:
- a. in the case of a “G/IC” site designated with specific uses:
 - i. the application site is no longer required for the designated GIC uses, or adequate reprovisioning of the designated GIC uses is provided either in-situ or elsewhere; and

- ii. there is adequate provision of other GIC facilities in the district, or the application site is not suitable for other facilities; or
- b. in the case of an undesignated “G/IC” site, the application site is no longer required to be reserved for any GIC uses; and
- c. the proposed development/redevelopment would not adversely affect the provision of GIC facilities in the district on a long-term basis.

3.2.3 In view of the Proposed Development in the Application Site, it is noted that the Government is in close coordination with Fire Services Department (FSD) and a suitable site within HSK/HT NDA for the reprovisioning of these facilities will be identified.

3.3 Planning History of the Application Site

3.3.1 The Application Site is not the subject of any previous planning applications.

3.4 Government’s Staunch Commitment to the Development of Northern Metropolis

3.4.1 In response to the need of growing population and economic development, the Government promulgated The Northern Metropolis Development Strategy in 2021 Policy Address to transform the northern part of Hong Kong as the new engine for growth. According to the Northern Metropolis Action Agenda announced in 2023, the NM is envisioned to be a new international innovation and technology city injecting a new economic impetus for Hong Kong. As a major source of land supply in the future, one of the development goals of NM is to provide about 3,000 hectares (ha) of new development land and over 500,000 new resident units so as to accommodate a population of 2.5 million.

3.4.2 Located within the “High-end Professional Services and Logistics Hub” of the NM, the HSK/HT NDA is strategically positioned to become a premier centre for high-end professional services and cross-boundary modern logistics. Its connectivity will be significantly enhanced by the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai) (HSWRL), and its proximity to key nodes, including the Lau Fau Shan Digital Technology Hub, Shenzhen Bay Port, Nanshan District, and the Qianhai Shenzhen–Hong Kong Modern Service Industry Cooperation Zone, further reinforces its potential as a regional gateway for innovation and logistics. Please also refer to **Figures 3.3** for the four major zones of the NM.

3.5 Active Progress in the Phased Development of Hung Shui Kiu/ Ha Tsuen NDA

3.5.1 Hung Shui Kiu (HSK) area was initially studied as a potential NDA in the *Planning and Development Study on North West New Territories* in early 2000s and was then recommended in the *Hong Kong 2030: Planning Vision and Strategy* to be developed into a NDA to address the long-term housing demand and provide employment opportunities. Following the announcement of the planning initiatives for the HSK NDA in 2007-08 Policy Address, the *HSK NDA Planning & Engineering Study* was commissioned in August 2011 with the Recommended Outline Development Plan promulgated in 2016. The HSK NDA, now renamed HSK/HT NDA, is being implemented in three phases. Works for the First Phase Development commenced in 2020, with the first batch of public housing development completed (namely Hong Kong Housing Society’s dedicated rehousing estate – Casa

Eminence). The initial population intake began in 2024. The Application Site is under the Second Phase Development, which was also commenced in 2024, with population intake targeting to start from 2030. Please refer to **Figures 3.4** for the Phasing Plan of HSK/HT NDA.

- 3.5.2 As set out in the ODP, the positioning of the HSK/HT NDA is to become a next generation new town of Hong Kong creating a desirable place to live, work, play and do business, with a focus on modern logistic hub as its industrial positioning. The HSK/HT NDA is anticipated to provide about 2 million m² and 4 million m² of commercial and industrial floor areas respectively. In addition to the development of financial, professional, logistics services in the NDA for economic development and job creation, the NDA will also be home to new population by providing a large number of public and private residential units to meet the housing demand. The Application Site, strategically positioned between the proposed Logistics, Enterprise and Technology Quarter and Town Centre, is well-suited to contribute to housing supply in HSK/HT NDA.

3.6 Large-Scale Land Disposal – An Innovative Approach to Speeding up Land Development

- 3.6.1 To better leverage market forces to expedite the development of the NM, the Chief Executive announced in 2024 Policy Address the adoption of a “large-scale land disposal” (LSLD) approach on a pilot basis. Under this development approach, sizable land parcels with commercial value and those earmarked for provision of public facilities are selected and granted to successful bidders for collective development. Developers would be required to undertake site formation. Upon completion of public facilities such as roads and open space, the developers can retain specified sites of commercial value for their own development, while handing other sites back to the Government.
- 3.6.2 The LSLD approach actively engages enterprises in the land development of NDAs, efficiently making use of market resources to facilitate project delivery and accelerate the overall progress of development. In addition, as the responsibility for site formation and engineering infrastructure works would be taken up by the private sectors, it is anticipated to substantially reduce the Government’s financial burden on the initial public works.
- 3.6.3 The pilot area in HSK/HT NDA, covering an area of about 12.5 ha (including the Application Site), is situated next to the future Town Centre of HSK/HT NDA where railway lines, including Tuen Ma Line and the HSWRL, will converge. The pilot area comprises multiple sites with specific land uses and development parameters as proposed under the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2. Please also refer to **Figures 3.5** for Pilot Areas of LSLD in HSK/HT NDA announced by the Government.

3.7 Responding to Government’s Initiative to Steady Housing Supply

- 3.7.1 As per the projection from the Long-Term Housing Strategy (LTHS) Annual Progress Report 2024 (for the 10-year period from 2025-26 to 2034-35), the projected total private housing supply target is 132,000 units³. It has been highlighted that the Government will work towards

³ Long Term Housing Strategy Annual Progress Report 2024 (for the 10-year period from 2025-26 to 2034-35).
https://www.hb.gov.hk/eng/policy/housing/policy/lths/LTHS_Annual_Progress_Report_2024.pdf

the private housing supply target in a multi-pronged approach under the possible changes of household formation and different economic and property market situations.

- 3.7.2 This has been reaffirmed in the 2025 Policy Address that the Government will stabilise the supply of spade-ready sites for private housing and is determined to sustain endeavours in land production. The Application Site, for the following reasons, is qualified as a site conducive to ensure timely land supply for residential development: (1) the Application Site has originally been planned with residential uses; (2) Prompt site formation and construction works under the pilot area of large-scale land disposal; (3) Proximity to planned residential development, infrastructure, community facilities and open space provision in HSK/HT NDA; (4) Well-served by comprehensive road network and public transport services; (5) Proximity to the Enterprise & Technology Park site within the HSK/HT NDA LSLD pilot area to allow comprehensive planning and synergy.
- 3.7.3 Therefore, the Proposed Development at the Application Site would align with the Government's initiative to create developable land to build more housing, to optimise a spade-ready piece of land adjacent to a cluster of planned and committed residential development well-served by public transport facilities, for contributing to steady private housing supply.

4 THE PROPOSED RESIDENTIAL DEVELOPMENT

4.1 Optimising Development Potential of the Land for Private Housing and Facilitating HSK/HT NDA Development

- 4.1.1 Being one of the sites identified to be the Pilot Area in HSK/HT NDA under the LSLD approach, this Application is submitted to propose and take forward a residential development on the Application Site to unleash its full development potential and increase the financial viability of developing the HSK/HT NDA pilot area under the LSLD, while aligning with the Government's efforts to speed up the development of NM and HSK/HT NDA and contributing to a steady supply of private housing.
- 4.1.2 To allow optimum use of the Application Site and design flexibility, the development on the Application Site is proposed to be subject to a total PR of 6.5 and its existing BHR 160mPD for flats and shop and services and eating place at the non-domestic podium. While the layout plans would be subject to change at the detailed design stage, general planning and design principles have been formulated to determine the development scale and design of the Proposed Development. They are presented in **Section 4.2** below.

4.2 General Planning and Design Principles

- 4.2.1 **Ensuring a Compatible Development Intensity with the Surroundings** – The Application Site is located within a planned high-density residential neighbourhood at the western part of the HSK/HT NDA. The Proposed Development adopts a development scale compatible with the adjacent permitted public and private housing sites. With a total PR of about 6.5 and maintaining the existing BHR of 160mPD, the Proposed Development will seamlessly blend in with the adjacent development and act as its natural extension.
- 4.2.2 **Maintaining a Stepped Building Height Profile in HSK/HT NDA** – Respecting the stepped building height profile of HSK/HT NDA, the Proposed Development is set to be not more than 160mPD, which is same as its existing BHR stipulated on the OZP, so that it can formulate a gradually descending building height profile from the high-rise cluster near the planned MTR Tuen Ma Lin HSK Station in the south towards the north.
- 4.2.3 **Adopting Sensitive Design in Response to the Site Context** – As situated next to the KSWH, design measures, such as building setback and single-aspect design for units along the western boundary of the site, should be considered to address the concerns of possible air and noise impacts from the road traffic. To enhance visual permeability, the residential towers are proposed to be set apart to allow sufficient building separation and avoid over-looking between residential towers. The Proposed Development will be developed in a self-contained manner, with its own vehicular and pedestrian access, internal transport facilities, and ancillary local open space for residents in accordance with the HKPSG.
- 4.2.4 **Preserving a Continuous Amenity Strip for HSK/HT NDA** – This proposal aligns with the established urban design framework of HSK/HT NDA by reserving the western portion of the Application Site alongside the planned Road P1 for amenity area. This hence maintains a continuous amenity strip with pedestrian footpath and cycling track as a buffer along the east of KSWH, which helps formulate an integrated layout and alleviate possible air and noise impacts from the KSWH.

- 4.2.5 **Synergising with the Surrounding in the NDA** – The Proposed Development is intended to be developed in a self-contained manner, for instance with its own vehicular and pedestrian access, car parking facilities, and local open space. The Proposed Development aims to extend and synergise with the surrounding planned residential neighbourhood to ensure design compatibility. A section of land will be reserved at the south-east side of the Application Site to connect the planned public pedestrian walkway and cycle track.
- 4.2.6 **Enhancing Visual Permeability and View Corridors** – To preserve view corridors and enhance visual permeability across the site, the residential towers are deliberately set apart in the north-south direction. This spacing allows for views from the adjacent public housing site to the east, ensuring that the Proposed Development does not obstruct key vistas and contributes positively to the overall urban design of the neighbourhood.

4.3 Indicative Scheme and Key Development Parameters

- 4.3.1 Based on a total PR 6.5 and in compliance with the current BHR 160mPD, an Indicative Scheme has been formulated to demonstrate the technical feasibility of the Proposed Development. The Indicative Scheme is solely for technical assessment purpose and is non-binding, in order to ensure future design flexibility.
- 4.3.2 The Indicative Scheme consists of 4 residential towers on top of 5-story retail, car park cum clubhouse podium, providing a total of about 931 private housing units on the Application Site. Retail spaces will occupy the portion of G/F and 1/F, while a clubhouse will be provided on the 4/F. A carpark will be situated between 2/F and 3/F to provide 185 private car parking and 11 motorcycle parking in fulfilment of the internal transport facilities required by the HKPSG. A total of 9 HGV loading/unloading bays will be provided at G/F.
- 4.3.3 Key development parameters of the Indicative Scheme are summarised below.

Table 1 Development Parameters of the Indicative Scheme

Development Parameters ⁽¹⁾	Indicative Scheme
Application Site	About 7,760m ²
Total Plot Ratio (PR)	6.5
- Domestic PR	6
- Non-domestic PR	0.5
Total Gross Floor Area (GFA)	50,440m ²
- Domestic GFA	46,560m ²
- Non-domestic GFA	3,880m ²
Building Height	Not more than 160mPD
Site Coverage	Not more than 67%
Number of Blocks	4 nos. of residential towers on top of 5-storey retail, carpark cum clubhouse podium
No. of Units ⁽²⁾	About 931
Average Flat Size	50m ²
Population ⁽³⁾	About 2,420
Clubhouse GFA ⁽⁴⁾	About 2,095.2m ²
Local Open Space	Not less than 2,420m ²
Anticipated Completion Year	No later than 2033

Development Parameters ⁽¹⁾	Indicative Scheme
Internal Transport Facilities ⁽⁵⁾	
Private Car Parking	185
Motorcycle Parking	11
HGV Loading/ Unloading Bays	9

Remarks:

- (1) Future developments in the Application Site will be bounded by the proposed PR, should the application be approved by the TPB. The maximum building height of the Proposed Development will be subject to the BHR stipulated in the OZP, while other development parameters are indicative only.
- (2) Estimates only. Subject to detailed design.
- (3) A person per flat (PPF) ratio of 2.6 is assumed, with reference to the latest C&SD projection of average household size starting from 2031. Source: https://www.censtatd.gov.hk/en/web_table.html?id=150-12001.
- (4) According to APP-104, a maximum 4.5% of total domestic GFA could be applied for GFA concession for use as a clubhouse in a development with domestic GFA >25,000 to 50,000m². The clubhouse GFA is proposed to be exempted from GFA calculation.
- (5) The provision of internal transport facilities is proposed to be exempted from the GFA calculation, subject to B/Ds' approval.

4.3.4 Please also refer to the **Appendix A** for the indicative layout plans for the Application Site for demonstration of technical feasibility in support of this Planning Application.

4.4 Landscape Design Framework

4.4.1 The objectives for the landscape design of the Proposed Development are:

- Provide a quality and sustainable environment with adequate landscape area for the enjoyment of the residents of the proposed development;
- Provide sufficient landscape treatment along the boundary to minimise the potential visual impact of the built form;
- Incorporate new trees and shrubs to enhance the greenery; and
- Fully integrate the landscape with the architecture where each exterior component draws upon the merits of the corresponding interior/ building component.

4.4.2 Adhering to the design objectives above, Landscape Master Plan (**Appendix B** refers) based on the Indicative Scheme have been prepared with key features highlighted as below.

4.4.3 **Provision of Landscape Buffer** – The landscape design at the Ground Floor includes ornamental trees and shrub plantings along the driveway to provide screening. A tree pit planter with integrated seating is proposed at the building entrance to enhance pedestrian comfort and create a welcoming arrival experience. Feature shrub planters are also included to maximise greenery and reinforce the sense of arrival.

4.4.4 **Provision of Local Open Space** – The Proposed Development will provide local open space of not less than 1m² per resident in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). Based on the design population, not less than 2,420m² will be provided in multi-levels on the Application Site. The podium on 4/F will function as a communal hub, with landscape design features such as a seating lawn and pocket gardens, offering passive open spaces for residents to sit and relax. Additionally, ample activity areas, including a swimming pool, a children's pool, and a seating canopy, are proposed to support leisure and recreational activities for users.

- 4.4.5 **Tree Treatment Proposal** – Based on the tree survey, there are a total of 23 nos. of existing trees within the Application Site. Trees that will be felled due to direct conflicts with the layout plan, poor health conditions, and low amenity value will be compensated with a replanting ratio of 1:1 in terms of quantity. Furthermore, based on the Indicative Scheme formulated for the purpose of technical assessment for this S.16 Application, opportunities to maximise planting have been explored, including additional 73 new trees (subject to change at detailed design stage).

4.5 Traffic and Transport Arrangements

- 4.5.1 **Vehicular and Pedestrian Access** – Based on the Indicative Scheme formulated for technical assessment purposes, the vehicular ingress/egress will be provided at the planned local road to the immediate east of the Application Site. In terms of circulation, clear separation between vehicular and pedestrian flows is proposed to ensure safety and operational efficiency. Vehicular access is confined to designated ingress and egress points at the ground level, serving car parking and loading/unloading areas without interfering with pedestrian movement. The Proposed Development will be well served by the planned pedestrian and cyclist network in the HSK/HT NDA, including the SGMST which provides connection between the Proposed Development and planned MTR Tuen Ma Line HSK Station at the Town Centre of the NDA.
- 4.5.2 **Internal Transport Facilities** – All necessary ancillary traffic facilities, such as car parking and loading/unloading bays will be provided in accordance with the mid-range requirement under the HKPSG. An ancillary carpark for the residential towers would be provided in the podium levels, while the drop-off and loading/unloading bays would be located on the ground floor level along the 7.3m-wide internal driveway.
- 4.5.3 Please refer to **Appendix C Traffic Impact Assessment** for details on the traffic and transport arrangement for the Proposed Development.

4.6 Proposed Programme

- 4.6.1 The Proposed Development at the Application Site is anticipated to be completed by year 2033, subject to market conditions and construction work progress. The Government endeavours to commence the LSLD's tendering works for HSK/HT NDA pilot area in 2025 the earliest. As such, the timely submission and approval of this S.16 Application will facilitate the tendering works and expedite the development of HSK/HT NDA.

5 PLANNING JUSTIFICATIONS

5.1 Facilitating the Development of HSK/HT NDA and Increasing the Financial Viability of the LSLD Pilot Area

- 5.1.1 HSK/HT NDA is situated in a strategic location in western part of the NM and is envisioned to become a “modern service centre”, functioning as a key node for cross-boundary collaboration. Together with Lau Fau Shan/Tsim Bei Tsui/Pak Nai area, Yuen Long South NDA as well as Yuen Long and Tin Shui Wai New Town, HSK/HT NDA, it will collectively form the High-end Professional Services and Logistics Hub of the NM. Under the LSLD approach, the Proposed Development will complement the industry positioning of the HSK/HT NDA. The Proposed Development at the Application Site will not only tap into the locational advantages of the proposed railway development (including Tuen Ma Line and the planned HSWRL), but also synergise with the adjoining planned high-density residential areas and the Enterprise and Technology Park. It will be in line with the overall positioning of HSK/HT NDA to be the next generation new town of Hong Kong creating a desirable place to live, work, play and do business.
- 5.1.2 In 2024 Policy Address, the Government introduced the LSLD approach to speeding up the development of NM by actively engaging enterprises in land and industrial development of NM. Under the LSLD approach, sizable land parcels with designated development requirements are granted to successful bidders, enabling faster and more co-ordinated development, as compared to fragmented and small-scale land sales. In addition, successful bidders are required to carry out site formation, infrastructure construction, and initial public works. By shifting these substantial upfront costs to the private sector, the Government will significantly reduce its financial outlay.
- 5.1.3 Having considered the feedback from the market under an earlier expression of interest exercise, the Government has proposed to convert the Application Site (which is Site H6 in the HSK/HT NDA pilot area under the LSLD) to private residential development, so as to increase the financial viability of developing the pilot area. The approval of this S.16 Application can therefore add to the financial viability of the LSLD package. With the completed statutory procedures by the Government, it is anticipated that the site is expected to increase the interest from private developers, thereby expediting the development of HSK/HT NDA.

5.2 Responding to Government’s Endeavours to Maintain Steady Private Housing Development

- 5.2.1 The 2025 Policy Address reaffirms the Government’s commitment to maintaining a steady supply of land for private housing. Optimising the utilization of Application Site, where the designated GIC uses will be reprovisioned at an alternative site within HSK/HT NDA, for private housing development support this policy direction, in the context that: (1) the Application Site has originally been planned with residential uses; (2) Prompt site formation and construction works under the pilot area of large-scale land disposal; (3) Proximity to planned residential development, infrastructure, community facilities and open space provision in HSK/HT NDA; (4) Excellent connectivity by a comprehensive road network and public transport services. The Proposed Development is anticipated to provide a total of about 931 private housing units in a well-connected location within HSK/HT NDA, contributing meaningfully to the Government’s housing supply targets; (5) Proximity to the Enterprise and

Technology Park site within the HSK/HT NDA LSLD pilot area to allow comprehensive planning and synergy.

5.3 Compliance with Town Planning Board Guidelines No. 16 on Applications for Development/redevelopment for Non-GIC Uses within a “G/IC” site

- 5.3.1 The Proposed Development has taken into full considerations in the TPB PG-NO. 16 and fulfilled the main planning criteria for development/redevelopment for non-GIC uses with a “G/IC” zone. In accordance with the ES of the OZP No. S/HSK/2, the Application Site, located at the northern portion of the Planning Area 34E in the “G/IC(1)” zone subject to a BHR 160mPD, is currently designated for a divisional fire station and ambulance depot cum staff quarters. In view of the Proposed Development in the Application Site, it is noted that the Government is in close coordination with FSD and actively identifying a suitable site in HSK/HT NDA for the reprovisioning of these facilities. As such, adequate reprovisioning of the designated GIC uses can be assured. The Proposed Development will hence not impose any adverse impact on the provision of GIC facilities in the HSK/HT NDA on a long-term basis.

5.4 Respecting the Established Planning, Land Use and Urban Design Frameworks of HSK/HT NDA

- 5.4.1 The Proposed Development, proposing residential use in the designated Residential Area adjacent to the future Town Centre, is broadly aligned with the established planning and land use framework of HSK/HT NDA in accordance with the ODP. The Application Site falls within a 600m catchment area of the planned MTR Tuen Ma Line HSK Station, where developments of higher intensity and BH are proposed the station area to minimise the need for road transportation. The Proposed Development respects the overall stepped building height of HSK/HT NDA, with a cluster of high-rise developments near the planned MTR Tuen Ma Line HSK Station and then descending towards the north. The skyline and major view corridors/ breezeway in the NDA would remain intact, without compromising relevant planning principles and urban design frameworks. Additionally, the western portion of the Application Site alongside the planned Road P1 is proposed to retain as a continuous amenity strip as set out in urban design framework of the HSK/HT NDA.

5.5 Ensuring Compatibility with the Surroundings

- 5.5.1 The Proposed Development has been ensured with compatibility with the surroundings, which are characterised by a high-density residential cluster. The Application Sites is also adjacent to land uses that complement residential living, including planned community facilities, local open spaces and shopping/pedestrian streets. These elements collectively contribute to the vibrancy and liveability of the local community.
- 5.5.2 The Proposed Development adopts a total PR of 6.5, aligning with the scale of the adjacent permitted private and public residential sites with a total PR of 6.5 and 6.8 respectively as approved under Planning Application No. A/HSK/452⁴. Moreover, to maintain the stepped building height profile of the HSK/HT NDA, the Proposed Development conforms to the prevailing permitted BHR of 160mPD. By respecting the overall development intensity and stepped building height profiles for the HSK/HT NDA, the Proposed Development will

⁴ RNTPC Paper No. A/HSK/452 For Consideration by the Rural and New Town Planning Committee On 23.6.2023.

integrate seamlessly with the surrounding developments and be fully compatible with the townscape of HSK/HT NDA.

- 5.5.3 Please refer to **Figure 5.1** for the development intensities of adjacent residential sites for reference.

5.6 Confirming no Adverse Technical Impacts

- 5.6.1 Based on the Indicative Scheme formulated for technical assessment purposes, various assessments have been conducted to ascertain the acceptability of the Proposed Development. These include Traffic Impact Assessment (**Appendix B**), Landscape and Tree Preservation Proposal (**Appendix C**), Preliminary Environmental Assessment (**Appendix D**), Sewerage Impact Assessment (**Appendix E**), Water Supply Impact Assessment (**Appendix F**), and Drainage Impact Assessment (**Appendix G**).

Traffic Impact

- 5.6.2 Based on the assessment results of the performance of key road links and junctions within and in the vicinity of HSK/ HT NDA, as well as the public transport demand, no insurmountable traffic and transport impact by the Proposed Development is anticipated. Also, the Proposed Development will be served by the planned pedestrian and bicycle-friendly environment in the area under the comprehensive pedestrian and cyclist strategy for HSK/HT NDA.

Environmental Impact

- 5.6.3 As demonstrated in the Indicative Architectural Scheme, potential vehicular emission impact on the Proposed Development is not anticipated with the incorporation of appropriate design measures, including sufficient setbacks from the surrounding roads. With no existing and planned industrial emission identified within 200m from the Proposed Development, adverse air quality impact due to chimney emission is not anticipated.
- 5.6.4 In terms of traffic noise impact, with the adoption of acoustic windows as a mitigation measures for facades with potential noise exceedance, no adverse road traffic noise impact on the proposed development is anticipated. Based on the fixed plant noise assessment findings, the predicted noise level at all representative NSRs within the proposed development would comply with the respective noise criteria.

Sewerage Impact

- 5.6.5 Considering the order of sewage flow increment due to the Proposed Development and the planned treatment capacity for the HSK/HT NDA, no adverse sewerage impact on the existing sewerage system is anticipated upon the implementation of proposed pump modification works for two sewage pumping stations. In light of the above, no adverse sewerage impact on the existing sewerage system is anticipated.

Water Supply

- 5.6.6 No adverse impacts on the planned water supply infrastructure in HSK/HT NDA are expected from the Proposed Development. No pipe upgrading works for both HSK fresh and flushing water networks are required.

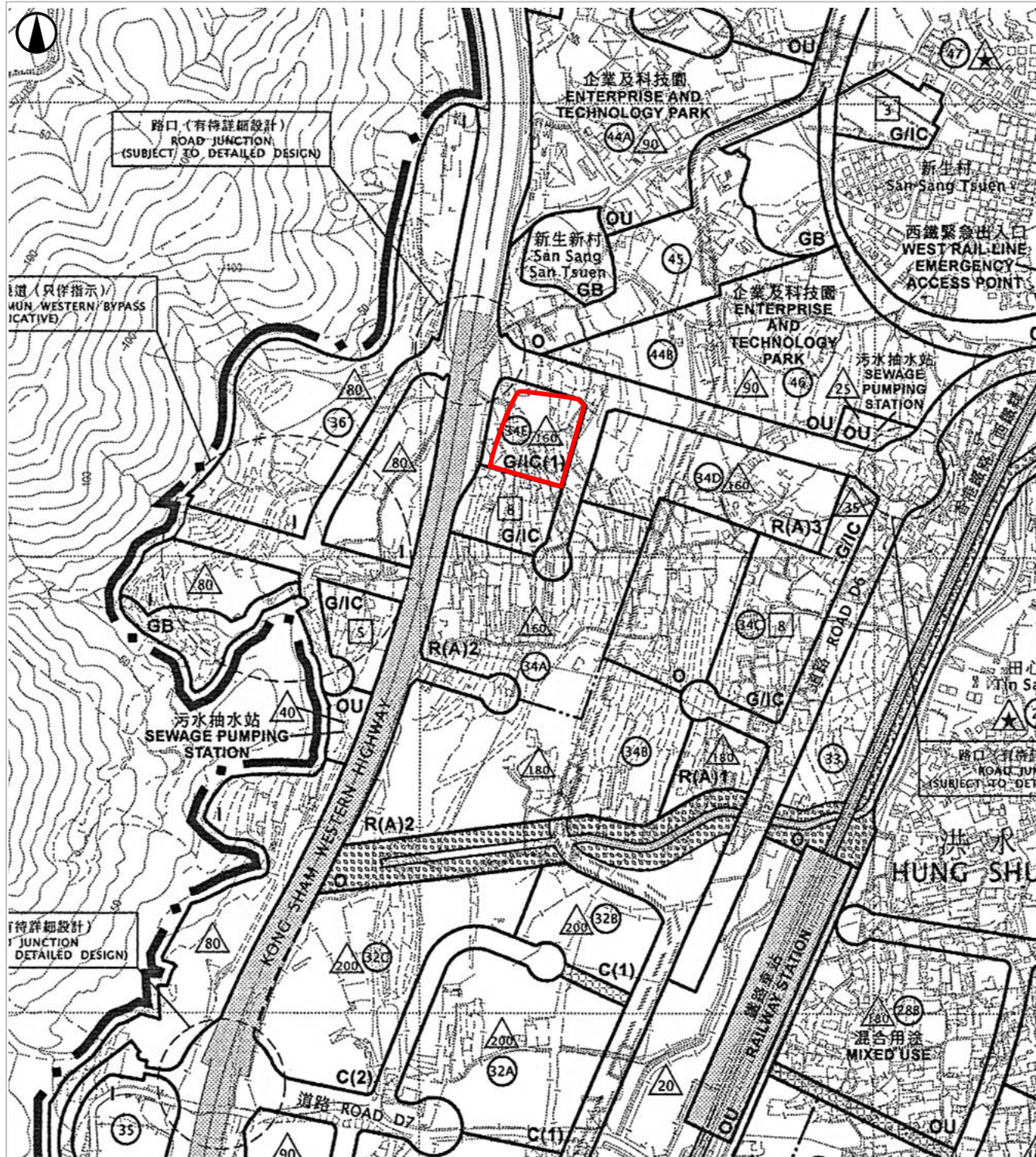
Drainage Impact

- 5.6.7 No adverse impacts on the planned drainage systems are anticipated with reference to those outlined in the accepted Drainage and Sewerage Impact Assessments for HSK/HT NDA.
- 5.6.8 Findings of all technical assessments have demonstrated that the Proposed Development will NOT bring in any adverse impact on the surroundings nor itself susceptible to unacceptable environmental qualities.

6 CONCLUSION

- 6.1.1 This Application is to seek approval from the TPB under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat and Shop and Services and Eating Place at Non-Domestic Podium within “G/IC(1)” zone of Planning Area 34E of the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2.
- 6.1.2 This Supporting Planning Statement demonstrates the genuine intention to review the land use of a spade-ready site, in which the designated GIC uses will be reprovisioned at an alternative site within HSK/HT NDA. The Proposed Development is based on thorough consideration on the established planning and design framework of HSK/HT NDA and respects the overall planning intentions and design concepts. The Proposed Development not only responds to the Government’s efforts to stabilise private housing supply, but also supports the development of HSK/HT NDA in NM through the LSLD approach.
- 6.1.3 An Indicative Scheme based on the proposed PR and in compliance with the current BHR 160mPD is formulated for the purpose of technical assessments. It is intended to be non-binding to ensure future design flexibility, while demonstrating the technical feasibility of the Proposed Development. It has been confirmed in the full set of technical assessments attached to this Supporting Planning Statement that no adverse impact in terms of traffic, drainage and sewerage, noise, air quality, landscape, and water supply is anticipated.
- 6.1.4 In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek favourable consideration from the TPB to give support to this Section 16 Planning Application.

Figures



LEGEND



Application Site

ZONING

C(1)	Commercial (1)	O(1)	Open Space (1)
C(2)	Commercial (2)	OU	Other Specified Uses
G/IC	Government, Institution or Community	R(A)1	Residential (Group A)1
G/IC(1)	Government, Institution or Community(1)	R(A)2	Residential (Group A)2
GB	Green Belt	R(A)3	Residential (Group A)3
I	Industrial	V	Village Type Development
O	Open Space		

Figure No.	Scale	Figure Title
2.1	As shown	Location Plan
ARUP	Date	Source
	Aug 2025	Extracted from the Approved Hung Shui Kiu/ Ha Tsuen Outline Zoning Plan (No. S/HSK/2) gazetted on 26 October 2018

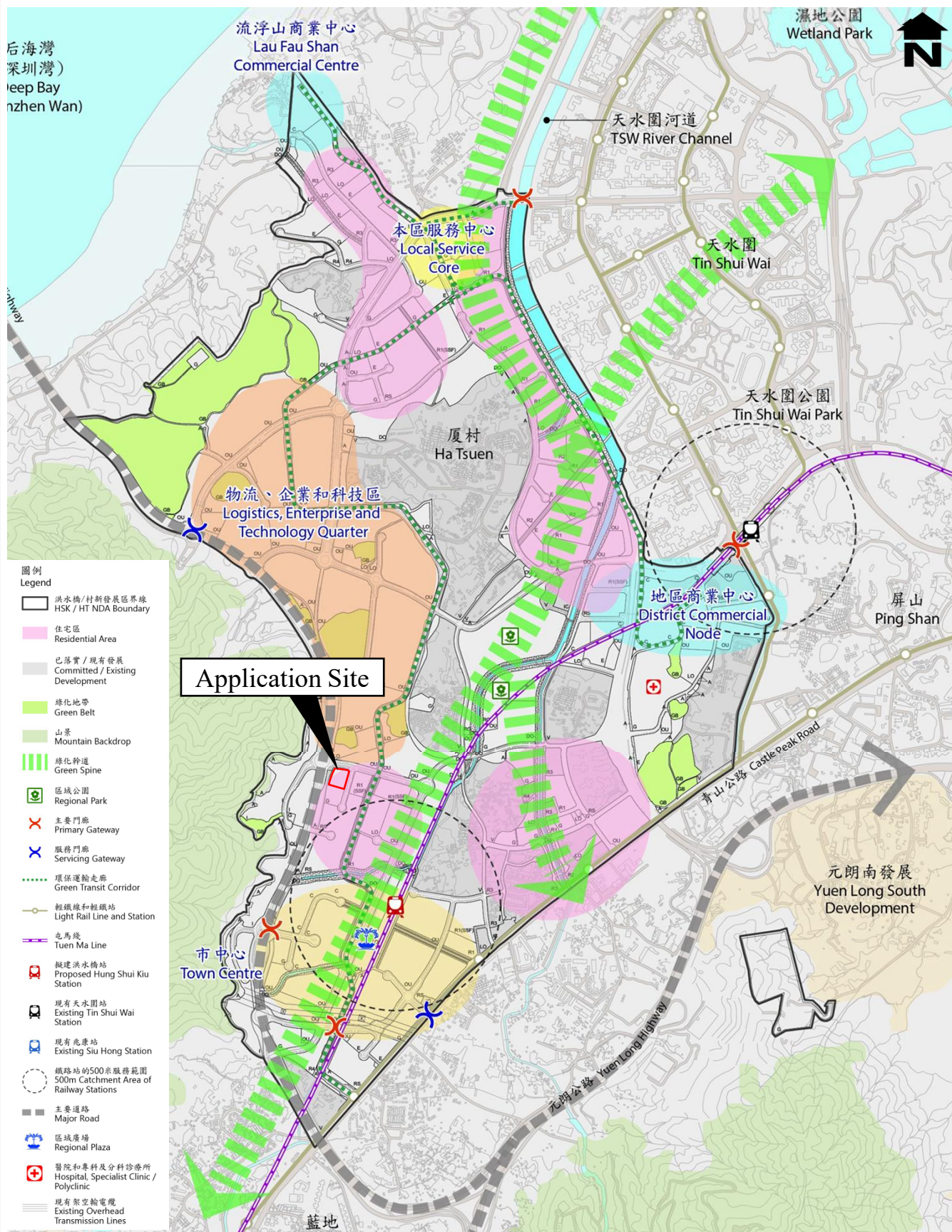
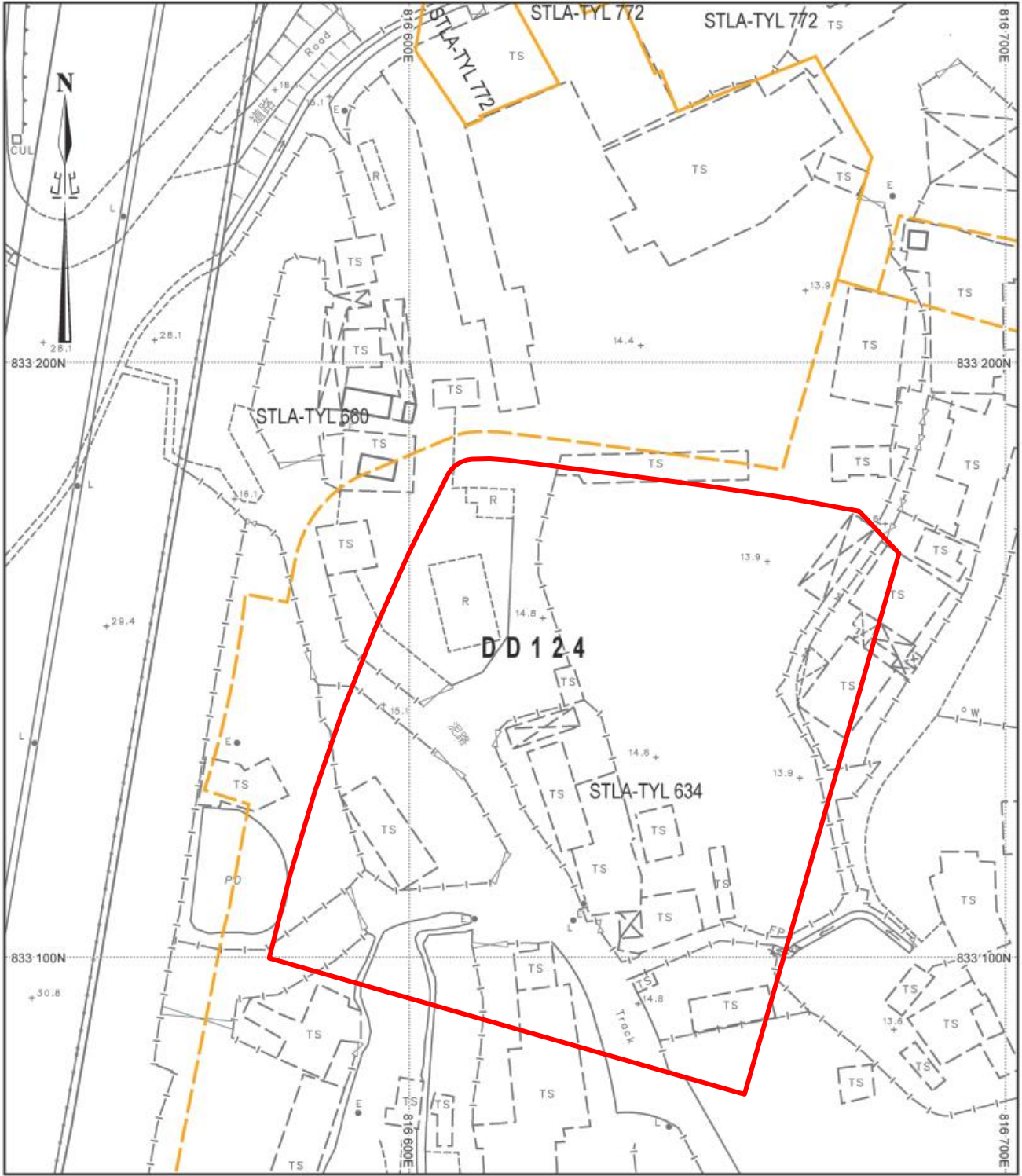


Figure No. 2.2	Scale	Figure Title Planning and Land Use Framework of Hung Shui Kiu/ Hai Tsuen NDA
ARUP	Date Aug 2025	Source Extracted from the Hung Shui Kiu/ Ha Tsuen Outline Development Plan (No. D/HSK/2) adopted on 20 August 2024

地段索引圖 LOT INDEX PLAN



地政總署測繪處 Survey and Mapping Office, Lands Department

比例尺 SCALE 1:1 000



LEGEND

 Application Site

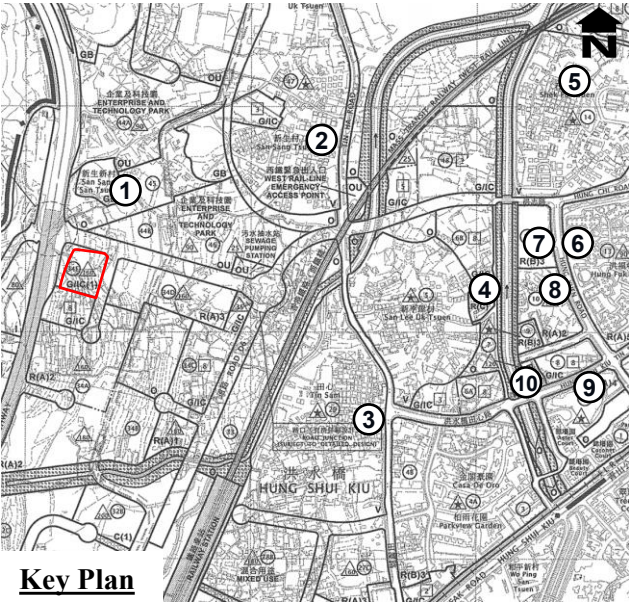
Figure No. 2.3	Scale As shown	Figure Title Lot Index Plan
ARUP	Date Aug 2025	Source -



LEGEND

 Application Site

Figure No. 2.4	Scale -	Figure Title Existing Conditions of the Application Site
ARUP	Date Aug 2025	Source Aerial photo taken in August 2025



LEGEND

Application Site



Existing Open Storage



San Sang Tsuen in “V” zone

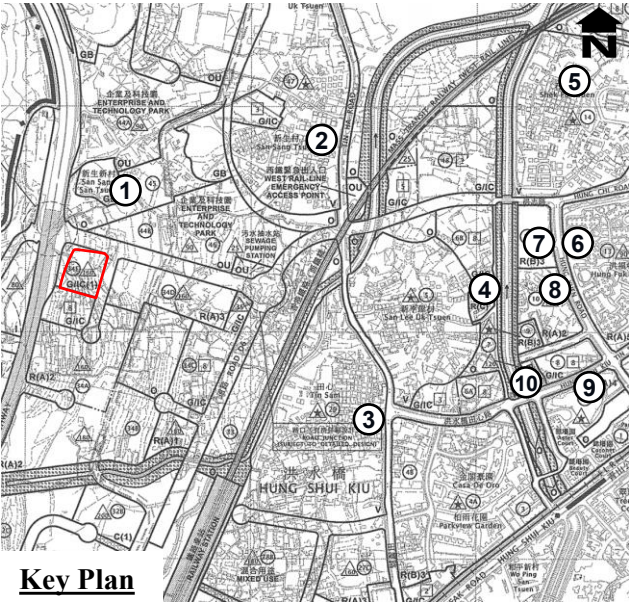


Shrine Tin Sam Tsuen (Grade 3)
in Tin Sam Tsuen in “V” zone



Bellevue Court in “R(C)” zone

Figure No.	Scale	Figure Title
2.5a	-	Surrounding Context of the Application Site (Sheet 1 of 2)
ARUP	Date	Source
	Aug 2025	Site Photo taken in September 2025



Key Plan

LEGEND

Application Site



Entrance Gate of Shek Po Wai (Grade 3) in “V” zone



Hung Fuk Estate in “R(A)5” zone

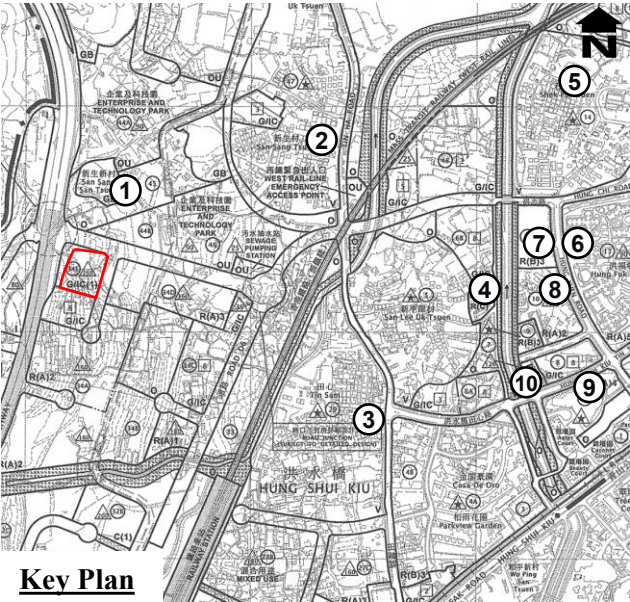


LYOS in “R(B)3” zone



Eminence Tower I in “R(A)2” zone

Figure No.	Scale	Figure Title
2.5b	-	Surrounding Context of the Application Site (Sheet 2 of 2)
ARUP	Date	Source
	Aug 2025	Site Photo taken in September 2025



LEGEND

Application Site

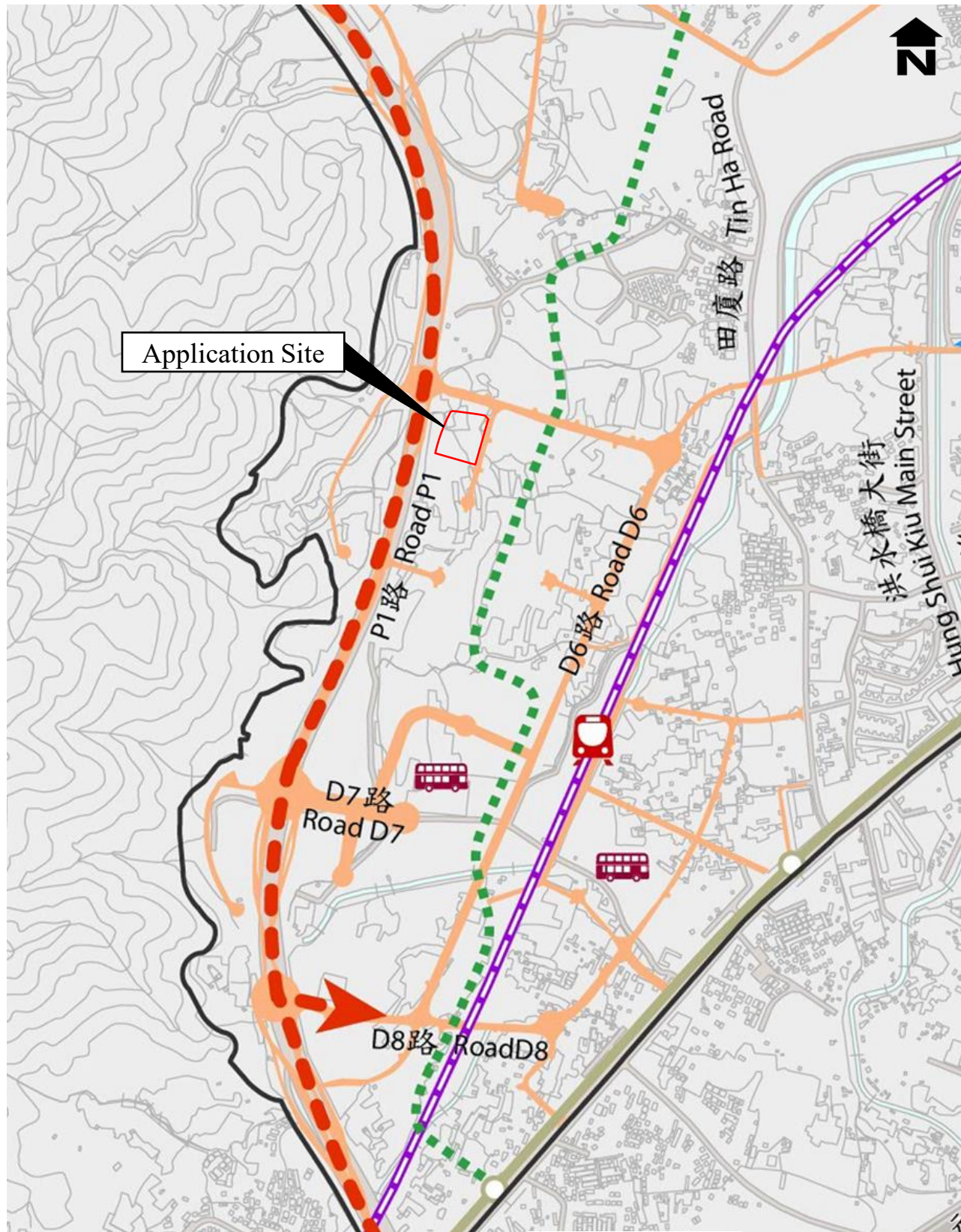


High Park in “R(A)4” zone



Eminence Terrace I in “R(A)3” zone

Figure No. 2.5c	Scale -	Figure Title Surrounding Context of the Application Site (Sheet 2 of 2)
ARUP	Date Aug 2025	Source Site Photo taken in September 2025



LEGEND



Application Site

現有道路
Existing Road

擬議道路
Proposed Road

擬議擴闊現有屏廈路
Proposed Widening of
Existing Ping Ha Road

輕鐵
Light Rail

洪水橋/厦村新發展區界線
HSK / HT NDA Boundary

環保運輸走廊
Green Transit Corridor

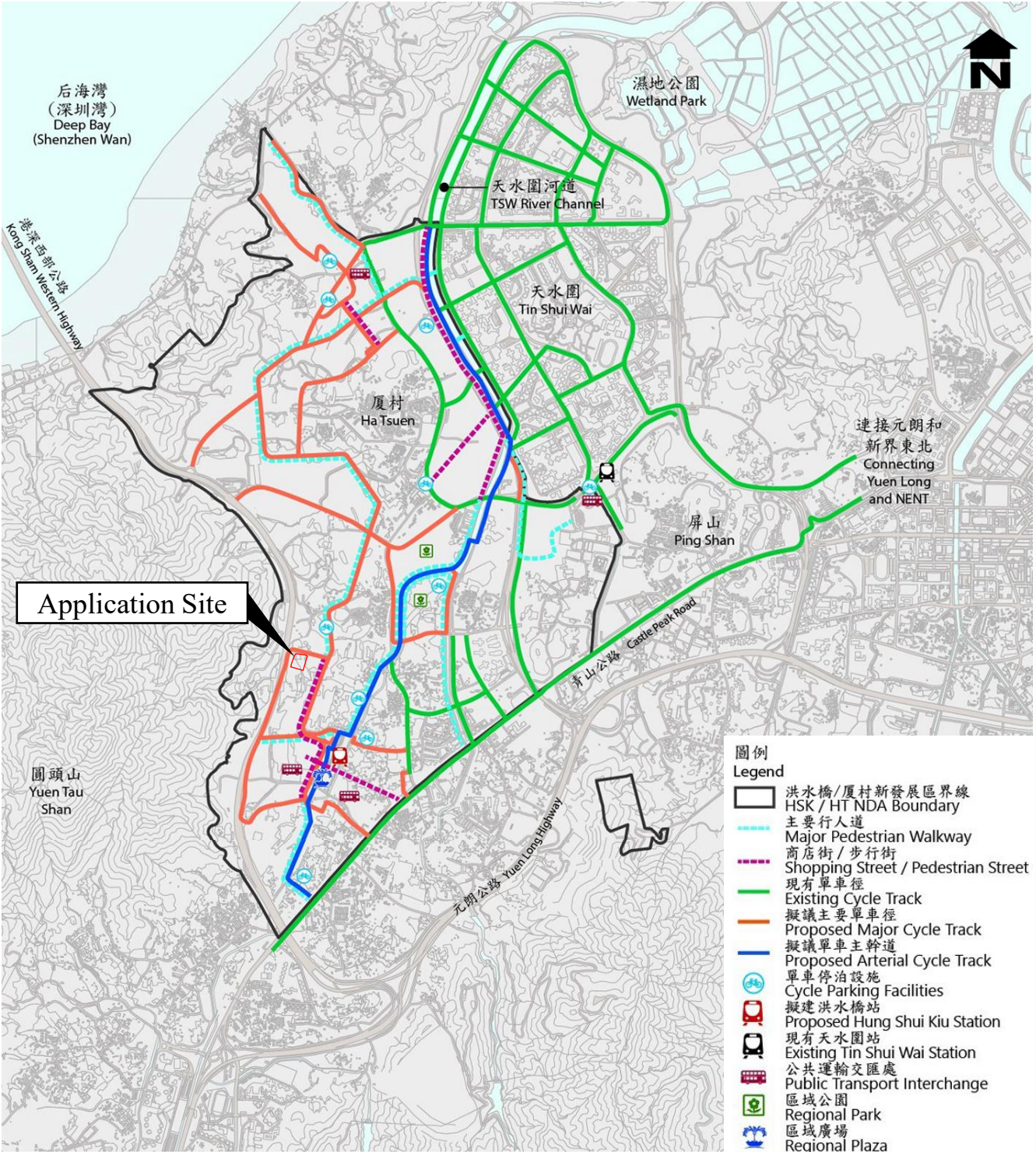
從屯門通過港深西部公路
Through Kong Sham Western
Highway from Tuen Mun

公共運輸交匯處
Public Transport Interchange



擬建洪水橋站
Proposed Hung Shui Kiu
Station

Figure No. 2.6a	Scale -	Figure Title Accessibility of the Application Site (Sheet 1 of 3)
ARUP	Date Aug 2025	Source Extracted from the Hung Shui Kiu/ Ha Tsuen Outline Development Plan (No. D/HSK/2) adopted on 20 August 2024



LEGEND

Application Site

Figure No.
2.6b

Scale

-

Figure Title

Accessibility of the Application Site (Sheet 2 of 3)

ARUP

Date

Aug 2025

Source

Extracted from the Hung Shui Kiu/ Ha Tsuen Outline Development Plan (No. D/HSK/2) adopted on 20 August 2024



Legend :

Smart and Green Mass Transit System
(Phase 1) in Hung Shui Kiu/Ha Tsuen
New Development Area
- Proposed Alignment

-  Proposed Station
-  Proposed At-grade Section
-  Proposed Elevated Section

 Proposed Shared Junction

 Proposed Grade-separated Junction

 Preliminary Alignment of Remaining Phase (Currently under Review)

 Proposed Depot

 Tuen Ma Line Station

 Hung Shui Kiu/Ha Tsuen New Development Area

 Residential Area

 Town Centre

 Logistics, Enterprise and Technology Quarter

 District Commercial Node

 Existing Village Neighborhood

Note: The Proposed Alignment of Smart and Green Mass Transit System subject to the Gazette Documents to be Published in the Future.

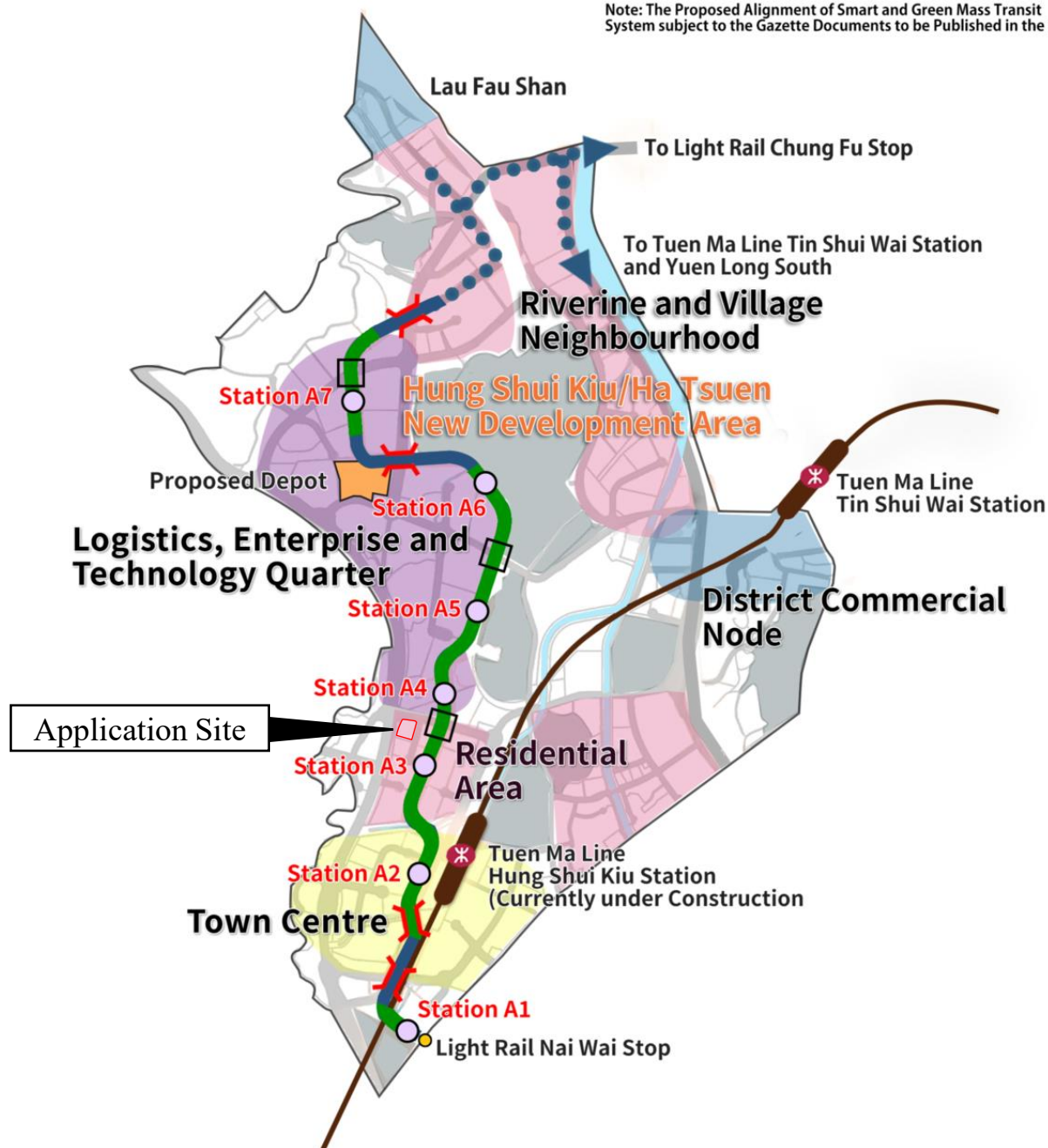


Figure No.
2.6c

Scale
-

Figure Title

Accessibility of the Application Site (Sheet 3 of 3)

ARUP

Date
Aug 2025

Source

Extracted from SGMTS website
<https://www.hskhtsgmts.hk/en/home/> on 18 August 2025

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarters on land designated "G/IC(1)" only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Bus Depot Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Firing Range Flat (not elsewhere specified) Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

Figure No. 3.1a	Scale -	Figure Title Extracted Schedule of Uses of the approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 – Government, Institution or Community
ARUP	Date Aug 2025	Source Extracted from Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (a) 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 the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Schedule of Uses of the approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 – Government, Institution or Community
3.1b	-		
ARUP	<i>Date</i>	<i>Source</i>	Extracted from Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2
	Aug 2025		

- 11.8.5 A GIC Complex site for community hall, clinic, refuse collection point (RCP) as well as other social welfare facilities is reserved in the Local Service Core in Planning Area 62C for serving the northern part of the Area and the neighbouring TSW New Town. Development within this site is subject to maximum BH of 50mPD. A committed RCP cum office uses (6 storeys) by FEHD is located in Planning Area 8 and another planned RCP is reserved in Planning Area 36.
- 11.8.6 A proposed hospital including polyclinic / specialist clinics is reserved in Planning Area 20. Development of this site is subject to a maximum BH of 80mPD to allow flexibility in the design of hospital, clinic and ancillary uses.
- 11.8.7 Planning Area 31A to the southwest of the proposed HSK Station is primarily for post-secondary educational uses, either for publicly funded or self-financing institutions. It may include academic facilities, student hostels and/or other related ancillary facilities depending on the prevailing needs and requirements by the Education Bureau (EDB). Development within this site is subject to a maximum BH of 80mPD. The site is bisected by the planned riverside promenade across from the west to east and future development should take account of the planned riverside promenade for integrated design. This site is located to the immediate north of the 400kV overhead power lines (with pylons). Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.
- 11.8.8 A district police station cum police married quarters in Planning Area 26B and a divisional fire station and ambulance depot cum staff quarters in Planning Area 34E are designated "G/IC(1)". Development of these sites is subject to a maximum BH of 130mPD and 160mPD respectively. There are 400kV overhead power lines (with pylons) in the southern part of the site in Planning Area 26B. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted. Being in close proximity, future development in Planning Area 34E should observe the possible constraints posed by the proposed TMWB and its slip roads connecting to KSWH.
- 11.8.9 There are other sites zoned "G/IC" to reflect the existing developments including the Church of Jesus Christ of Latter – Day Saints (Hung Shui Kiu) in Planning Area 4A, Ling Liang Church in Planning Area 27A at Castle Peak Road, and the Pok Oi Hospital

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of the approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 – Government, Institution or Community
3.2	-		
ARUP	Date	Source	Extracted from Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2
	Aug 2025		

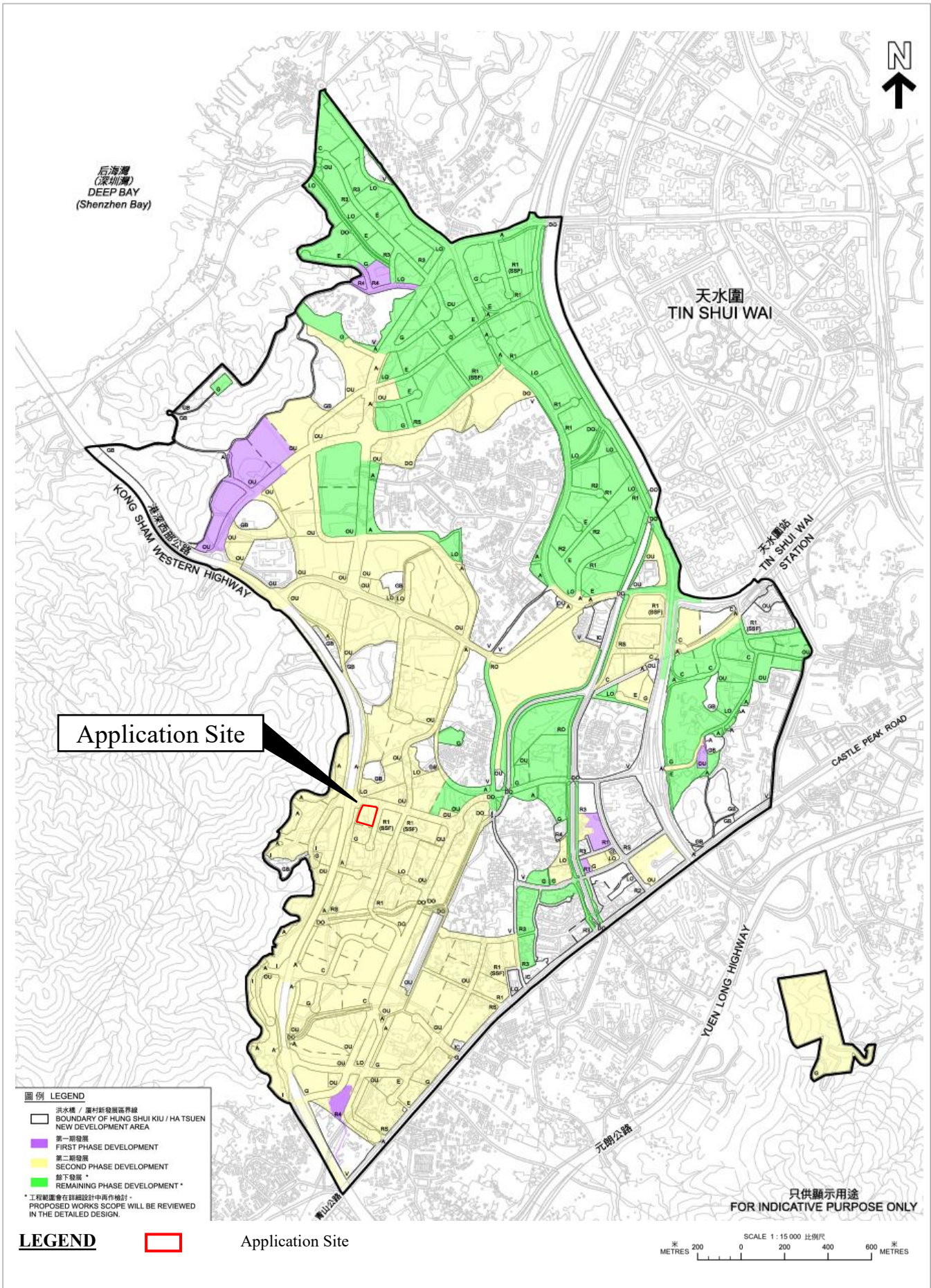
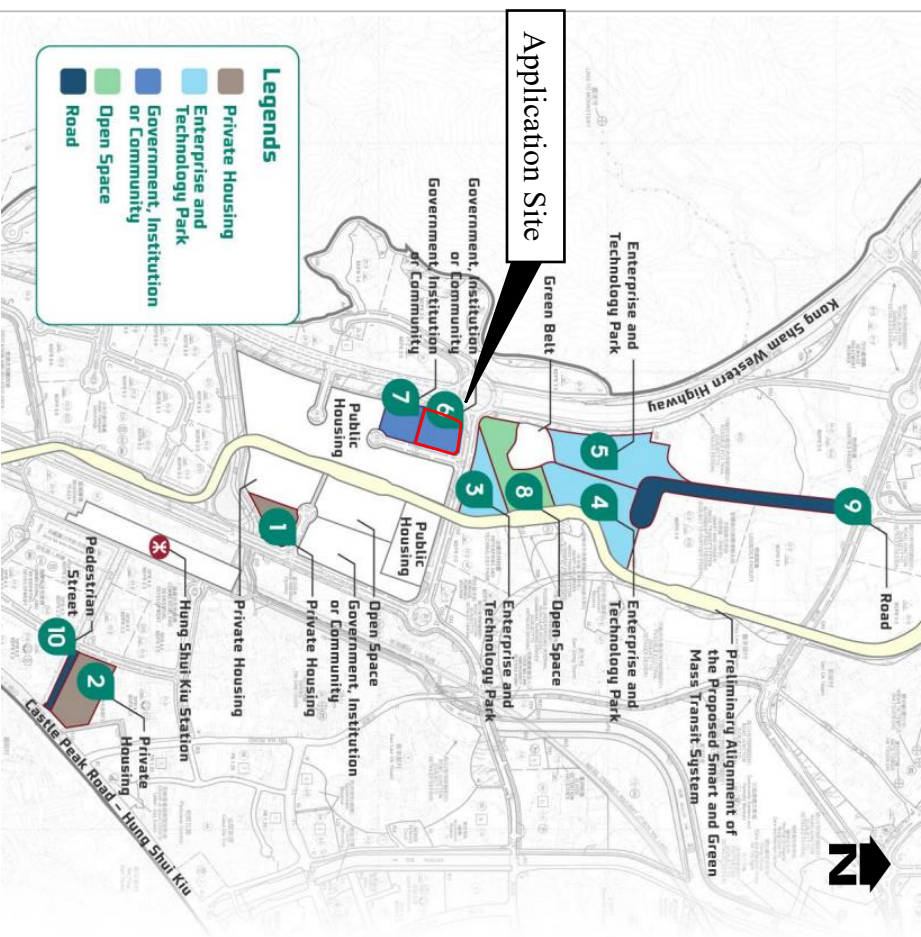


Figure No. 3.4	Scale As shown	Figure Title Phasing Plan of Hung Shui Kiu/ Hai Tsuen NDA
ARUP	Date Aug 2025	Source Extracted from the Hung Shui Kiu/ Ha Tsuen Outline Development Plan (No. D/HSK/2) adopted on 20 August 2024



Pilot Area in Hung Shui Kiu / Ha Tsuen NDA

Area: About 12.5 ha

Carry out site formation works and retain the sites for development and construction of superstructure

Private Housing Sites

- 1 Site area: About 0.67 ha (Note)
Plot ratio: 6 (domestic), 0.5 (non-domestic)
- 2 Site area: About 1.32 ha
Plot ratio: 6 (domestic), 0.5 (non-domestic)
- 3 Site area: About 1.05 ha
Plot ratio: 5

Enterprise and Technology Park Sites

Carry out site formation works and then hand back to the Government

Enterprise and Technology Park Sites

- 4 Site area: About 2.16 ha
- 5 Site area: About 2.34 ha
- 6 Site area: About 0.77 ha
- 7 Site area: About 0.63 ha

Government, Institution or Community Sites

Carry out site formation and construction works, then hand back to the Government

Open Space

- 8 Site area: About 1.57 ha
- 9 Site area: About 1.8 ha
- 10 Site area: About 0.21 ha

Road / Pedestrian Street

Note: The area of this private housing site will be subject to the result of a land exchange application under the Enhanced Conventional New Town Approach at an adjoining site.

LEGEND

 Application Site

Figure No.	Scale	Figure Title	Pilot Area in Hung Shui Kiu/ Hai Tsuen NDA under Large-scale Land Disposal
3.5	-	Source	Extracted from the Fact Sheet on Three Pilot Areas under Large-scale Land Disposal (released on 29 November 2024)
ARUP	Date		
	Aug 2025		

Figure No. 5.1	Scale -	Figure Title	Development Intensity of Residential Sites in the Surrounding
ARUP	Date Sept 2025	Source	Extracted from Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 and Approved Planning Application No. A/HSK/452