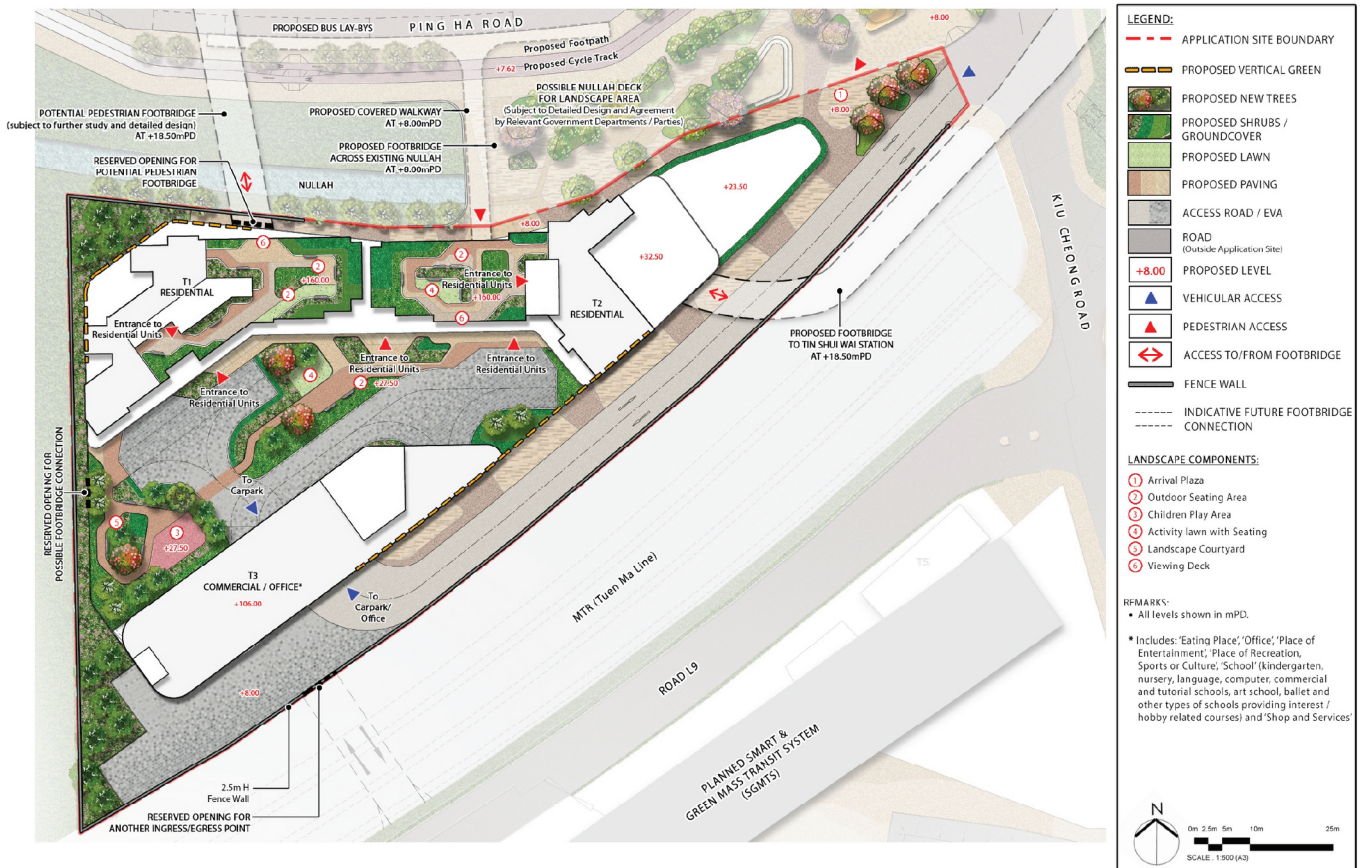


Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Planning Statement



June 2026

**Ilewelyn
davies**

In association with

AECOM Asia Company Limited

Asia Infrastructure Solutions Limited

Atelier Glow Limited

AXXA Group Limited

Ramboll Hong Kong Limited

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Appendix D Traffic Impact Assessment
Appendix E Environmental Assessment
Appendix F Drainage Impact Assessment
Appendix G Sewerage Impact Assessment
Appendix H Water Supply Impact Assessment

EXECUTIVE SUMMARY

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the Proposed Development) at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the Application Site) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

The Application Site is located within the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA) and to the immediate southwest of Tin Shui Wai (TSW) MTR Station. It covers an area of about 9,946m² and is zoned “Commercial (2)” (“C(2)”) on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 subject to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD. In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site.

Indicative Development Proposal

The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8 complying with the OZP restriction). It comprises two 38-storey residential towers with BH of not more than 160mPD and one commercial/office tower with BH of not more than 106mPD, all situated above a 5-storey commercial/retail podium.

Apart from the Proposed Development at the Application Site, the Applicant also proposes a series of off-site enhancement works, including the provision of footbridges, bus lay-bys, 24-hour pedestrian links and a possible nullah deck for landscape area, to strengthen connectivity and walkability, improve pedestrian environment, provide public benefit and establish the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA.

Development Justifications and Planning Merits

The Proposed Development is justified by the followings:

- The Proposed Development is in line with the latest Government policy to allow greater flexibility for residential uses within commercial zones in the HSK/HT/NDA;
- The Application Site is the subject of both an approved residential scheme and commercial schemes, thereby justifying the appropriateness of both residential and commercial uses;
- Approval of the subject application is consistent with previous Town Planning Board decisions on similar approved applications within the HSK/HT NDA;
- The Proposed Development being a positive response to the rapidly evolving market condition to ensure a more efficient use of valuable land resources;
- The Proposed Development can provide additional residential units in short- to medium-term to address the continuous housing demand;
- The Proposed Development will serve as a catalyst for development of the nearby “C” and “OU(MU)” sites in the District Commercial Node;
- The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH;
- The Proposed Development presents a well-balanced development mix while safeguarding the planned commercial function of the District Commercial Node;
- A series of off-site enhancement works proposed to strengthen the connectivity and walkability within the neighbourhood, thereby providing public benefit and establishing the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA
- The Proposed Development is fully in line with the relevant urban design principles set out in the OZP, ODP and Urban Design Guidelines;
- The Proposed Development could be realised in a timely manner to inject vibrancy for

the growth of the HSK/HT NDA; and

- The Proposed Development is proven to be technically feasible as per various technical assessments conducted.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯文和英文原文有差異，應以英文為準。)

申請人現根據城市規劃條例第 16 條 (第 131 章)，向城市規劃委員會 (下稱「城規會」) 遞交規劃申請，於元朗橋頭圍丈量約份第 124 約地段第 4354 號 (下稱「申請地點」) 作擬議商住混合發展並申請略為放寬最高建築物高度限制 (下稱「擬議發展」)。

申請地點位於洪水橋 / 廈村新發展區內，並緊鄰天水圍港鐵站西南面。其面積約為 9,946 平方米，在《洪水橋及廈村分區計劃大綱草圖編號 S/HSK/3》上劃為「商業 (2)」地帶，其最高地積比率限為 8 倍，最高建築物高度限為主水平基準上 135 米。鑑於近期政府提倡在洪水橋 / 廈村新發展區的商業用地提供彈性以容納住宅用途；並考慮到不斷演變的市場狀況、持續的房屋需求、以及規劃環境的變化，申請人現提交本申請，以促進在申請地點進行擬議商住混合發展。

發展計劃概覽

擬議發展採用約 5.2 倍的住用地積比率及 2.8 倍的非住用地積比率 (總地積比率為 8 倍，符合分區計劃大綱圖的限制)。發展項目包括兩座不高於主水平基準以上 160 米的 38 層住宅大樓，以及一座不高於主水平基準以上 106 米的商業 / 辦公大樓。三座大樓均坐落於一個 5 層高的商業 / 零售平台之上。

除申請地點內的擬議發展外，申請人亦建議在申請地點外進行一系列改善工程，包括提供行人天橋、巴士站、24 小時行人通道及可能興建的明渠上蓋園景平台，以加強當區連繫及改善步行環境，為地區公眾帶來裨益並將擬議發展打造成連接天水圍新市鎮及洪水橋 / 廈村新發展區的門戶。

發展理據及規劃增益

以下為支持本規劃申請的發展理據：

- 擬議發展符合政府在洪水橋 / 廈村新發展區內，為商業用地提供更大彈性以容納住宅用途的最新政策；
- 申請地點已有先前獲批准的住宅發展方案及商業發展方案，證明住宅及商業用途均為適合；

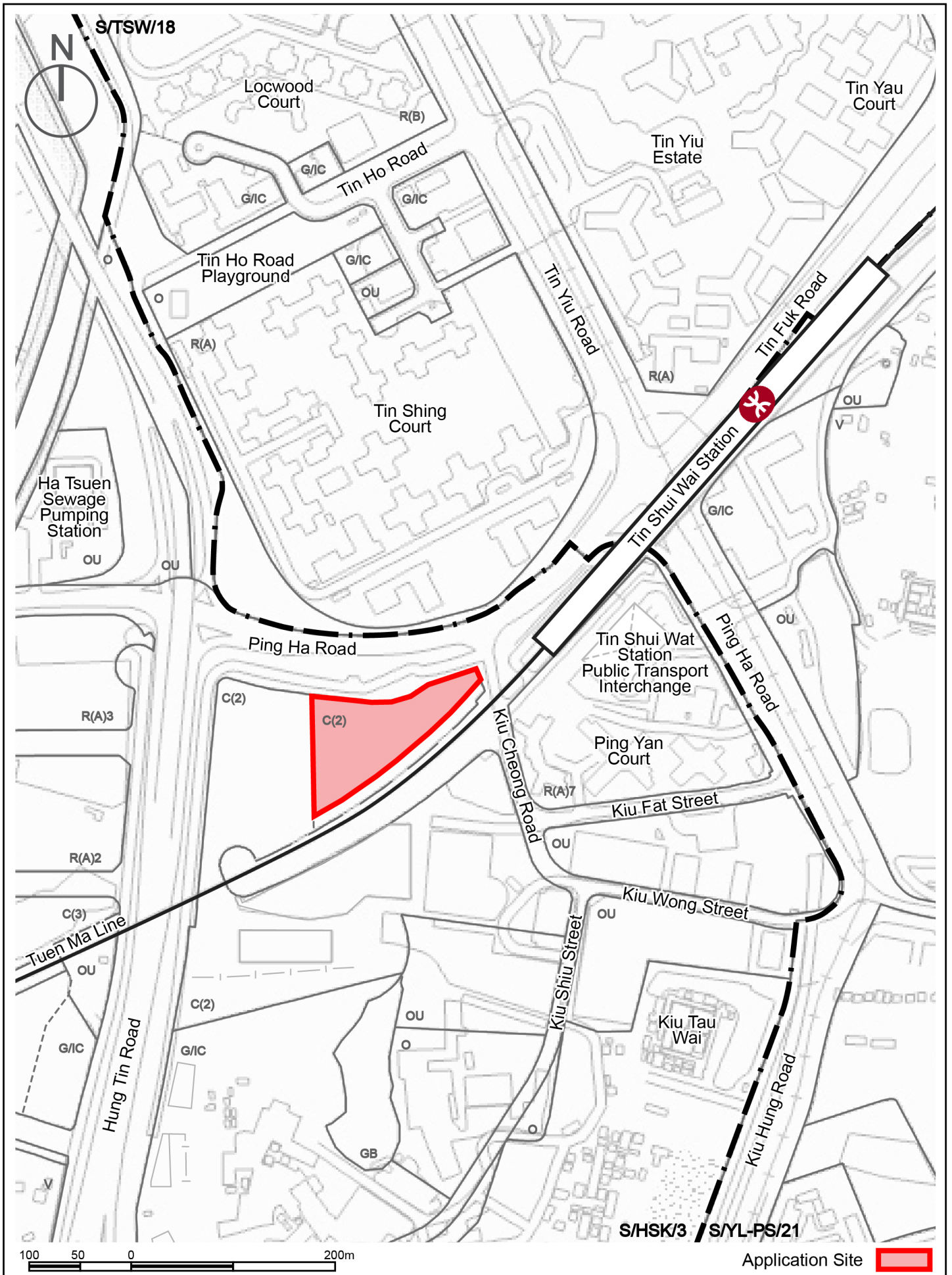
- 批准本申請與城規會過往在洪水橋 / 厦村新發展區內批准類似發展項目的決定一致；
- 擬議發展積極回應不斷改變的市場狀況，以確保更有效地運用寶貴的土地資源；
- 擬議發展可在短中期內提供額外住宅單位，以滿足持續的房屋需求；
- 擬議發展將成為推動地區商業中心內其他「商業」及「其他指定用途（混合用途）」地帶發展的重要催化劑；
- 擬議發展在土地用途及建築物高度方面，均與周邊環境完全相容；
- 擬議發展的商住比例規劃得宜，確保地區商業中心的商業功能不受影響；
- 申請人建議在申請地點外進行一系列改善工程，以加強當區連繫及改善步行環境，為地區公眾帶來裨益並將擬議發展打造成連接天水圍新市鎮及洪水橋 / 厦村新發展區的門戶；
- 擬議發展完全符合分區計劃大綱圖、發展大綱圖及城市設計指引所載列的相關城市設計原則；
- 擬議發展可及時落實，並為洪水橋 / 厦村新發展區注入活力；以及
- 根據各項技術評估，擬議發展在各技術層面均是可行的。

基於上述發展理據，現懇請城規會能對是次規劃申請予以贊同。

1 INTRODUCTION

1.1 Purpose of Submission

- 1.1.1 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the Proposed Development) at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the Application Site) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131) (**Figure 1.1** refers).
- 1.1.2 The Application Site is located within the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA) and to the immediate southwest of Tin Shui Wai (TSW) MTR Station. It covers an area of about 9,946m² and is zoned “Commercial (2)” (“C(2)”) on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 (**Figure 1.2** refers) subject to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD. According to the Notes of the OZP (**Attachment 1** refers), while various commercial uses are always permitted, ‘Flat’ is a Column 2 use which requires permission from the Board. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under S16 of the Ordinance.
- 1.1.3 In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site. The Proposed Development aims to fully realise the site’s potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.



Application Site



Title
 Extract of the Draft Hung Shui Kiu and Ha Tsuen
 Outline Zoning Plan No. S/HSK/3

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure		
NA	1.2		

1.2 Report Structure

1.2.1 This planning statement includes the following sections:

- Section 2: describes the Application Site and analyses its planning and surrounding context;
- Section 3: depicts the indicative development proposal and the proposed planning and design merits;
- Section 4: presents key considerations from visual, air ventilation, traffic, environmental, drainage, sewerage and water supply perspectives;
- Section 5: presents the planning justifications of the Proposed Development; and
- Section 6: concludes the planning statement.

1.2.2 Detailed technical assessments and other supplementary information are attached in **Appendices A to H**.

- Appendix A Landscape Master Plan
- Appendix B Visual Impact Assessment
- Appendix C Air Ventilation Assessment – Expert Evaluation
- Appendix D Traffic Impact Assessment
- Appendix E Environmental Assessment
- Appendix F Drainage Impact Assessment
- Appendix G Sewerage Impact Assessment
- Appendix H Water Supply Impact Assessment

2 SITE AND DEVELOPMENT CONTEXT

2.1 Site and Surrounding Context

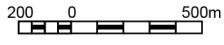
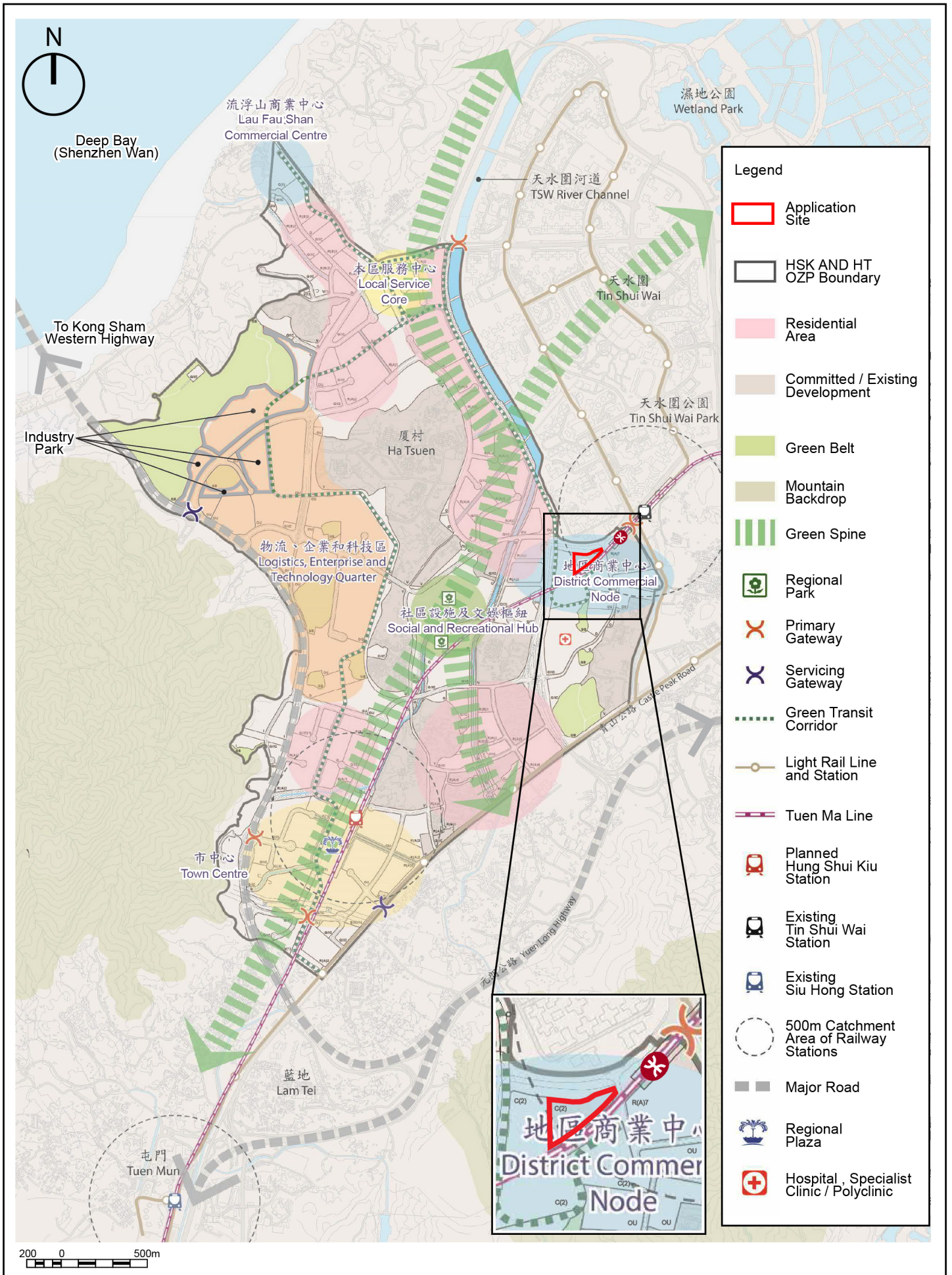
2.1.1 The Application Site covers an area of about 9,946m² and is currently mostly vacant. It is bounded by an existing nullah and Ping Ha Road to the north; Kiu Cheong Road to the east; a planned amenity strip ⁽¹⁾ and the Tuen Ma Line viaduct to the south; and a vacant site also falling within the same “C(2)” zone to the west.

2.1.2 The Application Site is highly accessible and well-served by a comprehensive transport network. It is only a 5-minute walk from Exit B of TSW MTR Station and a 10-minute walk from the Hang Mei Tsuen Light Rail Station. A large variety of franchised bus, MTR bus and minibus routes are also available along Ping Ha Road and at the nearby TSW Station Public Transport Interchange. The Application Site is currently accessible via Kiu Cheong Road which branches off from Ping Ha Road, an important local distributor in the area.

Surrounding Context

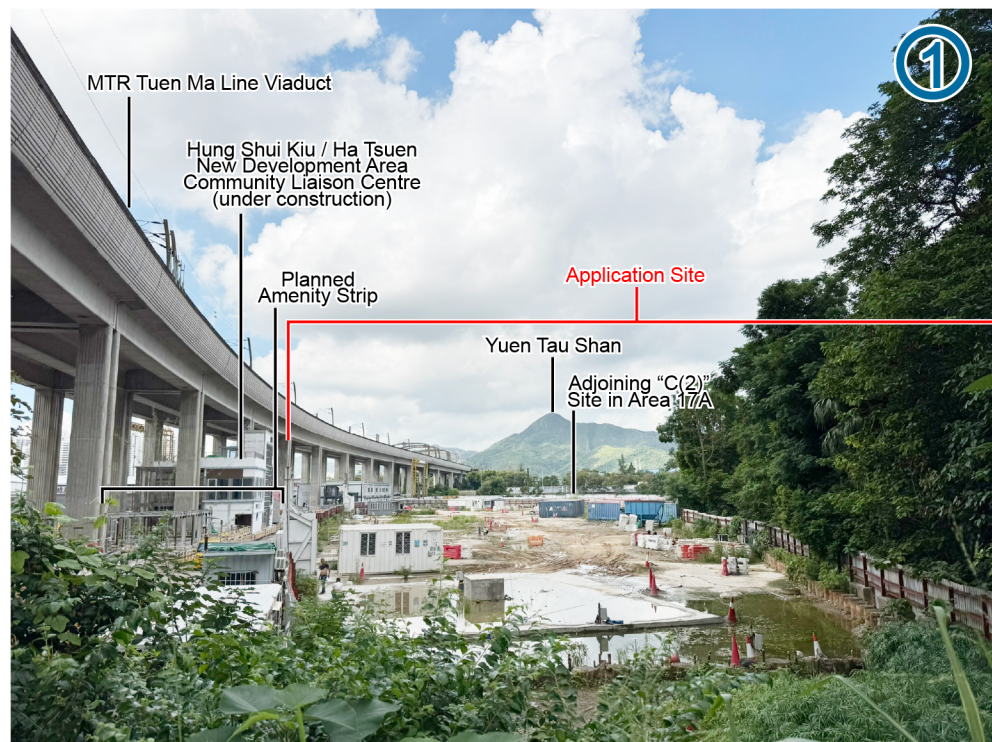
2.1.3 The HSK/HT NDA is planned to comprise two major nodes, including a primary node known as the “Regional Economic and Civic Hub” around the future Hung Shui Kiu (HSK) Stations of MTR Tuen Ma Line and the future Hong Kong-Shenzhen Western Rail Link, and a secondary node known as the “District Commercial Node” around the existing TSW Station, formed by the Application Site, together with other “C”, “Other Specified Uses (Mixed Use)” (“OU(MU)”), and “Residential (Group A)” (“R(A)”) sites (**Figure 2.1** refers).

⁽¹⁾ A strip of government land is sandwiched between the Application Site and the MTR Tuen Ma Line viaduct to the south within the subject “C(2)” zone. The strip of land is currently used as a works area in support of the HSK/HT NDA Community Liaison Centre under construction beneath the MTR viaduct. Despite falling within the same “C(2)” zone as the Application Site, the strip of land is zoned “Amenity” on the Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP) and planned as an “Amenity Strip” under the HSK/HT NDA Urban Design Guidelines. Given its government ownership, current use as a works area and its planned long-term use as an amenity strip, this strip of land is not included in the Application Site boundary.



	Title Extract of the Planning and Urban Design Concept Plan of the Hung Shui Kiu and Ha Tsuen New Development Area	Checked	DH	Drawn	PW
		Rev	0	Date	Jun 2026
		Scale	NA	Figure	2.1

- 2.1.4 To the north of the Application Site across Ping Ha Road is the existing TSW New Town predominantly occupied by high-density residential developments. In particular, a residential neighbourhood comprising Tin Shing Court and three schools (namely the Lions Clubs International Ho Tak Sum Primary School, YLPMSAA Tang Siu Tong Secondary School and QE School Old Students' Association Branch Primary School) are located to the immediate north of Ping Ha Road yet completely fenced off from the roadside footpath.
- 2.1.5 To the east of the Application Site across Kiu Cheong Road is another high-density residential development known as Ping Yan Court.
- 2.1.6 To the south of the Application Site across the MTR viaduct are existing temporary structures and car services centres falling within the same "C(2)" zone earmarked for commercial developments. A planned Smart and Green Mass Transit System (SGMTS) Station is also located to the south of the MTR viaduct near Kiu Cheong Road.
- 2.1.7 To the west of the Application Site is a vacant site in Area 17A also falling within the same "C(2)" zone.
- 2.1.8 **Figure 2.2** shows the site and surrounding context of the Application Site, whereas **Figure 2.3** further illustrates the accessibility and walkability issues in the existing neighbourhood.



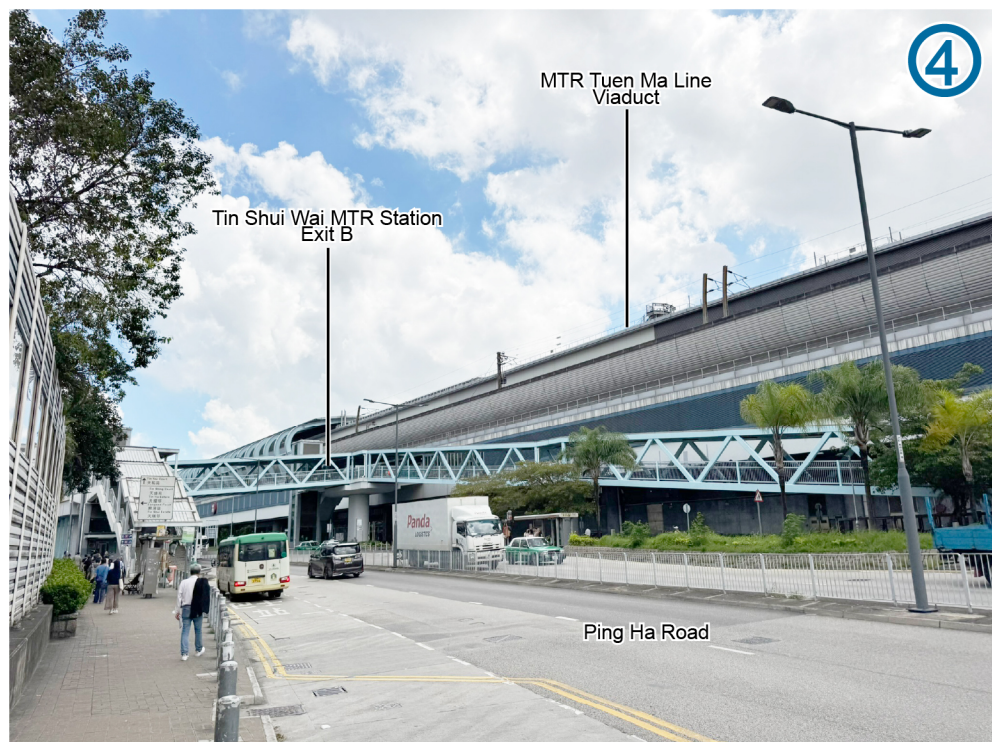
The Application Site is currently mostly vacant



Existing nullah to the north of the Application Site



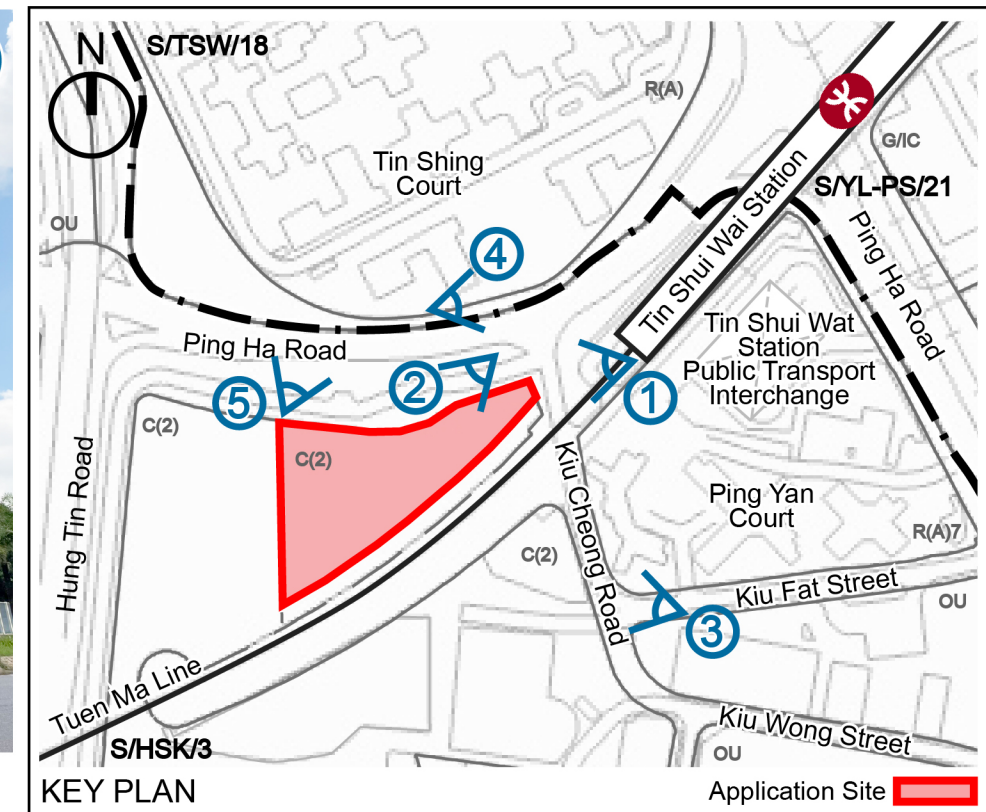
Temporary structure and car services centre to the south of the Application Site

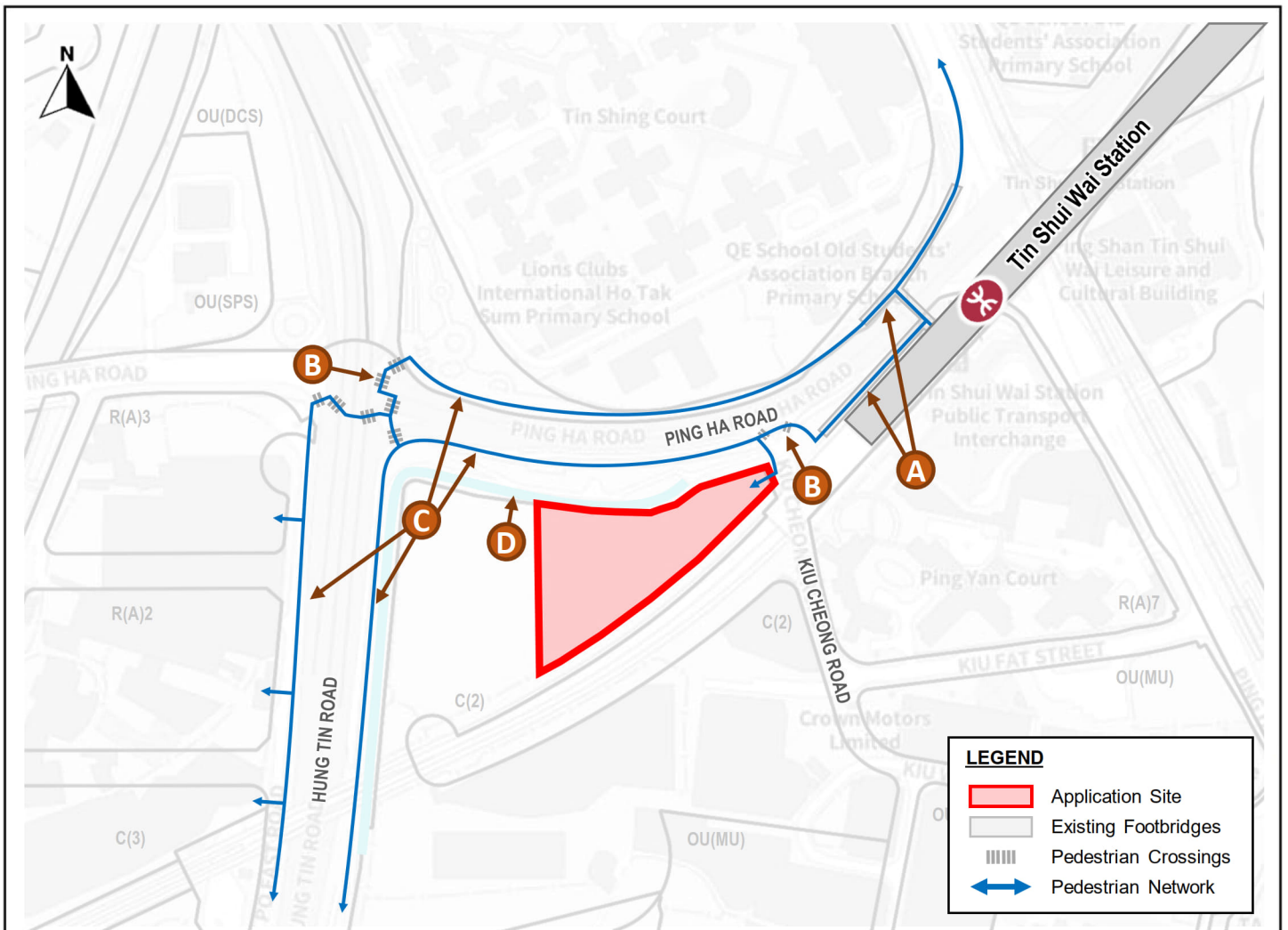


Tin Shui Wai MTR Station



Tin Shing Court and schools across Ping Ha Road to the north of the Application Site which are completely fenced off from the roadside footpath





A Level changes causing inconvenience particularly to pedestrians with mobility difficulties



Long ramp outside Exit B of TSW Station



Stairs outside Exit B of TSW Station

B Multiple pedestrian crossings causing inconvenience and safety concerns



Signal-controlled crossings at J/O Hung Tin Road & Ping Ha Road



Cautionary crossing at Kiu Cheong Road

C Unpleasant footpaths alongside busy traffic

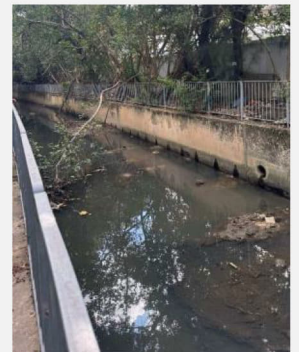


Narrow footpath along Kiu Cheong Road with no shading and trees



Busy traffic at Ping Ha Road

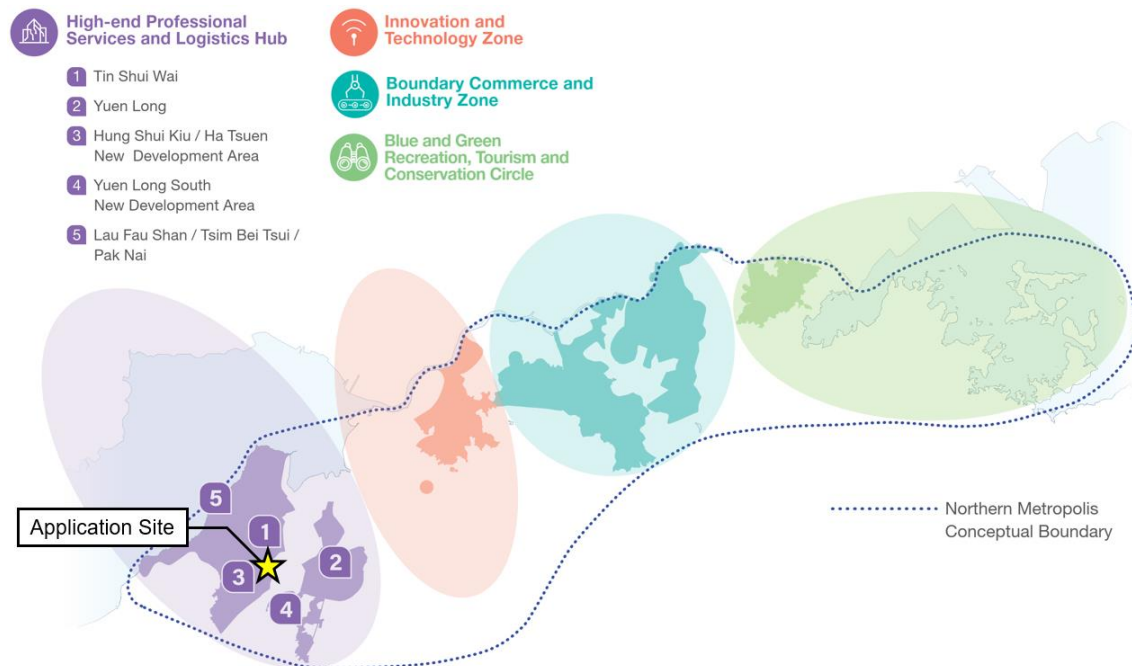
D Presence of an unsightly nullah separating the site from Ping Ha Road with a considerable level difference, hindering accessibility and depriving the streetscape



2.2 Changing Planning Context Warranting Review of Development Potential

Full-Speed Development of the Northern Metropolis (NM) with Ample Supply of Commercial Floorspace in Coming Years

2.2.1 In October 2021, the Government put forward the Northern Metropolis Development Strategy (NMDS), proposing to develop the northern part of Hong Kong into a metropolitan area, ideal for people to live, work and travel, and increase land for housing, industries and community facilities. Following the NMDS, the Government further promulgated the Northern Metropolis Action Agenda (NMAA) in October 2023, outlining the development positioning of the four major zones in NM, one of which being the High-end Professional Services and Logistics Hub comprising the HSK/HT NDA and other existing and planned development areas. The High-end Professional Services and Logistics Hub is positioned to promote and deepen high-end economic cooperation with Shenzhen's Qianhai Cooperation Zone and Nanshan District in finance, professional services and logistics services.



Four Major Zones of the Northern Metropolis under the NMAA

2.2.2 Since the promulgation of the NMAA, development of NM has advanced at full speed. The Government has also reiterated the importance and strategic significance of NM In the 2025 Policy Address, and announced a series of initiatives to accelerate its implementation. In the future, the HSK/HT NDA will make

available at least 2,000,000m² of commercial floorspace for local, Mainland and international enterprises to provide high-end professional services, including over 1,000,000m² within the HSK Town Centre. In parallel, a consultancy study is currently underway for the development at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas (collectively referred to as the “LFS Area”). As outlined in the development proposal published in 2024, the LFS Area will serve as an extension of the HSK/HT NDA and be positioned as a Digital Technology Hub, with 28% of its land use allocated to economic activities creating about 50,000 employment opportunities. Together with other existing and planned development areas, including the Tin Shui Wai New Town, Yuen Long New Town and the Yuen Long South New Development Area, there will be ample supply of commercial floorspace to support the High-end Professional Services and Logistics Hub, as well as the broader NM. This provides scope for review of the distribution of commercial floorspace within the area, ensuring sustainable growth and land use efficiency.

Latest Government Policy to Increase Flexibility for Accommodating Residential Uses in Commercial Sites

2.2.3 To facilitate timely implementation of the developments in NM and taking into account broader market forces and other relevant factors, the Government has announced various policy directives in recent years to increase flexibility in accommodating residential uses at commercial sites, particularly within the HSK/HT NDA:

- In August 2024, the Development Bureau announced that having taken into account industry feedback supporting the inclusion of additional residential uses in the future HSK Town Centre, the Bureau was of the view that up to 20% of non-domestic GFA at commercial and mixed-use sites near the future HSK Station may be reallocated for residential use;
- Later in February 2025, the Financial Secretary announced in the 2025–26 Budget that in view of the high vacancy rates of offices in recent years and the relatively ample supply expected in the next few years, the Government would consider allowing greater flexibility in land use and consider rezoning some commercial sites into residential use;

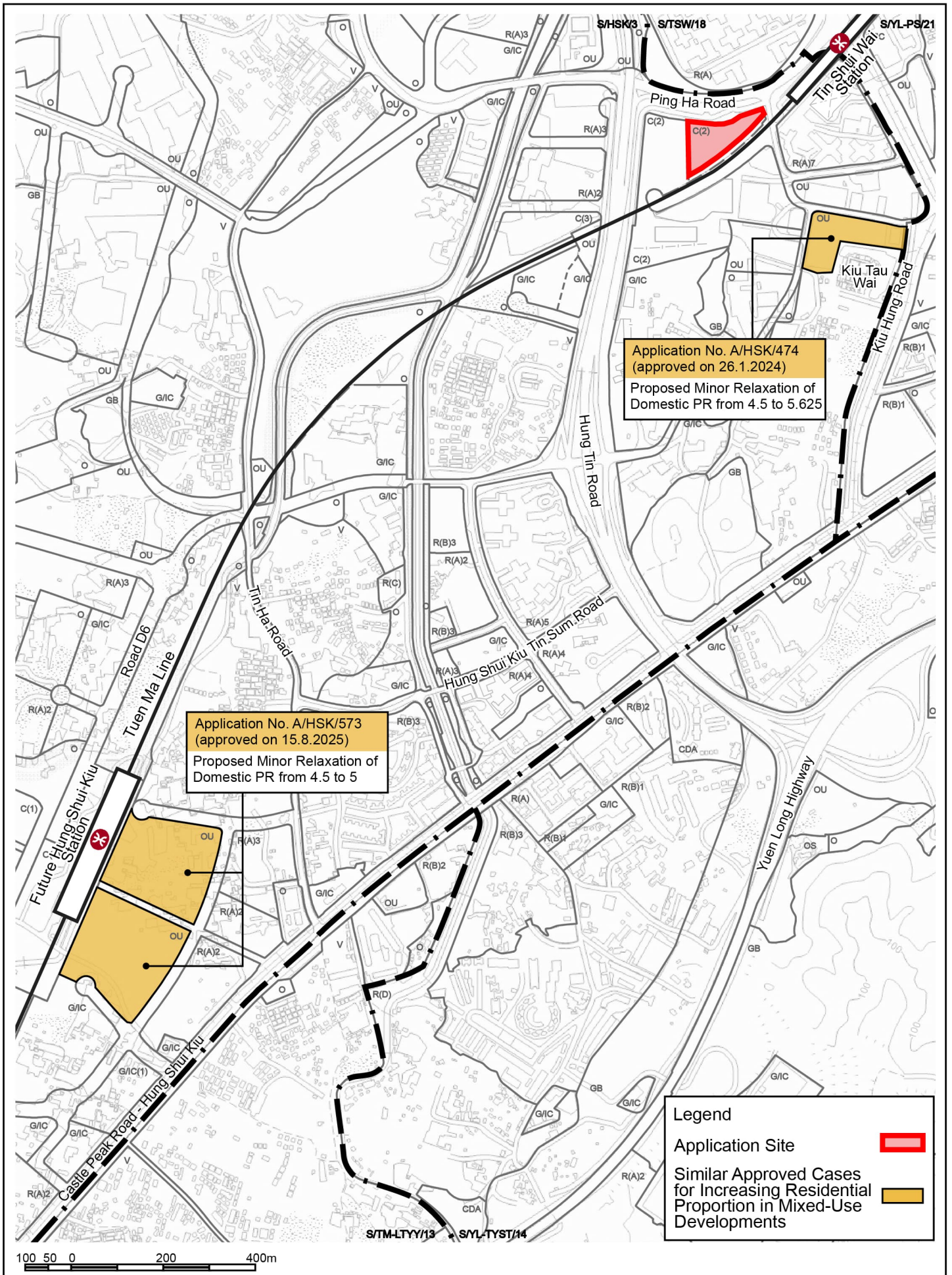
- In March 2025, the Secretary for Development announced that the Government would review measures to increase flexibility for commercial sites for incorporation of more residential uses. In particular, for commercial sites within the HSK/HT NDA, further to the previously announced reallocation of 20% of non-domestic GFA for residential use, the Government would explore relaxing this proportion beyond 20%.

2.2.4 The above-mentioned government directives reflect a policy shift towards greater flexibility in allowing residential uses at commercial sites, particularly within the HSK/HT NDA. Against this backdrop and taking into consideration the ample supply of commercial floorspace in the HSK/HT NDA, it is both timely and appropriate to reassess the development potential and strategic positioning of the Application Site.

Similar Approved Cases for Increasing Residential Proportion in Mixed-Use Developments

2.2.5 In fact, a number of applications proposing to increase the residential proportion of mixed-use developments within the HSK/HT NDA have been approved by the Board in recent years (**Figure 2.4** refers):

- Application No. A/HSK/474 for proposed increase in domestic PR from 4.5 to 5.625 (with the overall PR of 7 remaining unchanged) at an “OU(MU)” site to the southeast of the Application Site was approved by the Board on 26.1.2024. The application was approved on the grounds that it could provide additional residential units to meet the housing demand arising from the growing economic activities in NM, and that the slight reduction of non-domestic GFA in the development would not have significant impact on the overall function of the District Commercial Node;
- Similarly, Application No. A/HSK/573 for proposed increase in domestic PR from 4.5 to 5 (with the overall PR of 7 remaining unchanged) at an “OU(MU)” site near the future HSK Station was approved by the Board on 15.8.2025. The application was supported by the Secretary for Development as it tallied with DevB’s announcement in August 2024 to allow for flexibility on the reallocation of non-domestic GFA for residential uses (as mentioned in Para. 2.2.5 above). The Application was approved on the grounds that the proposed conversion



could provide additional residential units and would not affect the positioning of the HSK/HT NDA as High-end Professional Services and Logistics Hub.

2.2.6 The approval of these applications indicates that the reallocation of non-domestic GFA for residential use is considered not to compromise the planned functions of the NDA; instead, it would help ensure the timely implementation of development projects while providing additional units to support the development of NM. The proposed mix of residential and commercial uses at the Application Site is considered consistent with the Board's similar decisions for nearby sites.

2.3 Evolving Market Conditions Necessitating Adjustments in Development Strategy for the Application Site

Decline in Office Space Demand

2.3.1 Due to the recent economic downturn and changing work patterns resulting from the COVID-19 pandemic, Hong Kong has experienced a substantial decline in office space demand in recent years. According to the Hong Kong Property Review 2026 published by the Rating and Valuation Department, the vacancy rate for private Grade A offices has risen significantly from 11.8% in 2020 to 18.4% in 2025 (i.e. an increase of over 55%). With over 143,000m² and 125,000m² of office space anticipated for completion in 2026 and 2027 respectively, vacancy rates are expected to remain at high level in the near future. Against this background, the development at the Application Site should be carefully reviewed to avoid oversupply of office space and the inefficient use of valuable land resources.

Continuous Housing Demand

2.3.2 Despite the decline in office demand, there remains continuous demand for housing in Hong Kong. As emphasised in the recent Policy Addresses, the Government will continue to enhance the speed, quantity, quality and efficiency of both public and private housing, with the supply target for private housing in the next decade projected to be 126,000 units. With the development of NM going full-speed, it is also anticipated that there will be additional housing demand arising from its growing economic activities.

2.3.3 In view of the above and echoing with the Government's policy directives, the Application Site, which is highly accessible and situated on readily formed land,

possesses great potential to contribute to housing supply in short to medium-term to help meet the private housing supply target under the Long Term Housing Strategy (LTHS) and support the development of NM.

2.4 Distinctive Site History with both Commercial and Residential Schemes Previously Approved by the Board

2.4.1 The Application Site has a distinctive site history, with the Board having approved both a residential scheme and commercial schemes in the past. During the time when the Application Site was zoned “Undetermined” (“U”) on the Ping Shan OZP⁽²⁾, it was subject to three approved S16 Applications, including Application No. A/YL-PS/407 for proposed residential development (approved on 12.9.2014), and Application Nos. A/YL-PS/445 and A/YL-PS/520 for proposed commercial developments (approved on 27.3.2015 and 17.3.2017 respectively). These approvals demonstrate that both residential and commercial developments at the Application Site were considered compatible in land use terms and feasible in technical terms by the Board.

2.4.2 Subsequent to the approvals of two commercial schemes (Application Nos. A/YL-PS/445 and A/YL-PS/520) in 2015 and 2017 respectively, the Application Site was rezoned from “U” to “C(2)” in 2018. While this zoning reflected the Applicant’s intention to pursue commercial development back in 2015-2017, it does not fully capture the Application Site’s broader history of both residential and commercial approvals. It is also worth noting that the commercial schemes were submitted nearly a decade ago, and market conditions have since evolved, as discussed in Section 2.3 above. In this context, the development at this “C(2)” zone may benefit from review to ensure it remains responsive to current and future market needs.

⁽²⁾ Prior to being zoned “C(2)” on the Hung Shui Kiu and Ha Tsuen OZP, the Application Site previously fell within the Ping Shan OZP and was zoned “Undetermined” (“U”) pending detailed planning studies. In May 2017, the Application Site was excised from the Ping Shan OZP and incorporated into the new Hung Shui Kiu and Ha Tsuen OZP.

3 INDICATIVE DEVELOPMENT PROPOSAL

3.1 Indicative Development Scheme and Development Schedule

3.1.1 In view of the changing planning context and the evolving market conditions as discussed above, this Application is submitted to facilitate a proposed mixed-use development at the Application Site. The Proposed Development aims to fully realise its potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.

3.1.2 The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8 complying with the OZP restriction). It comprises two 38-storey residential towers with BH of not more than 160mPD and one commercial/office tower with BH of not more than 106mPD, all situated above a 5-storey commercial/retail podium. **Table 3.1** shows the indicative development schedule of the Proposed Development. The Indicative Master Layout Plan, Floor Plans and Sections are shown in **Figures 3.1** to **3.10**.

Table 3.1 Indicative Development Schedule of the Proposed Development

The Overall Development	
Application Site Area (about)	9,946m ²
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568m ²
• Domestic GFA (about)	51,697m ²
• Non-Domestic GFA ⁽¹⁾ (about)	27,871m ²
○ Commercial/Office Tower	18,581m ²
○ Commercial/Retail Podium	9,290m ²
Maximum Site Coverage (above ground) (not more than)	
• Podium	Not more than 100%
○ Below 15m	○ Not more than 100%
○ Over 15m but not exceeding 20m	○ Not more than 60%
• Towers (Above 20m)	Not more than 38.5%
○ Non-domestic	○ Not more than 11.5%
○ Domestic	○ Not more than 27%

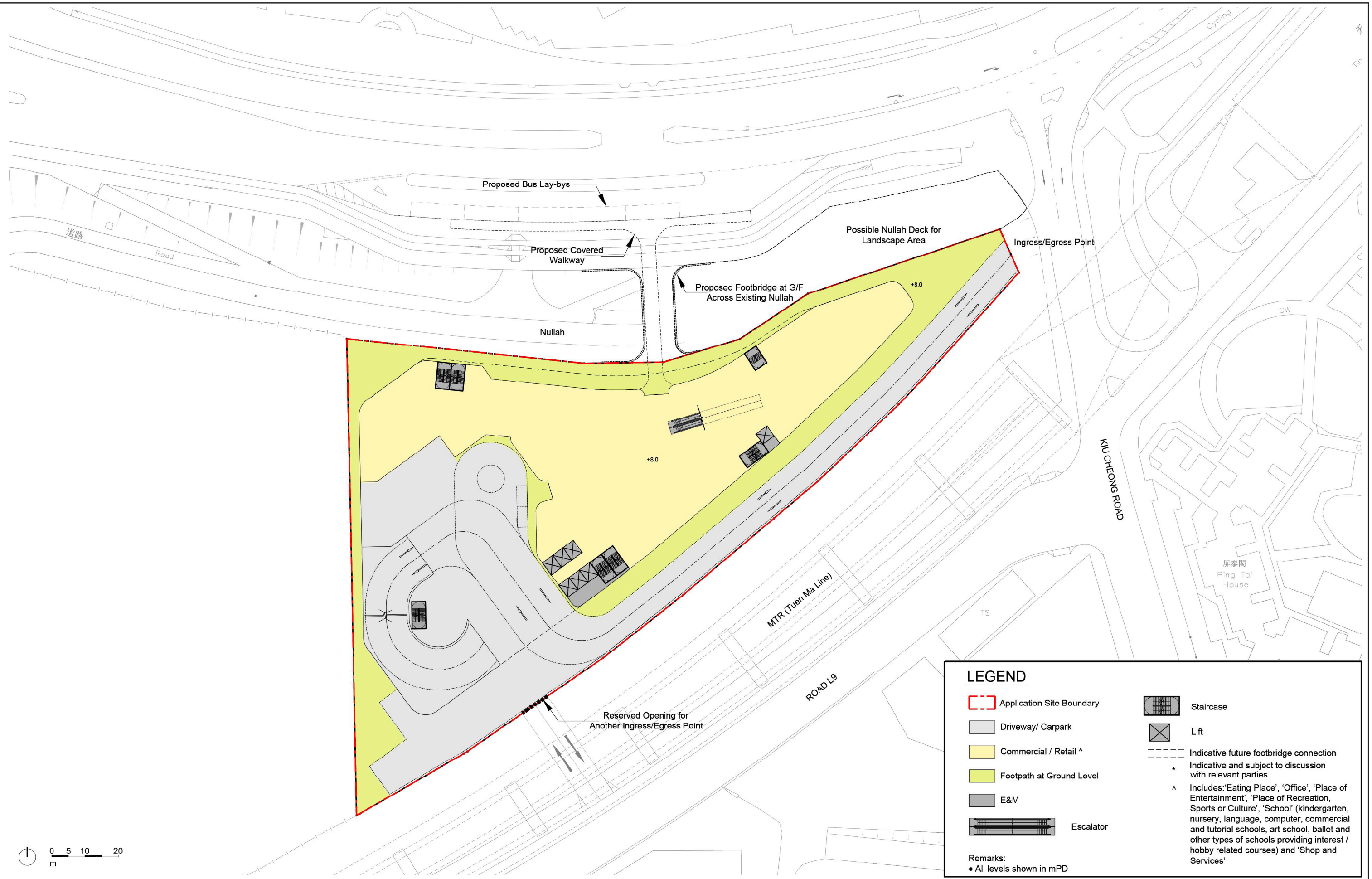
Residential Portion	
Building Height (at main roof)	Not more than 160mPD
Number of Storeys ⁽²⁾	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size (about)	45.3m ²
Anticipated Population ⁽³⁾	3,192
Private Open Space (m ²) (not less than) ⁽⁴⁾	3,192m ²
Residents' Clubhouse Facilities	
Clubhouse GFA (m ²) (about) ⁽⁵⁾	2,250m ²
Number of Storeys	1
Commercial Portion	
Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
<ul style="list-style-type: none"> • Commercial/Office Tower ⁽⁶⁾ 	17 storeys (above 5 levels of commercial/retail podium)
<ul style="list-style-type: none"> • Commercial/Retail Podium 	5 storeys
Number of Blocks	1

Remarks:

- (1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
- (2) Excluding transfer plates and 1 level of refuge floor.
- (3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.
- (4) Not less than 1m² per person according to HKPSG.
- (5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.
- (6) Excluding transfer plates.

3.2 Planning and Design Merits

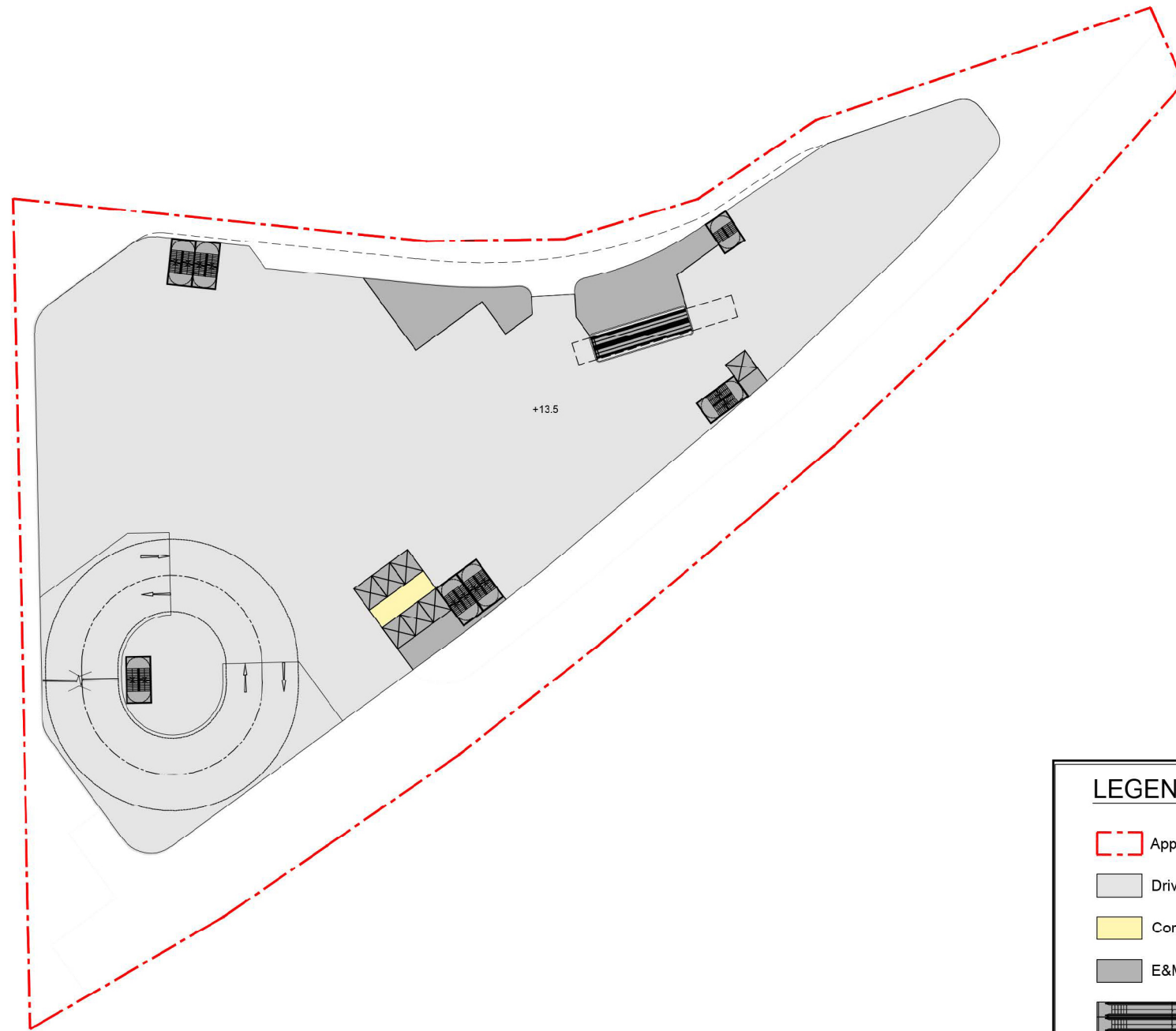
3.2.1 When formulating the development proposal, the Applicant has incorporated various planning and design merits into the Proposed Development. In particular, with an aim to strengthen connectivity and walkability in the neighbourhood, a number of off-site enhancement works are proposed by the Applicant for providing public benefit to establish the Proposed Development as the gateway to connect TSW area to the broader HSK/HT NDA. These off-site enhancement works are elaborated in the following sections.



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- Footpath at Ground Level
- E&M
- Escalator
- Staircase
- Lift
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

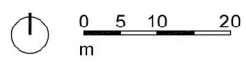
Remarks:
 • All levels shown in mPD



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- E&M
- Escalator
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties
- ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

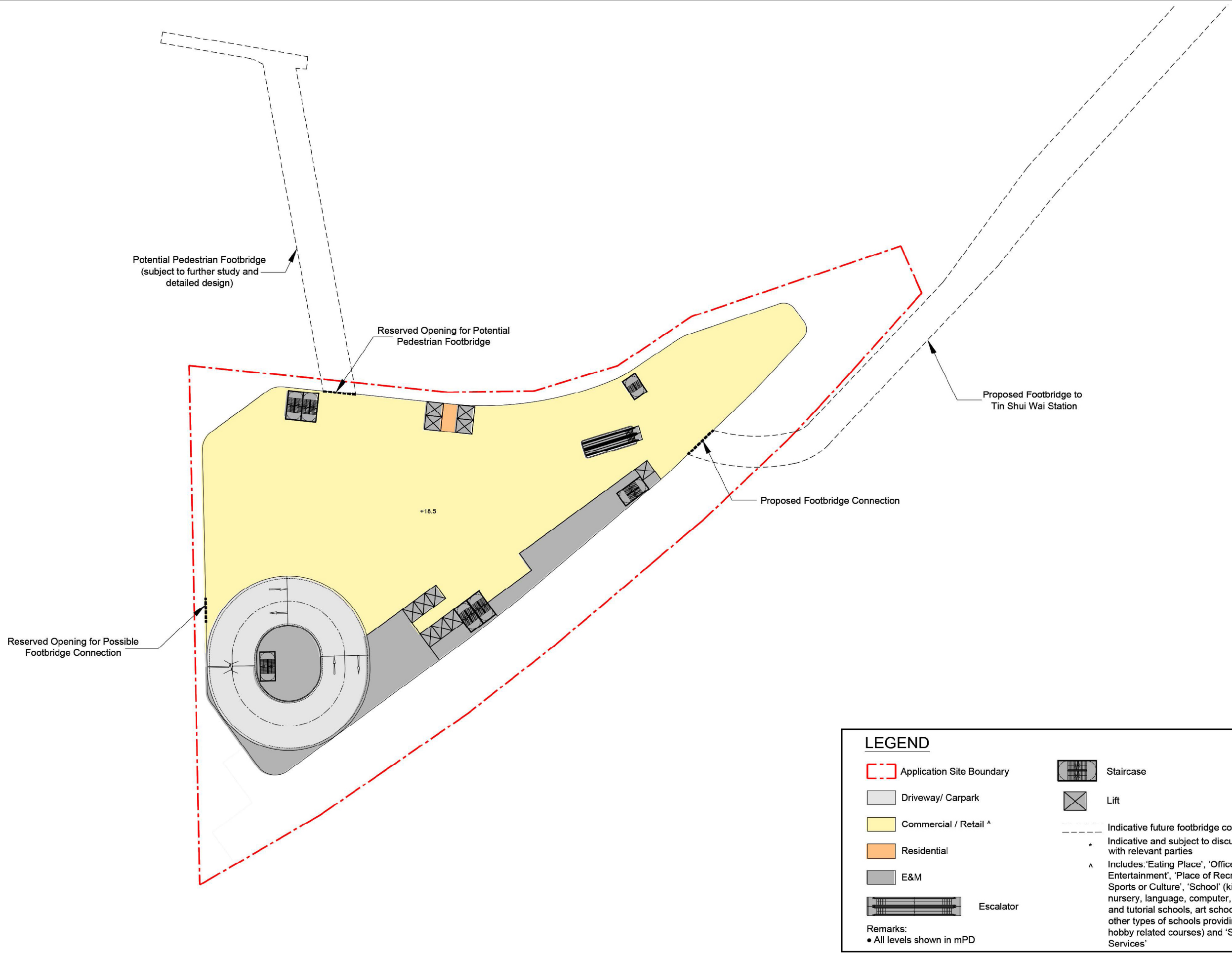
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Title

Indicative M/F Plan

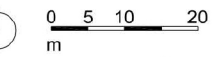
Checked	DH	Drawn	PW
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Scale		Figure 3.3	



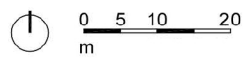
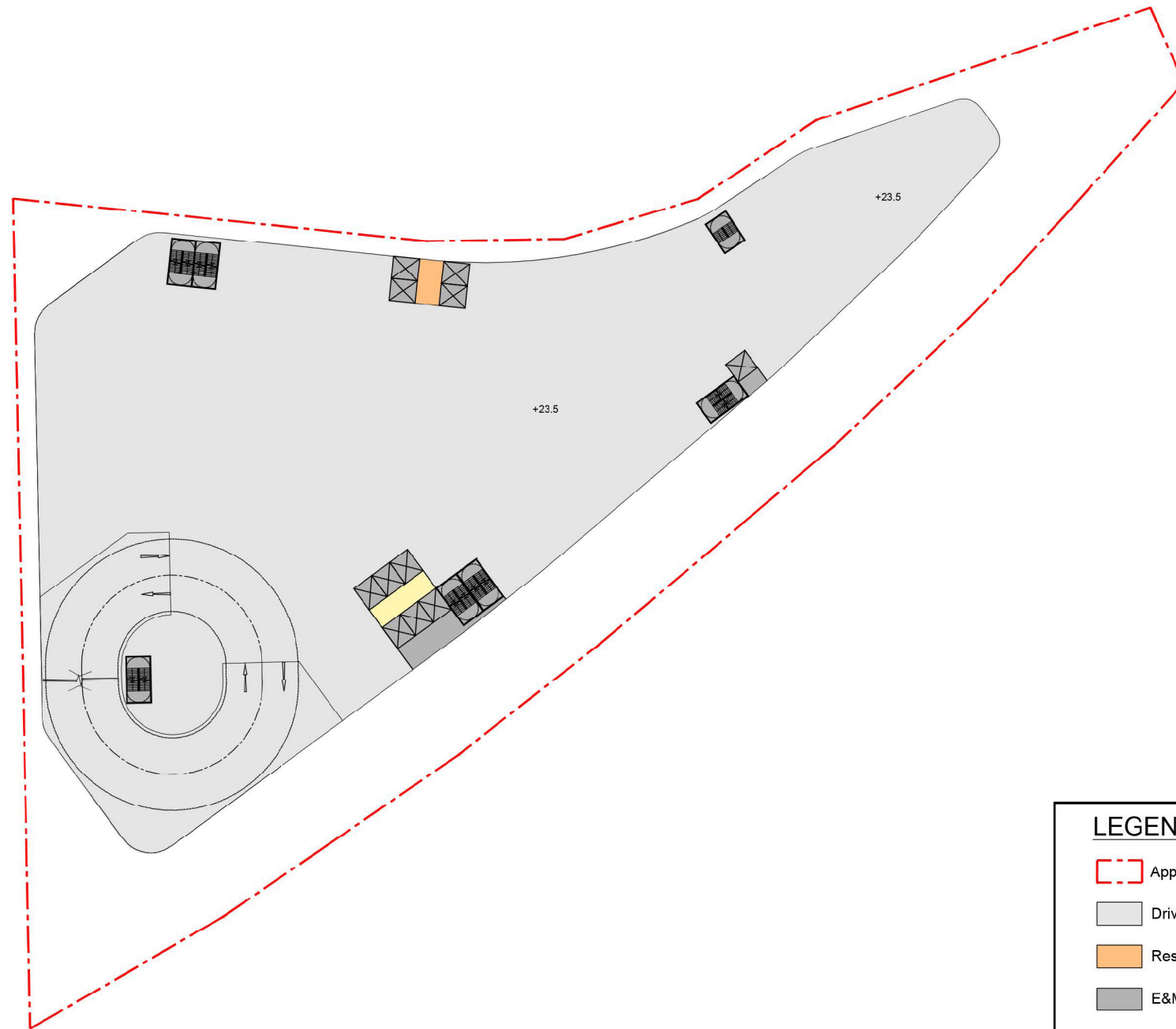
LEGEND

Application Site Boundary	Staircase
Driveway/ Carpark	Lift
Commercial / Retail ^	Indicative future footbridge connection
Residential	* Indicative and subject to discussion with relevant parties
E&M	^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'
Escalator	

Remarks:
 • All levels shown in mPD

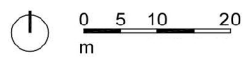
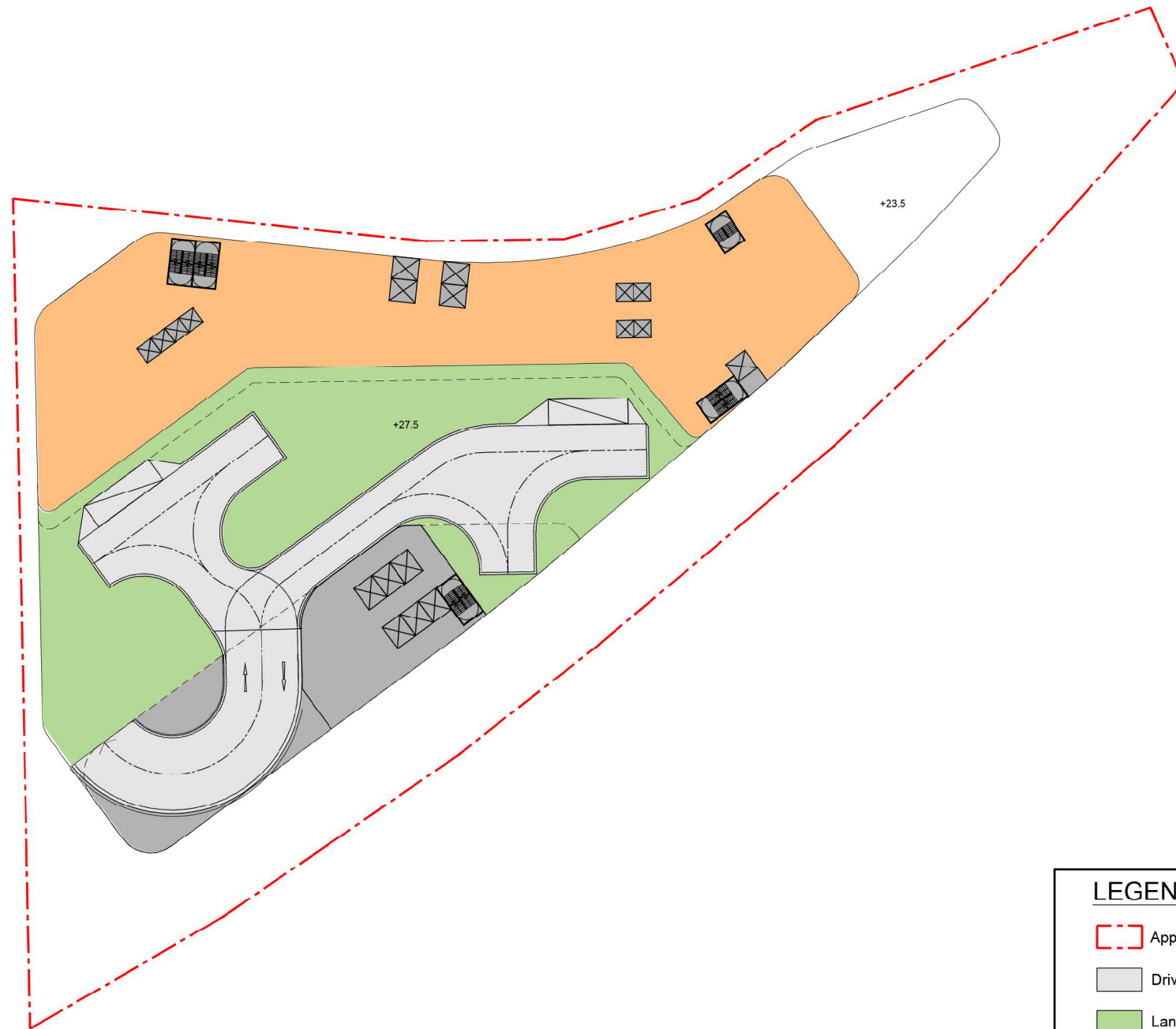


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Scale	Figure 3.4		



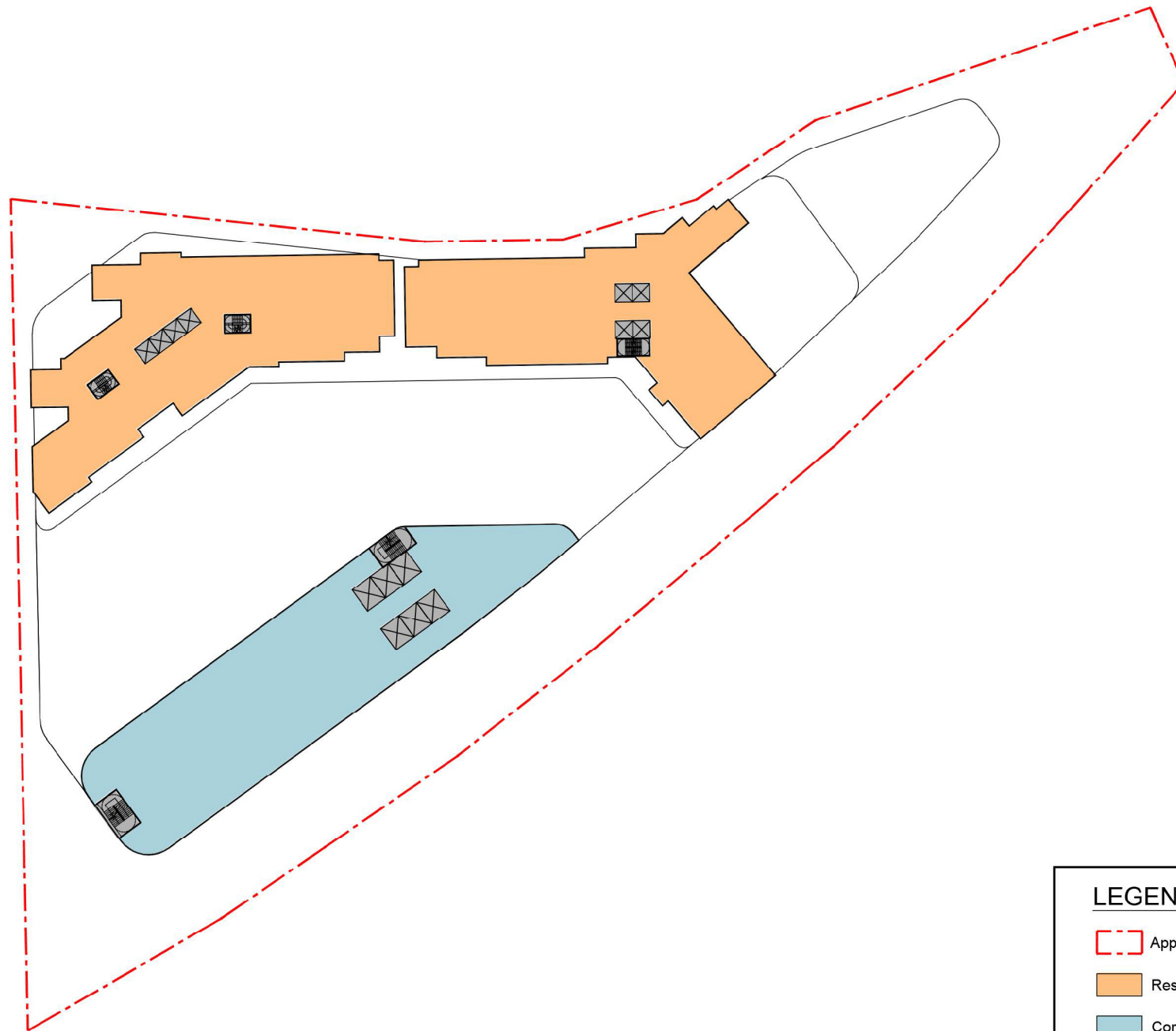
LEGEND

- Application Site Boundary
 - Driveway/ Carpark
 - Residential
 - E&M
 - Staircase
 - Lift
 - Commercial / Retail ^
- * Indicative and subject to discussion with relevant parties
 ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'
- Remarks:
 • All levels shown in mPD



LEGEND

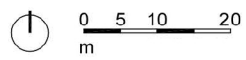
Application Site Boundary	E&M
Driveway/ Carpark	Staircase
Landscape Area	Lift
Residential	
Remarks: • All levels shown in mPD	* Indicative and subject to discussion with relevant parties



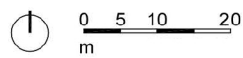
LEGEND

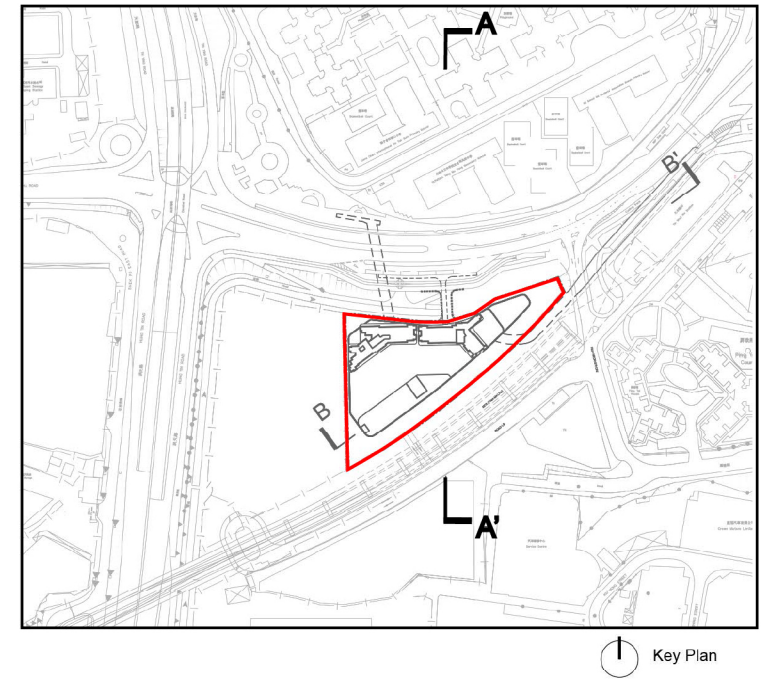
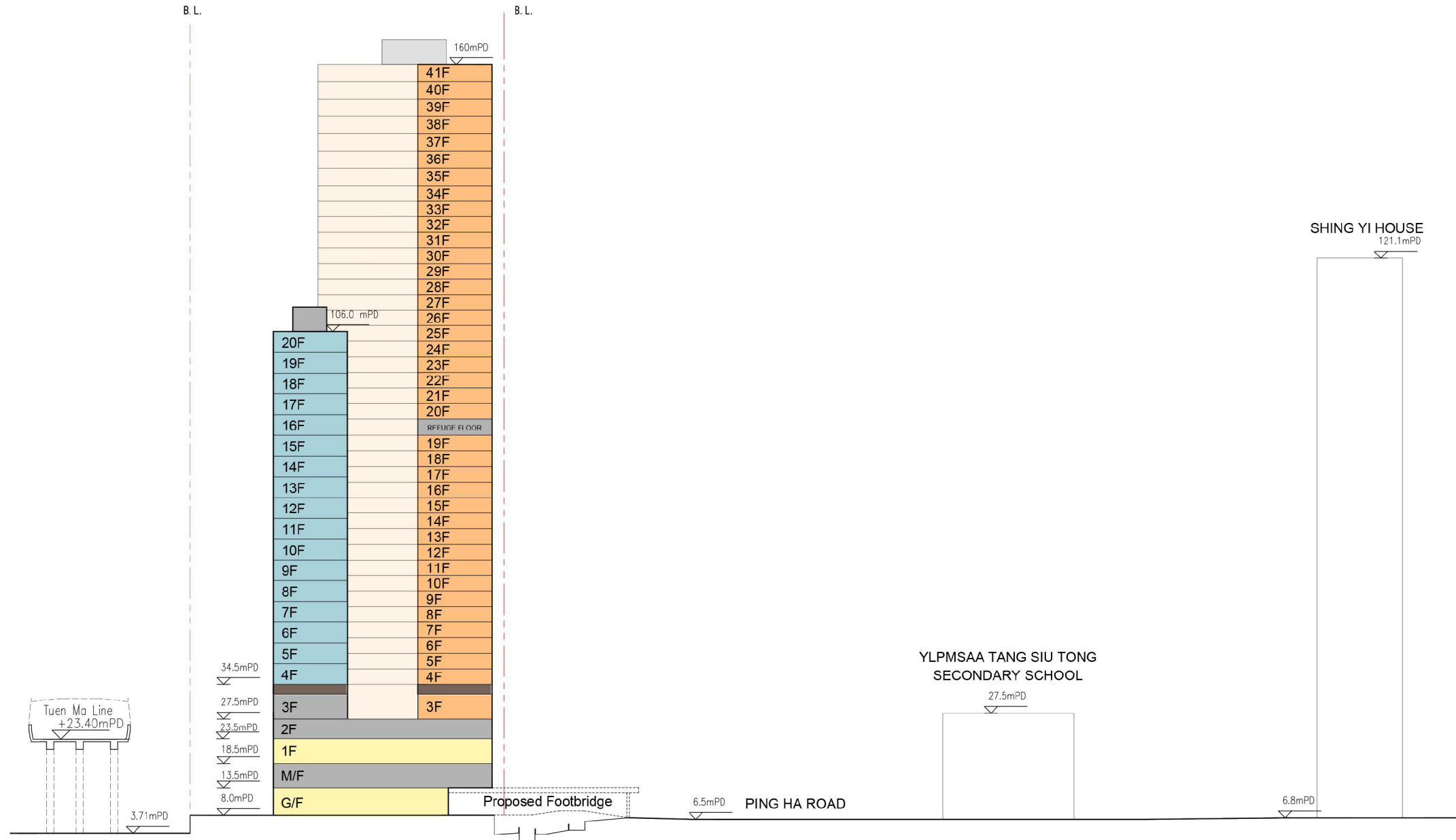
Application Site Boundary	Staircase
Residential	Lift
Commercial / Office	* Indicative and subject to discussion with relevant parties
E&M	

Remarks:
 • All levels shown in mPD

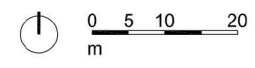


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Scale		Figure 3.7	





1 SECTION A - A'

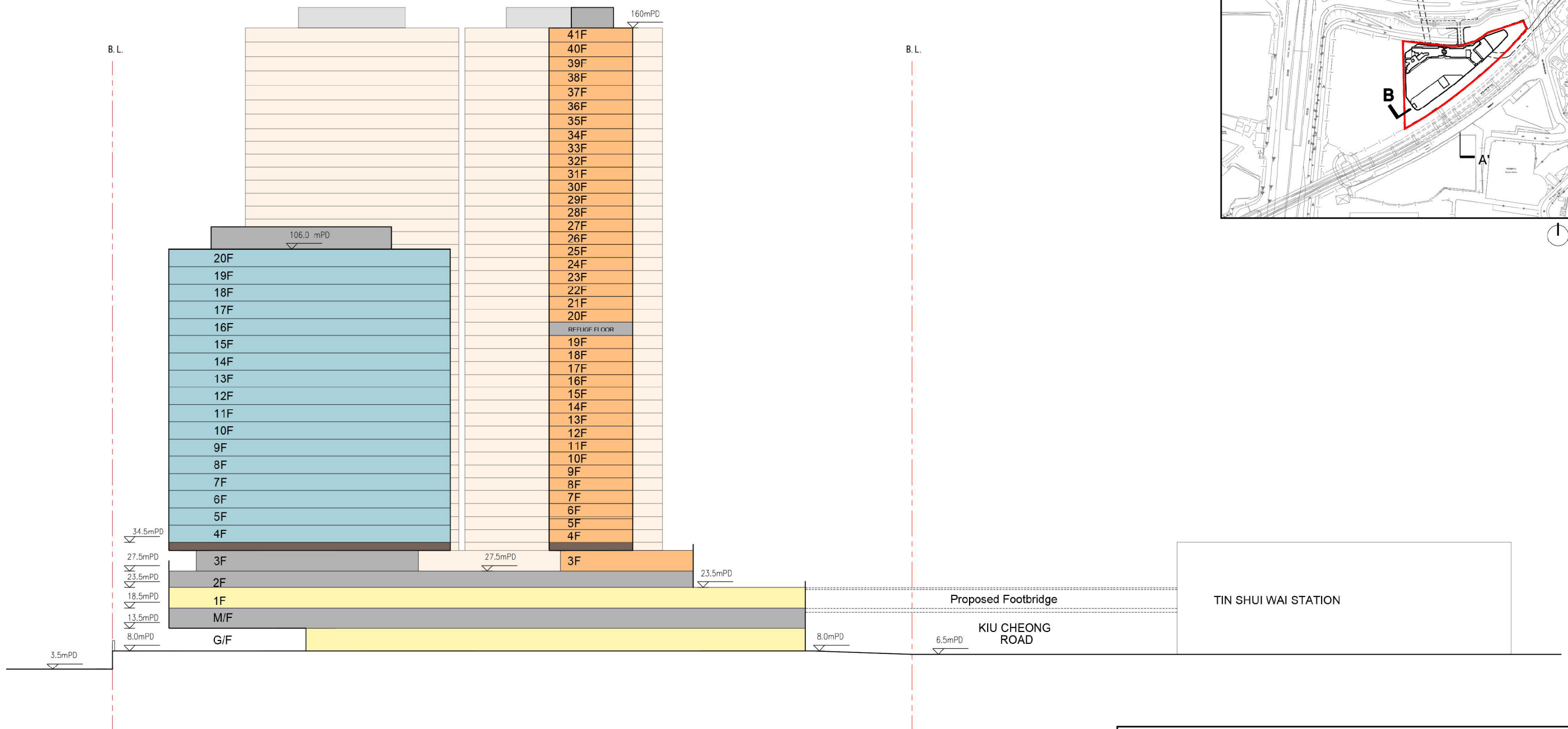
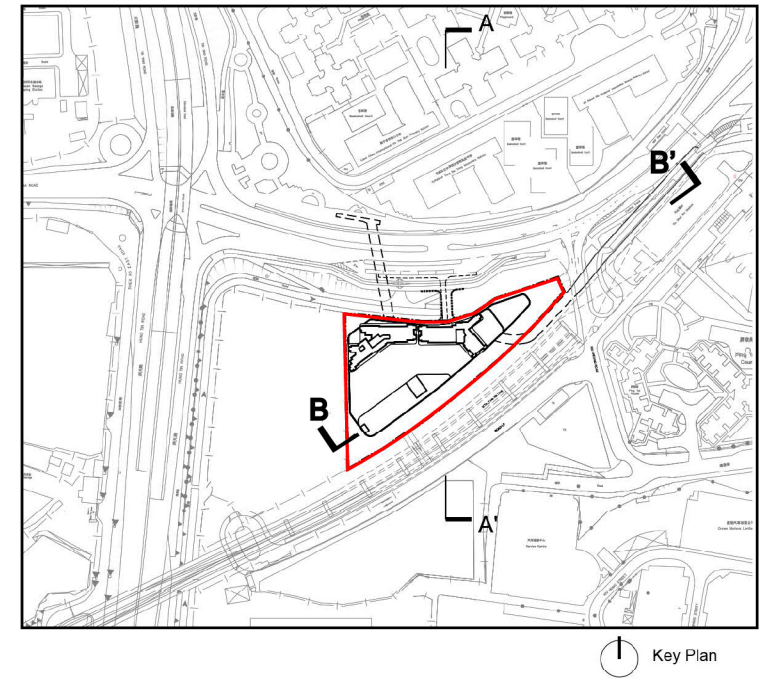


LEGEND

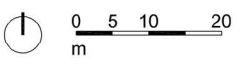
- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties
 ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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Scale	Figure 3.9		



SECTION B - B'
1



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

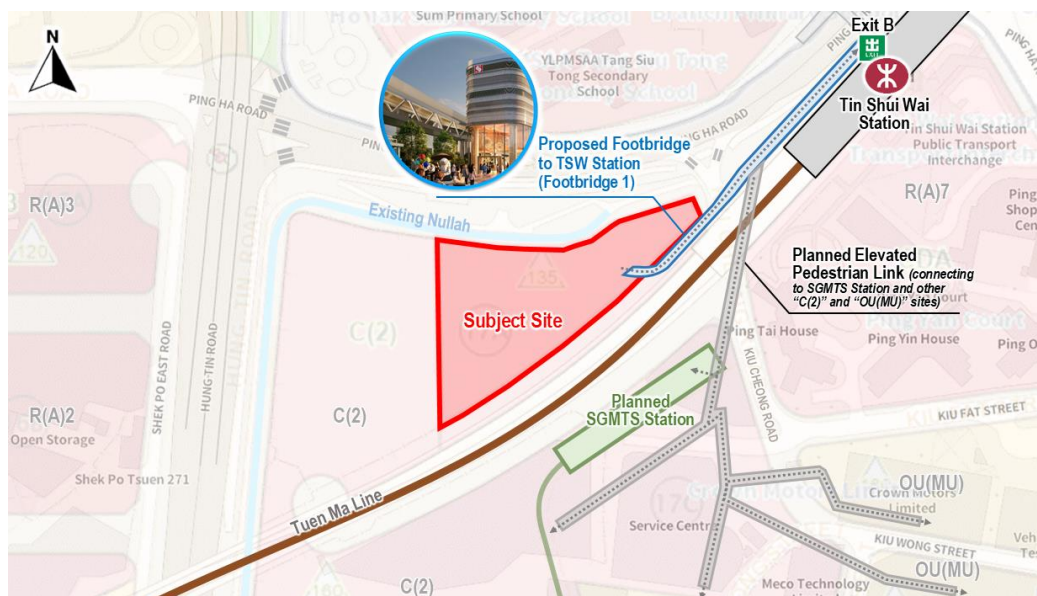
* Indicative and subject to discussion with relevant parties
 ^ Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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Scale	Figure 3.10		

(i) Proposed Footbridge to TSW Station (Footbridge 1)

3.2.2 Leveraging the Site's strategic location near the TSW MTR Station, the Applicant proposes to provide a footbridge connecting 1/F of the commercial/retail podium of the Proposed Development directly to the existing footbridge that leads to Exit B of the station (hereafter referred to as "Footbridge 1" for easy reference). At present, pedestrians from TSW Station must descend from elevated platform to G/F and cross two pedestrian crossings at Kiu Cheong Road to access the Site and the neighbourhoods to the west (**Figure 2.3** refers). The proposed footbridge would provide a direct, barrier-free connection to cater for the anticipated high footfall between the Station and the Proposed Development. The proposed footbridge could benefit the wider community as well by providing a convenient alternative connection accessing TSW station. By reducing the need to navigate multiple levels and road crossings, this footbridge would enhance connectivity, safety, and the overall pedestrian experience, with particular benefits for the elderly and persons with disabilities.

3.2.3 In addition, according to the Urban Design Guidelines for the HSK/HT NDA, an elevated pedestrian link is planned to connect TSW Station southwards to the future SGMTS Station, and further to other "OU(MU)" and "C" Sites within the District Commercial Node. Once implemented, this elevated pedestrian link will be able to integrate with the Applicant's proposed footbridge, creating a seamless pedestrian network within the District Commercial Node. This will strengthen connectivity between individual sites and the major transport hubs, enhancing accessibility and overall pedestrian circulation.



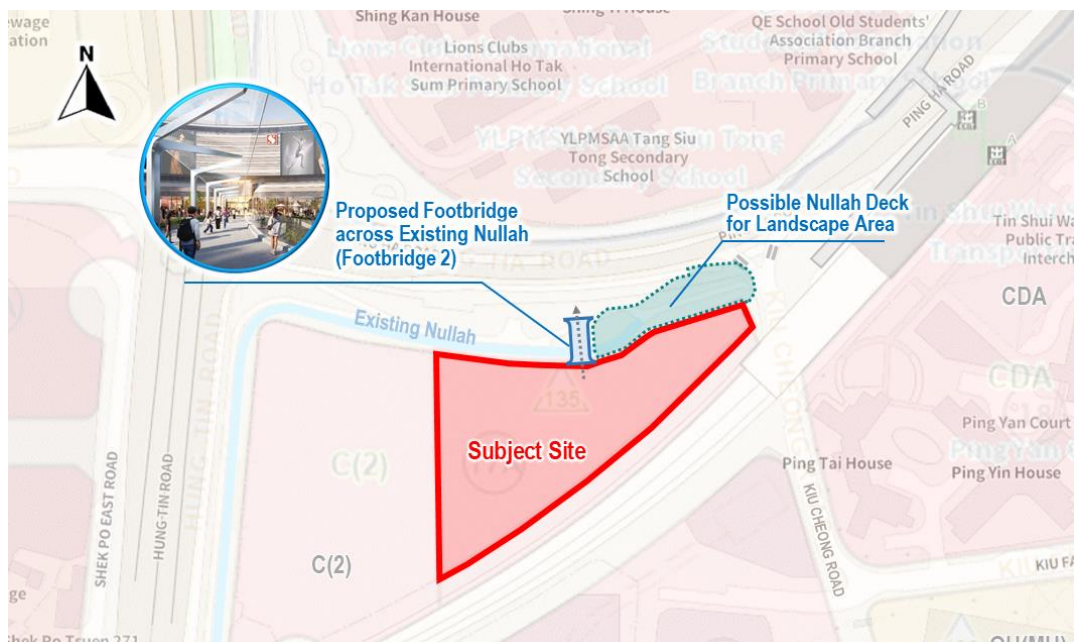
Proposed Footbridge to TSW Station (Footbridge 1) (Indicative only)

(ii) Proposed Footbridge across Existing Nullah (Footbridge 2)

3.2.4 The Application Site is currently separated from Ping Ha Road by an existing open nullah. To enhance the at-grade accessibility, the Applicant proposes to provide an at-grade footbridge across the nullah (hereafter referred to as “Footbridge 2”), thereby creating a direct link between the Application Site and the footpath and proposed bus lay-bys (See Para 3.2.8 below) along Ping Ha Road. This footbridge will benefit local residents through providing a convenient north-south access in the neighbourhood.

(iii) Possible Nullah Deck for Landscape Area

3.2.5 With an aim of further enhancing the streetscape and pedestrian experience along Ping Ha Road, the Applicant considers it possible to provide a landscape area decked over the existing open nullah, with an area of approximately 1,400m² to the northeast of the Application Site⁽³⁾. Through carefully designed landscaping and a welcoming layout, this possible nullah deck could complement Footbridge 2 and serve as a gateway to the development. It will improve pedestrian comfort and enrich the streetscape, thereby enhancing walkability and overall living quality in the local neighbourhood.



Proposed Footbridge across Existing Nullah (Footbridge 2) and Possible Nullah Deck for Landscape Area (Indicative only)

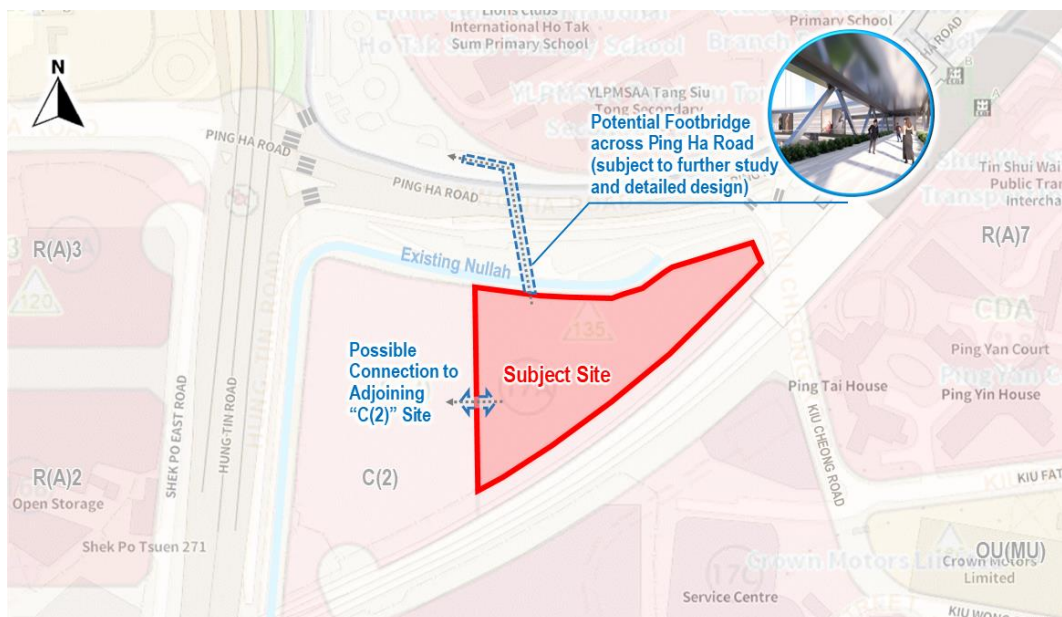
⁽³⁾ The possible nullah deck for landscape area falls within an area shown as ‘Road’ on the OZP. According to the Covering Notes of the OZP, provision of open space is always permitted.

(iv) Potential Footbridge across Ping Ha Road (subject to further study and detailed design)

3.2.6 To further enhance connectivity, the Applicant will explore the feasibility of a potential footbridge connecting 1/F of the proposed commercial/retail podium northwards across Ping Ha Road. This enhancement would provide a safer, more efficient alternative to existing street-level crossings and facilitate a seamless north-south pedestrian link. While the provision of this footbridge is subject to further study and detailed design, an opening will be reserved on 1/F of the commercial/retail podium, and an indicative alignment of the footbridge has been provided for reference. The Applicant remains dedicated to exploring this pedestrian connection to strengthen the integration between the existing TSW New Town and the future HSK NDA.

(v) Possible Connection to Adjoining “C(2)” Site

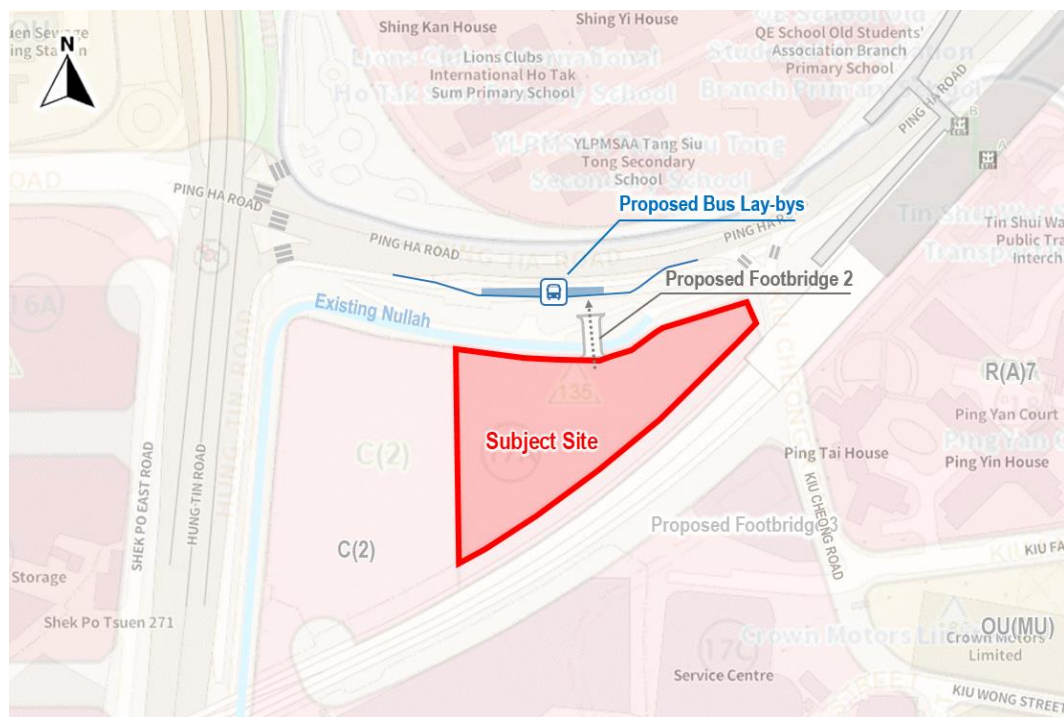
3.2.7 In addition to the aforementioned footbridges, the Applicant recognises that future connections to the adjoining “C(2)” site would help create a more integrated pedestrian environment and support the growth of the District Commercial Node. Although there is currently no known implementation programme for the “C(2)” site, the Proposed Development will reserve an opening at 1/F of the commercial/retail podium along the western boundary to allow for a possible future connection.



Potential Footbridge across Ping Ha Road (subject to further study and detailed design) and Possible Nullah Deck for Landscape Area (Indicative only)

(vi) Proposed Bus Lay-bys along Ping Ha Road

3.2.8 Apart from enhancing the connectivity in the locality, the Applicant is also committed to strengthening external connections to/from the District Commercial Node. To achieve this, the Applicant proposes to provide additional bus lay-bys in the westbound direction along Ping Ha Road to enable easier access to public transport services. These bus lay-bys will be accessible from the Proposed Development via Footbridge 2, benefitting not only future residents and visitors, but also the adjoining “C(2)” site and the surrounding developments, facilitating the commuting public and strengthening the connectivity of the neighbourhood.

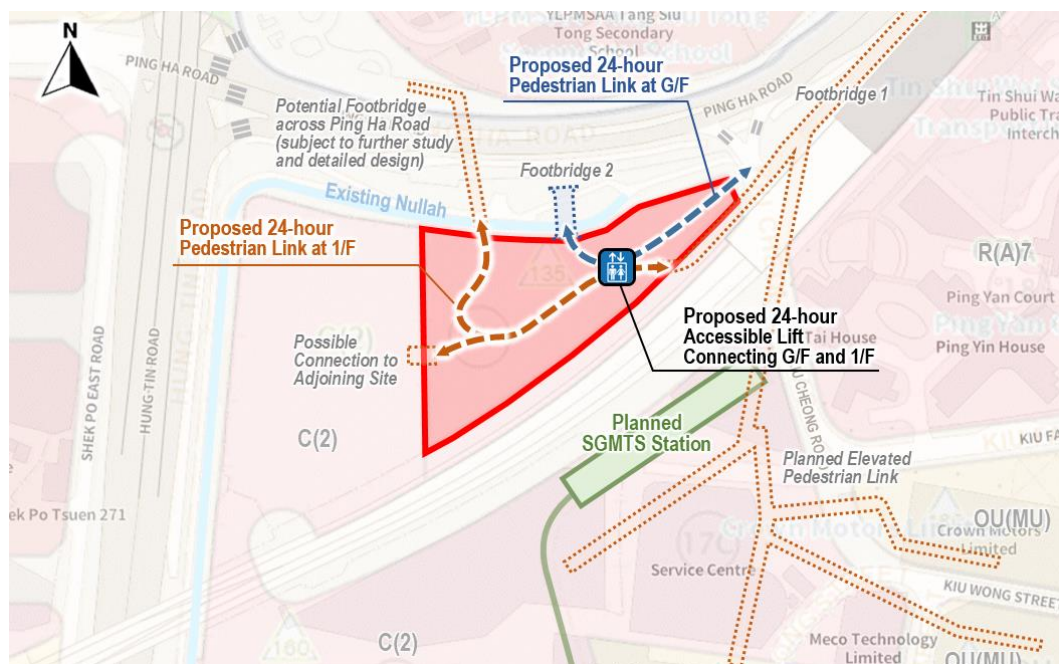


Proposed Bus Lay-bys along Ping Ha Road (Indicative only)

(vii) Proposed 24-hour Pedestrian Link within Commercial/Retail Podium

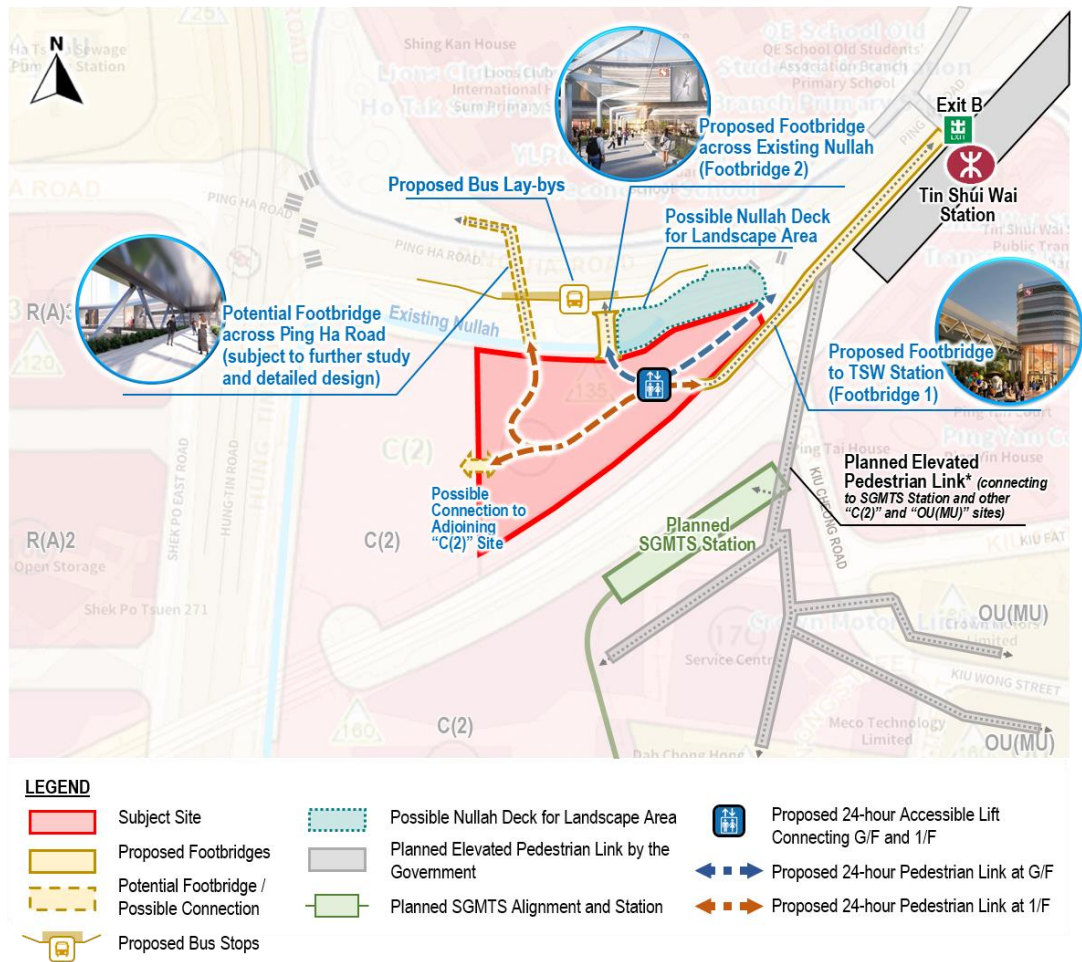
3.2.9 With all of the aforementioned proposed enhancement works, the Proposed Development will be able to achieve seamless connectivity with the surrounding areas. To the east, connections will be provided to the TSW Station via Footbridge 1, and potentially further connected to the SGMTS Station and other “OU(MU)” and “C” sites to the south through the planned elevated pedestrian link. To the north, access will be provided to the new bus lay-bys via Footbridge 2, with potential connection further northwards via the potential footbridge across Ping Ha Road. To the west, a possible future connection will be reserved to the adjoining “C(2)” site.

3.2.10 Nonetheless, the effectiveness of the proposed enhancement works depends not only on their individual provision, but more importantly on their integration with one another to create a comprehensive pedestrian network connecting all existing and planned developments in the neighbourhood. To achieve this, the Applicant proposes to provide 24-hour pedestrian links within the commercial/retail podium of the Proposed Development. In particular, a 24-hour pedestrian link is provided at 1/F to connect Footbridge 1, the potential footbridge across Ping Ha Road, and the possible future connection to the adjoining “C(2)” site; whereas another 24-hour pedestrian link is provided at G/F to connect Footbridge 2 with the entrance at the northeastern end of the Site, adjacent to the nullah deck. A 24-hour accessible lift will also be provided to connect the pedestrian links on 1/F and G/F, thereby ensuring round-the-clock circulation across different levels.



Proposed 24-hour Pedestrian Link within Commercial/Retail Podium (Indicative only)

3.2.11 The enhancement works as discussed above are summarised in the diagram below. Through these measures, the Proposed Development will effectively establish itself as a focal point and as one of the earlier projects to be implemented within the HSK/HT NDA. The Proposed Development, together with the proposed enhancement works, will serve as a catalyst for the future growth of the area and form the backbone of integration between the TSW New Town and the HSK/HT NDA.



Proposed Enhancement Works (Indicative only)

3.2.12 After the approval of the subject planning application, the Applicant will liaise with relevant Government departments and involved parties for the implementation arrangement for the various enhancement works at detailed design stage. The tentative design and implementation agents of the relevant enhancement works are listed in **Table 3.2** below for reference.

Table 3.2 Tentative Design and Implementation Agents of Relevant Enhancement Works

Enhancement Works	Tentative Design and Implementation Agent ⁽¹⁾
Proposed Footbridge to TSW Station (Footbridge 1)	Applicant
Proposed Footbridge across Existing Nullah (Footbridge 2) with covered walkway	Applicant
Potential Footbridge across Ping Ha Road (subject to further study and detailed design)	Applicant
Reserved Opening for Possible Connection to Adjoining "C(2)" Site	Applicant
Possible Nullah Deck for Landscape Area	Applicant
Proposed Bus Lay-bys along Ping Ha Road	Applicant
Proposed 24-hour Pedestrian Link within Commercial/Retail Podium	Applicant

Remarks:

(1) Subject to further discussion and agreement with relevant government departments / parties

3.2.13 In addition to the above-mentioned off-site enhancement measures intended to improve neighborhood connectivity, the Applicant has also incorporated various design features into the Proposed Development. Notably, the podium has adopted a stepped design descending from +32.5mPD to +23.5mPD toward the northeast corner facing TSW MTR Station, softening the building bulk and creating a more inviting pedestrian experience (**Figure 3.1** refers). For landscaping enhancement, a planting strip has been integrated along the edge of the podium at 2/F, complemented by vertical greening across the northern and southern facades (**Figure 3.11** refers). Collectively, these design measures will enhance the podium aesthetics, enrich the streetscape, and promote visual interest.

3.3 Landscape Design Consideration

3.3.1 The Indicative Landscape Master Plan (LMP) is attached to illustrate the proposed landscape design concept of the Proposed Development (**Figure 3.11** refers). The details of the LMP are provided in **Appendix A**.

3.3.2 The design objectives of the LMP are to:

- To create a green, naturalistic landscape that complements and enhances the built environment of the Proposed Development;
- To provide a high-quality, comfortable setting for both residents and office users;
- To respect and respond to the site's natural topography through sensitive design integration;
- To enhance aesthetic appeal through the use of native and ornamental plant species;
- To create a safe, calm, and peaceful setting within the development, with well-defined pedestrian circulation that promotes walkability; and
- To provide quality landscape area and adequate open space for future residents.

Private Open Space Provision

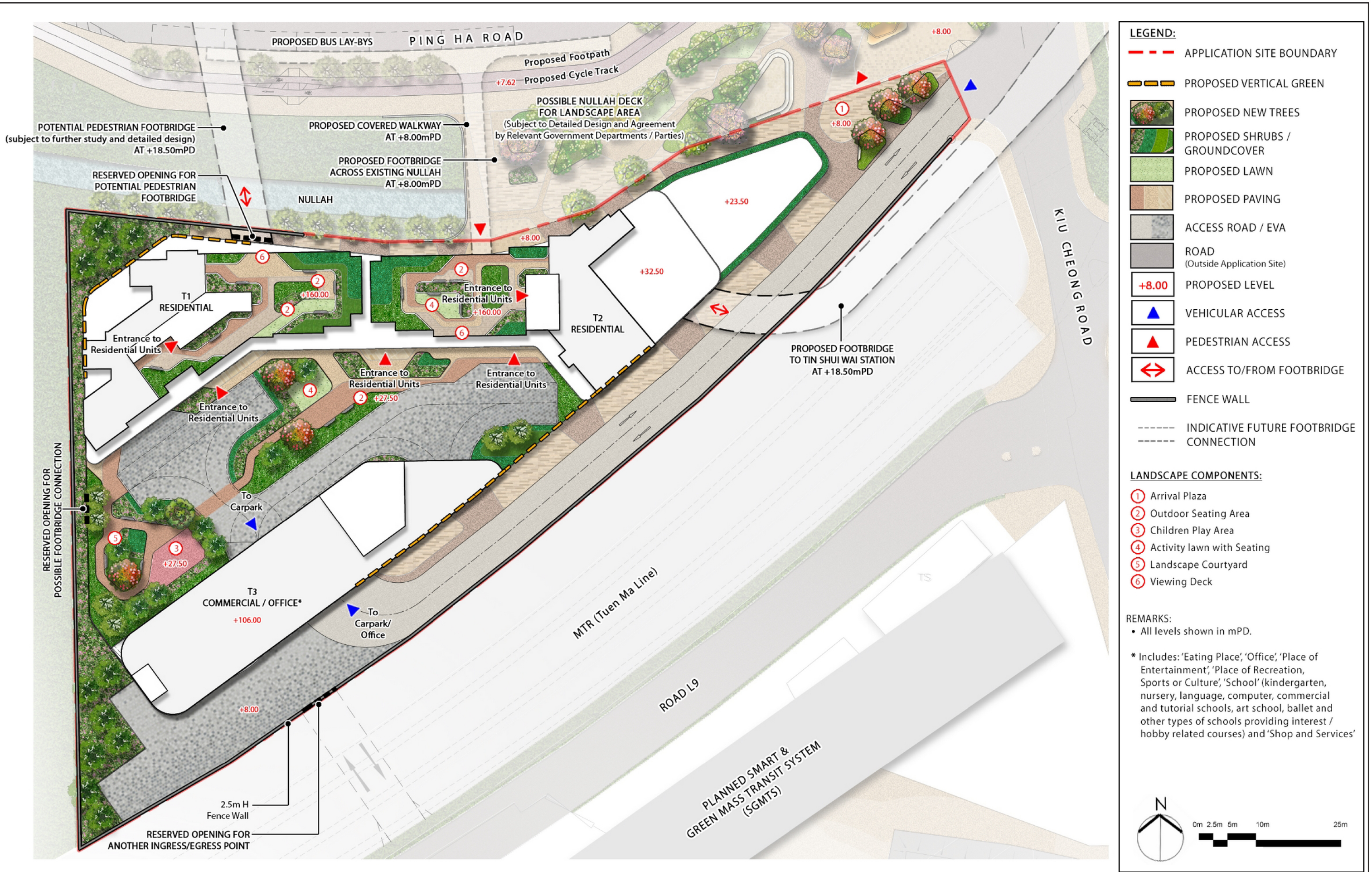
3.3.3 With a design population of 3,192, the Proposed Development will provide not less than 3,192m² of private open space for the enjoyment of future residents (i.e. 1m² per person in accordance with Chapter 4 of the HKPSG).

Greenery Provision

3.3.4 In accordance with the requirement of PNAP APP-152, a minimum of 20% greenery coverage will be provided, including proposed roof garden and vertical greening.

Tree Planting

3.3.5 No existing trees are identified within the Application Site. Nevertheless, to enhance the existing greenery and overall aesthetics, 32 nos. of new trees are proposed to be planted within the Application Site.

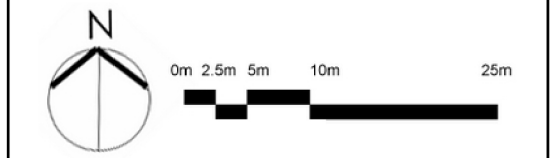


- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED VERTICAL GREEN
 - PROPOSED NEW TREES
 - PROPOSED SHRUBS / GROUNDCOVER
 - PROPOSED LAWN
 - PROPOSED PAVING
 - ACCESS ROAD / EVA
 - ROAD (Outside Application Site)
 - +8.00 PROPOSED LEVEL
 - VEHICULAR ACCESS
 - PEDESTRIAN ACCESS
 - ACCESS TO/FROM FOOTBRIDGE
 - FENCE WALL
 - INDICATIVE FUTURE FOOTBRIDGE CONNECTION

- LANDSCAPE COMPONENTS:**
- ① Arrival Plaza
 - ② Outdoor Seating Area
 - ③ Children Play Area
 - ④ Activity lawn with Seating
 - ⑤ Landscape Courtyard
 - ⑥ Viewing Deck

REMARKS:

- All levels shown in mPD.
- * Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'



Title

Indicative Landscape Master Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure 3.11		

3.4 Access Arrangement & Internal Transport Facilities

Access Arrangement

3.4.1 The vehicular run-in/out for the Proposed Development will be located at Kiu Cheong Road at the northeastern end of the Application Site (**Figure 3.1** refers). A reserved opening for another ingress/egress point will be provided at the southwestern part of the Application Site, potentially connecting to Road L9 subject to the implementation programme of the road.

Internal Transport Facilities

3.4.2 The internal transport facilities of the Proposed Development will be provided in accordance with the requirements stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG). The respective provision are summarised in **Table 3.3** below. For details of the breakdown of the parking facilities, please refer to **Appendix D**.

Table 3.3 Proposed Internal Transport Facilities Provision

Internal Transport Facilities	Proposed Provision
Residential	
Residential Parking Spaces	143
Visitor Parking Spaces	10
Motorcycle Parking Spaces	8
Loading/Unloading Bays	2
Commercial	
Parking Spaces	134
Loading/Unloading Bays	15
Motorcycle Parking Spaces	7
Taxi/Private Car Lay-by	1

3.5 Implementation

3.5.1 The Proposed Development is tentatively scheduled for completion by Year 2030.

4 TECHNICAL CONSIDERATIONS

4.1 Visual Considerations

4.1.1 A Visual Impact Assessment (VIA) has been conducted to assess the source and magnitude of the impacts of the Proposed Development on existing visual character and amenity in the context of the Application Site and its environs. The details of the VIA are provided in **Appendix B**.

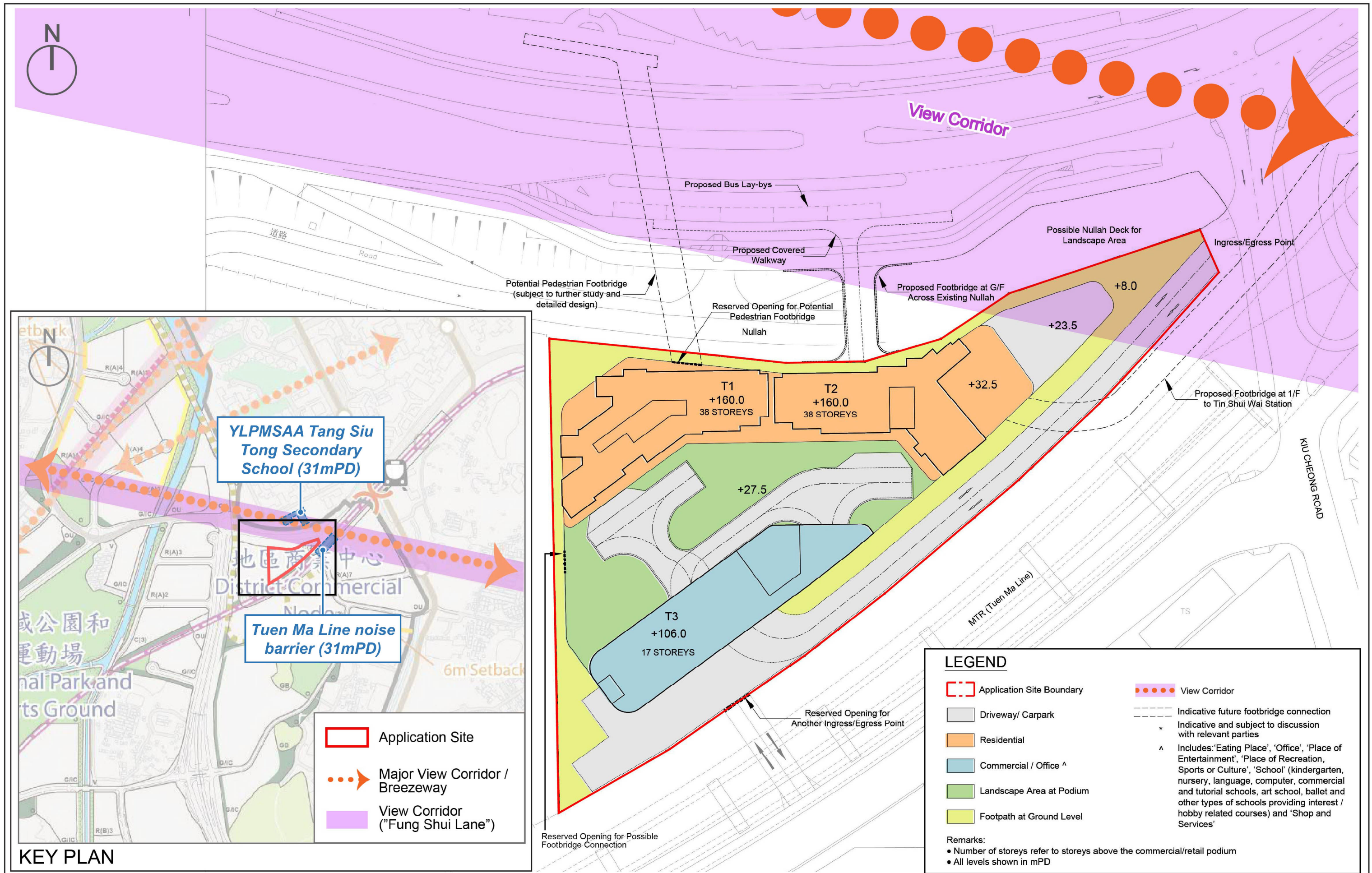
4.1.2 The scale of the Proposed Development generally aligns with the existing and planning building height profile of the TSW New Town and HSK/HT NDA. A number of key public VPs have been selected to assess the visual acceptability of the Proposed Development. With reference to the analysis in preceding sections, and as illustrated on the photomontages taken at the selected VPs, the overall visual impact is “slight” compared to the latest Approved Scheme.

4.1.3 A minor portion at the northeastern end of the Application Site falls within a view corridor (‘fung shui lane’) extended from Ping Shan on the OZP. The proposed development has been carefully designed to respect and maintain this corridor by strategically avoiding placement of any high-rise towers within the view corridor, with only a small part of the podium structure at 23.5mPD overlapping with it (**Figure 4.1** refers). Compared to other existing structures in the view corridor, such as the YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD), the proposed podium is notably lower and should therefore not be considered an obstruction to the view corridor.

4.2 Air Ventilation Considerations

4.2.1. An Air Ventilation Assessment – Expert Evaluation (AVA-EE) has been conducted to assess the potential air ventilation impact due to the Proposed Development upon the sensitive use of the surrounding areas. The details of the AVA-EE are provided in **Appendix C**.

4.2.2. A major breezeway was identified to the north of the Application Site under the Hung Shui Kiu and Ha Tsuen ODP. A potential air path was also identified along Tuen Ma Line under the “Hung Shui Kiu NDA Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)” by the Civil Engineering and Development Department. Both the identified major breezeway and potential



air path are retained and remain unobstructed under the Proposed Development.

4.2.3. According to the AVA-EE, annual winds are mainly from NNE, NE and E directions, whereas summer winds are mainly from the SSE, S and SSW directions. Considering the presence of existing and planned high-rise buildings in the vicinity, the Proposed Development with minor relaxation in BH may create a slightly greater blockage effect in some further downwind areas, resulting in localized impact. Nevertheless, the Proposed Development has incorporated effective design measures, such as podium setbacks, to enhance its air ventilation performance.

4.2.4. In conclusion, the Proposed Development with minor relaxation in BH restrictions is acceptable in air ventilation terms.

4.3 Traffic Considerations

4.3.1 A Traffic Impact Assessment (TIA) has been conducted to assess the potential traffic impact of the Proposed Development on its adjacent road network. The details of the TIA are provided in **Appendix D**.

4.3.2 A total of 7 existing critical junctions have been identified in the TIA. The result shows that all assessed junctions are currently operating within capacity during both AM and PM peak hours.

4.3.3 As compared with the approved commercial development under Application No. A/YL-PS/520 (the Approved Scheme), the proposed mixed-use development would induce a reduction in traffic to the road network in the vicinity.

4.3.4 In conclusion, the Proposed Development is considered acceptable in traffic terms.

4.4 Environmental Considerations

4.4.1. An Environmental Assessment (EA) has been conducted to evaluate the acceptability of the Proposed Development in noise, air quality, water quality and waste management terms as compared to the Approved Scheme. The details of the EA are provided in **Appendix E**.

Noise

- 4.4.2. In terms of fixed noise, the future noise sources of the Proposed Development shall follow the requirements of the HKPSG and comply with the Noise Control Ordinance (NCO) such that that the surrounding noise sensitive receivers would not be subject to noise impact. Mitigation measures such as enclosure and acoustic louvre may be considered during the detailed design stage.
- 4.4.3. In terms of road traffic noise, with the provision of mitigation measures such as acoustic window and acoustic balcony, the Proposed Development would comply with the requirements of the HKPSG, and the future occupants would not be subject to noise impact.
- 4.4.4. In terms of railway noise, special layout design has been incorporated in the Proposed Development to minimize the potential railway noise impact upon the future occupants. In particular, the proposed commercial/office tower is positioned in a way to provide shielding for the residential towers, while the residential towers are arranged perpendicular to the railway track to minimize the angle of view to the noise source. Vertical fins are introduced at strategic locations to further reduce the angle of view, whereas acoustic window and acoustic balcony will be provided at some residential units to further mitigate the railway noise. With these measures in place, the predicted noise level at all residential units would comply with the relevant criteria stipulated in the NCO, and the future occupants would not be subject to noise impact.

Air Quality

- 4.4.5. No chimney or industrial activity is identified within 200m from the Application Site boundary. As such, it is anticipated that the Proposed Development would not be subject to any industrial emission impact.
- 4.4.6. As no air sensitive uses will be located within the recommended buffer distance under the HKPSG, the future occupants of the Proposed Development and the existing air sensitive receivers will not be subject to vehicular emission impact.

Water Quality

- 4.4.7. The sewage generated from the Proposed Development would be discharged into

the public sewerage system. With the recommended construction water quality control practices put in place, no unacceptable impacts associated with water quality during the construction and operation phase are envisaged.

Waste

4.4.8. The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operation phase are envisaged.

4.4.9. In summary, the Proposed Development is considered acceptable in environmental terms.

4.5 Drainage, Sewerage and Water Supply Considerations

Drainage Impact

4.5.1 A Drainage Impact Assessment (DIA) has been conducted to assess the potential drainage impact from the Proposed Development. The details of the DIA are provided in **Appendix F**.

4.5.2 Proper internal and peripheral drainage system will be provided within the Application Site to collect runoff and ultimately discharge into the existing box culvert to Tin Shui Wai River. With the implementation of the proposed drainage arrangement, the Proposed Development is considered acceptable in drainage terms.

Sewerage Impact

4.5.3 A Sewerage Impact Assessment (SIA) has been conducted to assess the potential sewerage impact as a result of the Proposed Development. The details of the SIA are provided in **Appendix G**.

4.5.4 Sewage generated from the Application Site will be conveyed to the proposed manholes and sewer and subsequently discharged into the existing trunk sewer located along Ping Ha Road. The sewage discharged from the Application Site only accounts for about 1% of the trunk sewer's capacity and is considered insignificant.

4.5.5 In summary, with the implementation of the proposed sewerage arrangement, the Proposed Development is considered acceptable in sewerage terms.

Water Supply Impact

4.5.6 A Water Supply Impact Assessment (WSIA) has been carried out to assess the potential impact on water supply as a result of the Proposed Development. The details of the WSIA are provided in **Appendix H**.

4.5.7 Fresh water supply to the Proposed Development will be provided via an existing DN100 main, which tees off from the DN600 main along Ping Ha Road.

4.5.8 Flushing water supply will be provided via a proposed NS125 main, which tees off from the planned NS180 main to be constructed by WSD by 2030. Before the completion of the planned NS180 by WSD, Temporary Main for Flushing (TMF) will be applied.

4.5.9 In summary, with the implementation of the proposed water supply arrangement, the Proposed Development is considered acceptable in water supply terms.

5 PLANNING JUSTIFICATIONS AND MERITS

5.1 In Line with Latest Government Policy to Allow Greater Flexibility for Residential Uses within Commercial Zones in the HSK/HT NDA

5.1.1 Since August 2024, the Government has introduced a series of policy directives to increase flexibility in accommodating residential uses within commercial sites, particularly in the HSK/HT NDA. **Initially, the Government indicated that up to 20% of non-domestic GFA on commercial sites could be reallocated for residential purposes** ⁽⁴⁾. **In March 2025, this threshold was further relaxed to beyond 20%** ⁽⁵⁾. This policy shift is seen as a response to industry feedback as well as a reflection of the broader market changes, and serves as a facilitative measure to enable the timely implementation of developments in NM. In this context, the Proposed Development with mixed commercial/residential uses at the subject “C(2)” site is fully in line with the Government’s latest policy direction.

5.2 Unique Site History Justifying Appropriateness of both Residential and Commercial Uses

5.2.1 As discussed in Section 2.4 above, **the Application Site has a unique site history, with the Board having approved both a residential scheme (Application No. A/YL-PS/407, approved on 12.9.2014) and commercial schemes (Application Nos. A/YL-PS/445 and A/YL-PS/520, approved on 27.3.2015 and 17.3.2017 respectively)**. While the current OZP zoning and restrictions, i.e. “C(2)” zone with a maximum PR of 8 and BH of 135mPD, were formulated largely based on the development parameters of the two approved commercial schemes, the approval of the residential scheme demonstrates that both residential and commercial developments at the Application Site were considered compatible in land use terms and feasible in technical terms. Accordingly, the proposed mixed-use development, with its balanced mix of commercial and residential components, is considered appropriate.

⁽⁴⁾ As per Development Bureau’s social media post titled “洪水橋 / 厦村新發展區 - 促進商業用地靈活使用” dated 28.8.2024 (link: <https://www.facebook.com/share/p/17727DLCgg/>)

⁽⁵⁾ As per radio interview with Secretary for Development dated 8.3.2025 (link: [https://www.stheadline.com/daily-hongkong/3435853/%E5%95%86%E7%94%A8%E5%9C%B0%E7%A0%94%E5%A2%9E%E5%BD%88%E6%80%A7%E5%8A%A0%E4%BD%8F%E5%AE%85%E6%88%90%E5%88%86\)](https://www.stheadline.com/daily-hongkong/3435853/%E5%95%86%E7%94%A8%E5%9C%B0%E7%A0%94%E5%A2%9E%E5%BD%88%E6%80%A7%E5%8A%A0%E4%BD%8F%E5%AE%85%E6%88%90%E5%88%86)))

5.3 Consistent with Previous Town Planning Board Decisions on Similar Approved Applications within the HSK/HT NDA

5.3.1 As discussed in Section 2.2 above, various similar applications proposing to increase the residential proportion of mixed-use developments within the HSK/HT NDA have been approved by the Board in recent years. Application Nos. A/HSK/474 and A/HSK/573 for proposed increase in domestic PR from 4.5 to 5.625 and 5 respectively, were approved by the Board on 26.1.2024 and on 15.8.2025. These applications were approved on the grounds that they could provide additional residential units to meet the housing demand arising from the growing economic activities in NM, and that the slight reduction of non-domestic GFA in the development would not have significant impact on the overall function of the District Commercial Node or the HSK/HT NDA.

5.3.2 **It should be noted that in these cases, the domestic PR accounted for 71% to 80% of the total PR, compared with only 65% in the current application.** The approval of these applications demonstrates that a slight reallocation of non-domestic GFA for residential use would not compromise the planned functions of the NDA; instead, it would help ensure the timely implementation of development projects while providing additional units to support the development of NM.

5.4 Positively Responding to the Rapidly Evolving Market Conditions to Ensure Efficient Use of Valuable Land Resources

5.4.1 Due to the recent economic downturn and changing work patterns, office vacancy rates in Hong Kong have continued to rise, increasing significantly from 11.8% in 2020 to 18.4% in 2025. At the same time, it is anticipated that there will be an ample supply of office space, with over 268,000m² expected in 2026–2027 across Hong Kong, as well as a planned 2,000,000m² of commercial floorspace to be delivered in the HSK/HT NDA in the longer term.

5.4.2 Against this background, the Proposed Development, with a balanced provision of non-domestic and domestic GFA, presents a financially viable scheme that properly responds to changes in market conditions. The mixed-use approach will help avoid an oversupply of office space and thereby ensure a more efficient use of valuable land resources.

5.5 Addressing the Continuous Housing Demand to Support the Growth of the Northern Metropolis

5.5.1 As emphasised in the recent Policy Addresses, the Government will continue to enhance the speed, quantity, quality and efficiency of housing, with the supply target for private housing in the next decade projected to be 126,000 units. With the development of NM going full-speed, it is also anticipated that there will be additional housing demand arising from its growing economic activities.

5.5.2 In this regard, the Proposed Development, which will provide 1,190 residential units and is anticipated for completion by 2030, will help contribute to housing supply in the short to medium term. It will help meet the private housing supply target under the LTHS, address the continuous housing demand, and support the ongoing development of the Northern Metropolis.

5.6 Serving as a Catalyst for Development of the Nearby “C” and “OU(MU)” Sites in the District Commercial Node

5.6.1 The Proposed Development will be among the first projects to be realised within the District Commercial Node. As a sizeable mixed-use development, it will act as a “first-mover” to encourage subsequent development of the nearby “C” and “OU(MU)” sites. It will also help establish the population base needed to sustain future growth in the area, ensuring that these projects can thrive within a vibrant and well-supported neighbourhood. The Proposed Development will therefore serve as a catalyst for future developments in the area and contribute to the long-term sustainable growth of both the District Commercial Node and the broader HSK/HT NDA.

5.7 Being Fully Compatible with the Surrounding Development Context

5.7.1 The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH. Regarding land use, the surrounding area is characterised by a mix of residential and mixed-use developments. Existing high-density residential schemes, namely Ping Yan Court and Tin Shing Court, are located to the east and north; two “R(A)2” and “R(A)3” sites are situated to the west; and three “OU(MU)” sites intended for mixed commercial/residential developments are located to the southeast. The proposed mixed-use development will not only

blend in with the residential character of the area but will also provide commercial and retail facilities to serve the local neighbourhood.

5.7.2 Regarding BH, the current BH restriction of 135mPD at the Application Site was mainly to reflect the development parameters of the previous approved application. Meanwhile, the surrounding sites, including the adjoining sites within the same “C(2)” zone, as well as the “OU(MU)” sites further southeast, are all subject to BH restrictions of up to 160mPD. Under the current proposal, the Proposed Development with a maximum BH of 160mPD is fully compatible with the BH of other developments within the District Commercial Node, and the minor relaxation of the BH restriction from 135mPD to 160mPD represents an increase of only about 18.5%, which is considered minor in nature.

5.8 Presenting a Well-Balanced Development Mix While Safeguarding the Planned Commercial Function of the District Commercial Node

5.8.1 In formulating the development scheme, the Applicant has taken into account a range of factors, including market conditions, land use compatibility, and technical feasibility, to achieve a well-balanced mix of non-domestic and domestic GFA. In particular, 35% of the GFA (i.e. about 27,871m²) has been retained for commercial purposes, thereby ensuring adequate provision of commercial facilities.

5.8.2 The proposed mixed-use development offers a reasonable and well-balanced mix of domestic and non-domestic GFA, ensuring the preservation of critical commercial mass within the District Commercial Node and safeguarding its originally planned commercial function.

5.9 Providing Public Benefit through Strengthening Walkability and Serving as a Gateway to Connect TSW Area to the Broader HSK/HT NDA

5.9.1 The Applicant has strived to strengthen connectivity and walkability within the neighbourhood by proposing a series of off-site enhancement works, thereby providing public benefit and making the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA. These enhancement works, detailed in Section 3.2 above, are summarised as follows:

- Proposed footbridge 1 connecting to Exit B of TSW Station, with potential connection to the SGMETS Station and other “OU(MU)” and “C” sites to the

south through the planned elevated pedestrian link, forming an elevated pedestrian network among various sites within the District Commercial Node and major transport hubs;

- Proposed footbridge 2 across the existing nullah to improve at-grade accessibility to the Site, together with a possible nullah deck for landscape area to enhance the streetscape, promote pedestrian comfort, and serve as a welcoming plaza for the development;
- Potential footbridge across Ping Ha Road (subject to further study and detailed design), providing a safer, more efficient alternative to existing street-level crossings;
- Reserved opening along the western boundary to allow for a possible future connection to the adjoining “C(2)” site;
- Proposed additional bus lay-bys in the westbound direction along Ping Ha Road to strengthen external connections to/from the District Commercial Node;
- Proposed 24-hour pedestrian link within the Commercial/Retail Podium to connect all the above elements, forming a seamless and comprehensive pedestrian network that enables round-the-clock circulation in the neighbourhood.

5.9.2 The proposed enhancement works will together establish a comprehensive and connected pedestrian network through the Application Site, seamlessly linking with surrounding existing and planned developments in all directions. To better illustrate and visualise these enhancements, **Figure 5.1** compares the pedestrian connectivity before and after the proposed enhancement works:

Creating a ‘Shortcut’ via the Proposed Development to Link Up TSW Station and the HSK/HT NDA

5.9.3 For pedestrians from TSW MTR Station heading west and south towards the HSK/HT NDA, the current route requires them to descend to G/F, cross two pedestrian crossings at Kiu Cheong Road, and walk along unpleasant footpaths next to heavy traffic. With the proposed enhancement works, pedestrians will be able to move across the Proposed Development on an elevated route, creating a

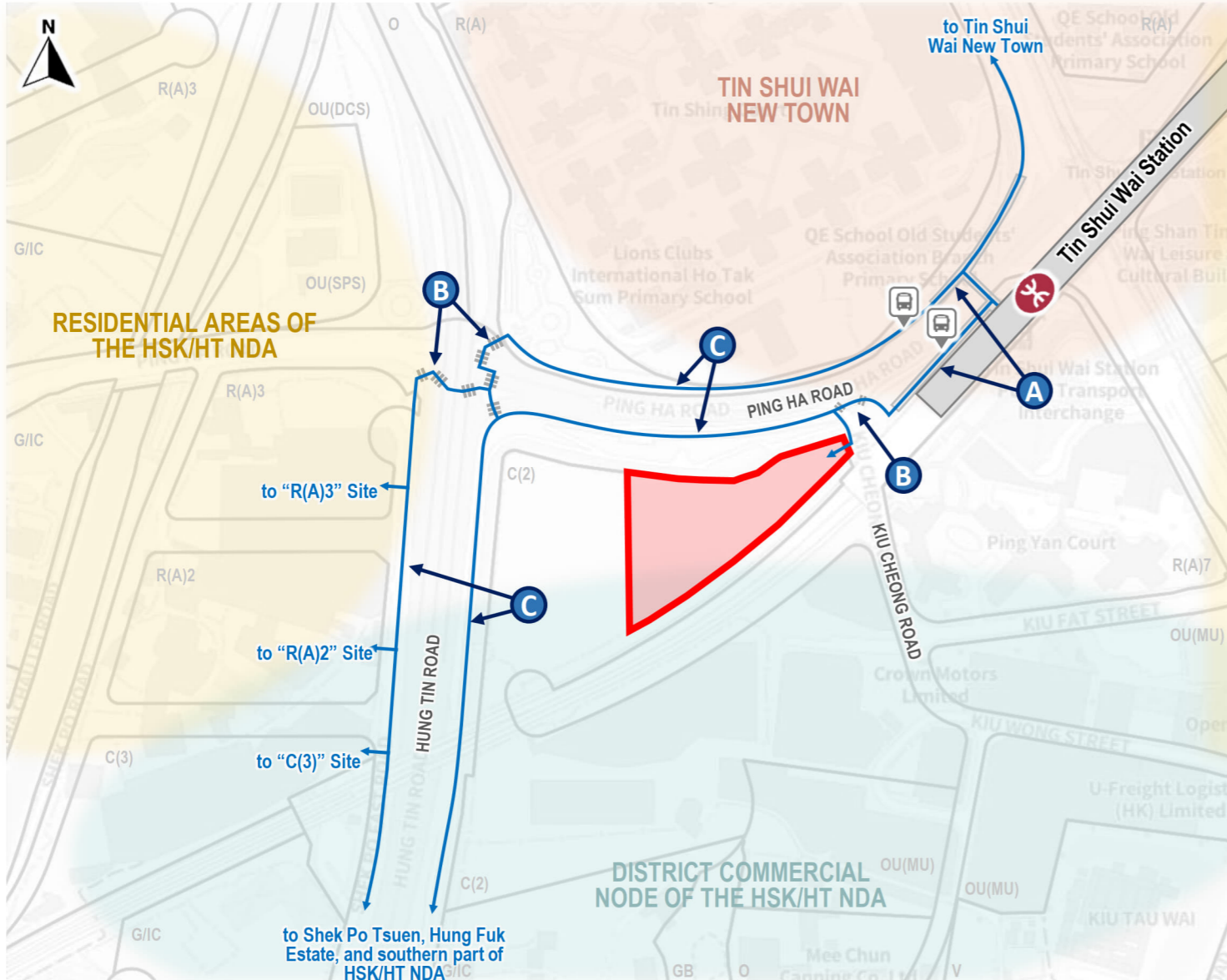
safe and pleasant “shortcut” in the east–west direction. This will allow easy access to the adjoining development at the “C(2)” Site, and further onwards to future residential and commercial developments to the west of Hung Tin Road, as well as the southern part of the HSK/HT NDA, Shek Po Tsuen, and Hung Fuk Estate. Residents from these areas will benefit significantly from gaining more direct and walkable access to the MTR Station, improving their everyday journeys.

Additional Bus Laybys for Easier Access to Public Transport

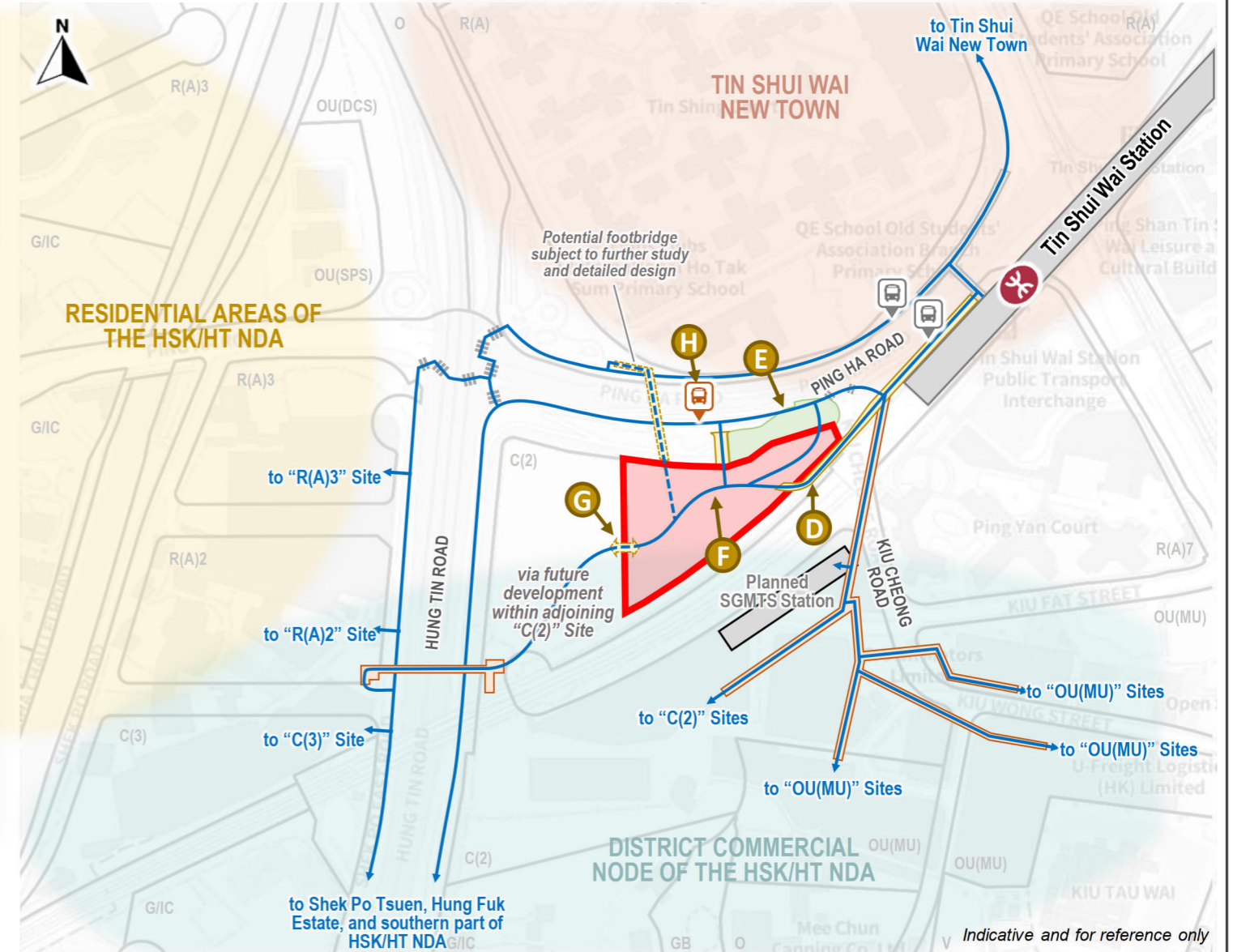
- 5.9.4 The local community will further benefit from the proposed addition of bus lay-bys along Ping Ha Road, which will provide more direct and convenient access to public transport services. At present, the only bus laybys in this area are located near Exit B of TSW Station, meaning that residents and visitors of the Proposed Development, the adjoining “C(2)” site, and other developments in the District Commercial Node must walk a considerable distance to reach them. With the new bus laybys and associated enhancement works, these pedestrian groups will enjoy much easier and closer access to bus and minibus services, strengthening the overall public transport provision in the neighbourhood. This enhancement will particularly benefit those with mobility difficulties, offering a much shorter and more manageable walking route.
- 5.9.5 Together, these measures will position the Proposed Development as a community focal point, serving not only as a physical connector but also as a place that fosters social integration and cohesion between the TSW New Town and the HSK/HT NDA. By reducing walking distance and travel time, improving safety and accessibility, the development will directly improve the quality of life for local residents, making everyday journeys easier and more pleasant, demonstrating a clear commitment to meeting the needs of the local community. In a broader context, these measures will provide additional at-grade and elevated connections that complement the planned pedestrian network, creating a seamless and comprehensive link within the District Commercial Node (**Figure 5.2** refers).

Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Enhancing Connectivity between TSW New Town, TSW Station and the HSK/HT NDA

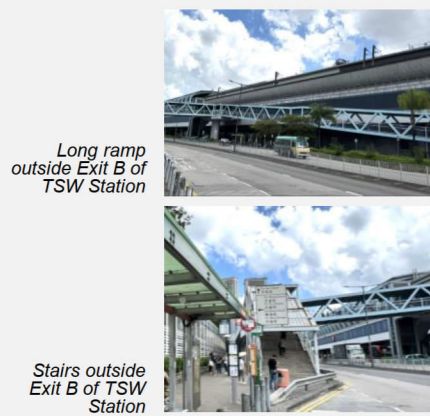
Before Proposed Enhancement Works



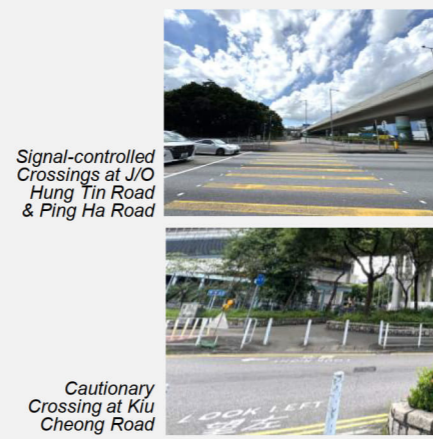
After Proposed Enhancement Works



A Level changes causing inconvenience particularly to pedestrians with mobility difficulties



B Multiple pedestrian crossings causing inconvenience and safety concerns



C Unpleasant footpaths alongside busy traffic



D Provision of elevated pedestrian connections to minimise the need for level changes and pedestrian crossings



E Enhancement of at-grade pedestrian comfort with landscaping



F Creation of a more direct "shortcut" within the proposed commercial/ retail podium for a better pedestrian experience

G Reserving an opening for possible future connection to adjoining "C(2)" site

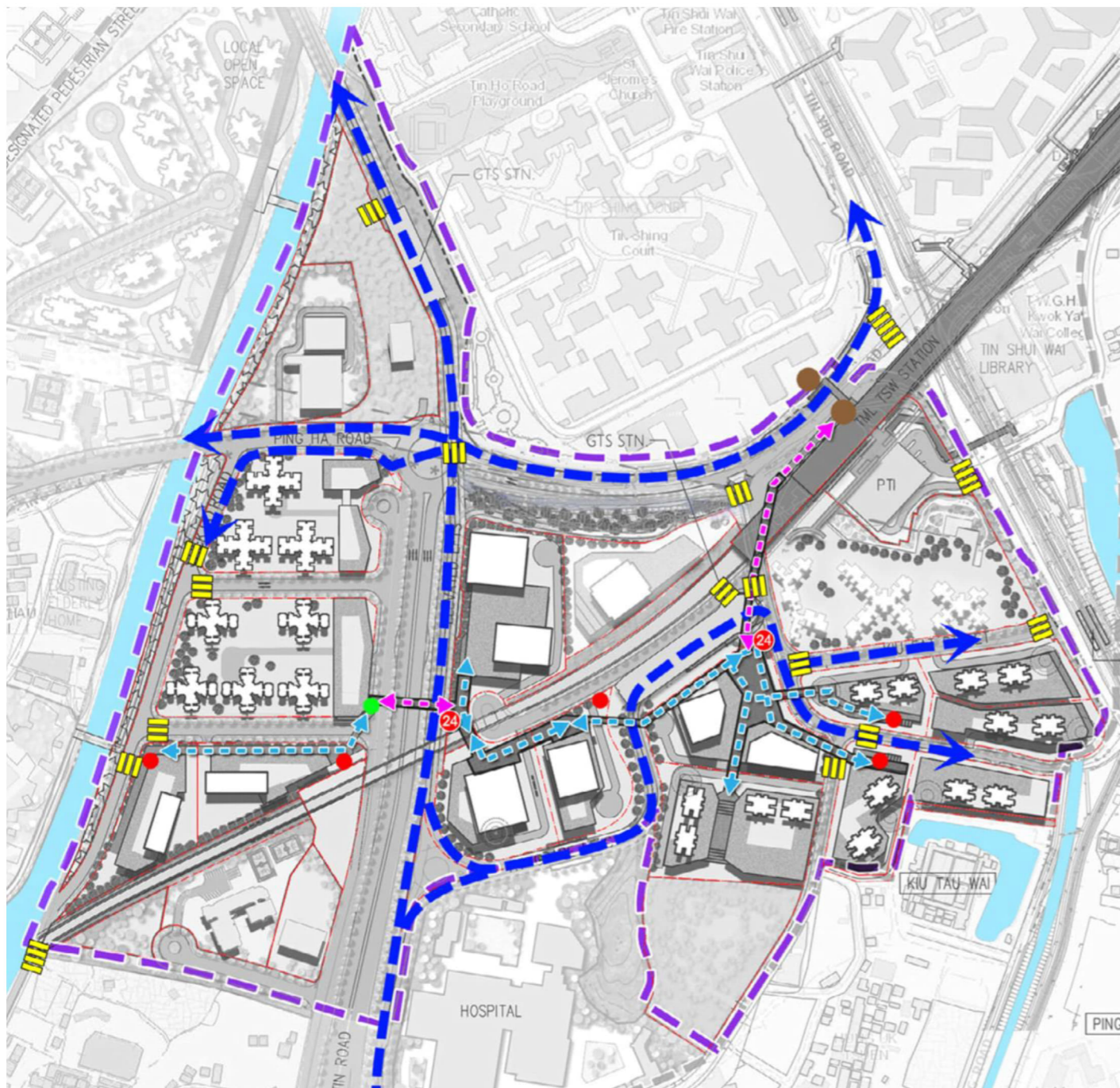
H Additional bus lay-bys for easier access to public transport in the neighbourhood

LEGEND

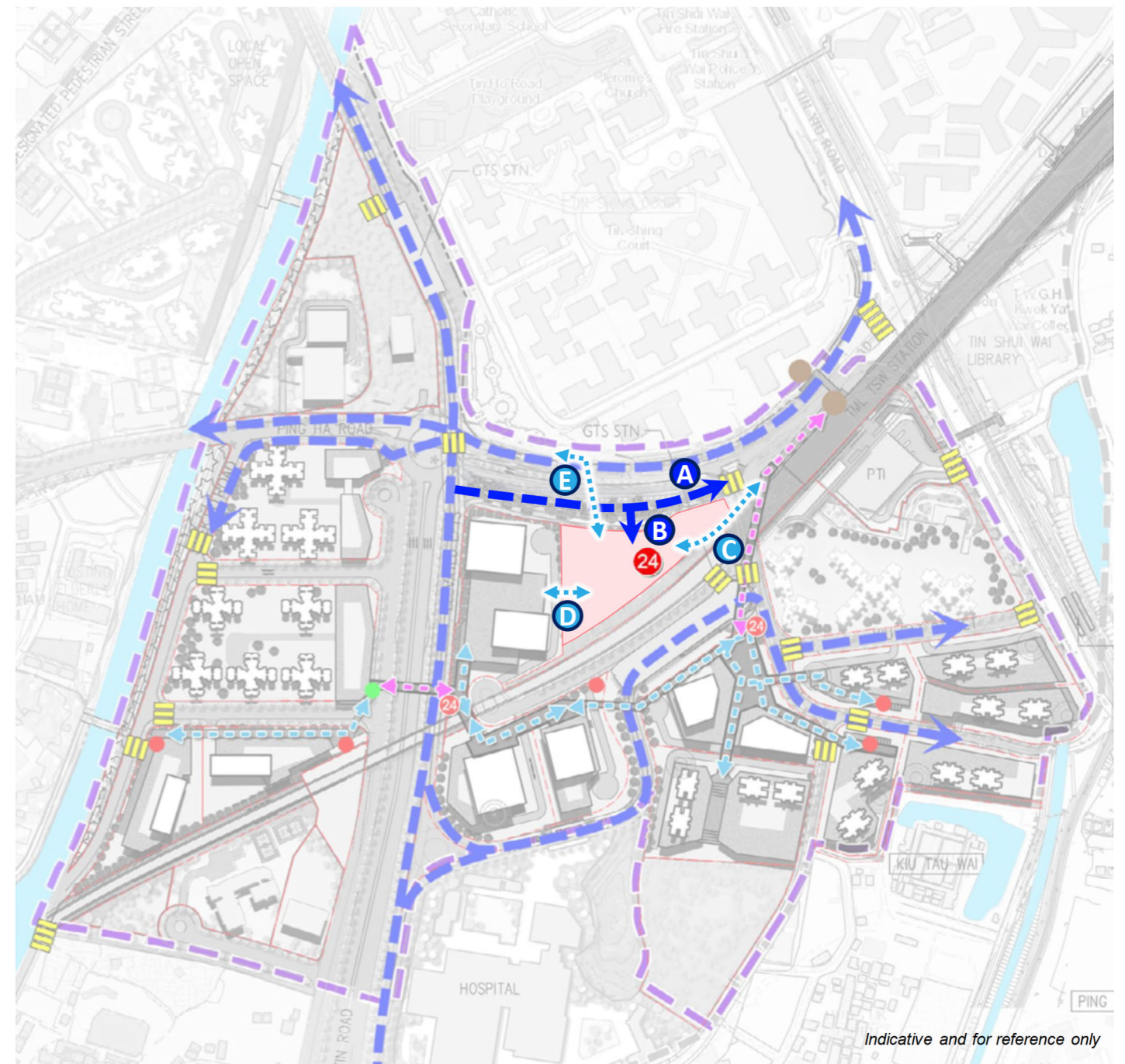
- Application Site
- Proposed Footbridges
- Possible Nullah Deck for Landscape Area
- Existing Footbridges
- Potential Footbridge / Possible Connections
- Planned Footbridges by the Government
- Existing Bus Lay-bys
- Proposed Bus Lay-bys
- Pedestrian Network

Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Overview of Pedestrian Connectivity in the District Commercial Node

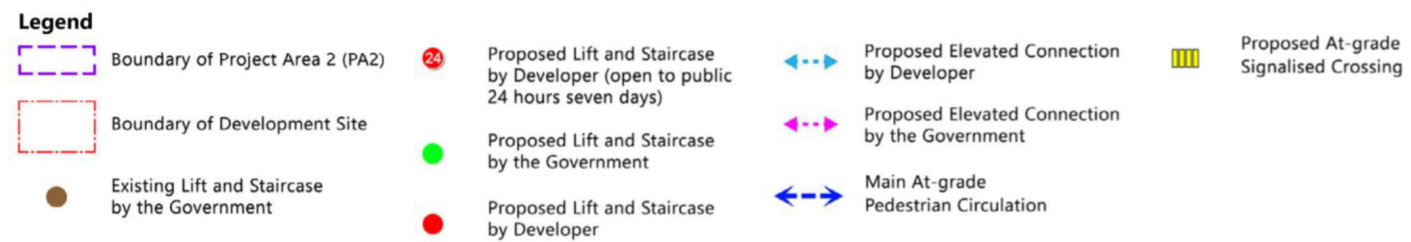
Before Proposed Enhancement Works



After Proposed Enhancement Works



Indicative and for reference only



Enhanced Pedestrian Connectivity via Off-site Enhancement Works

- A At-grade pedestrian circulation along Ping Ha Road via possible nullah deck for landscape area
- B At-grade pedestrian circulation via proposed footbridge across existing nullah
- C Elevated connection via proposed footbridge to Tin Shui Wai Station
- D Elevated connection via possible connection to adjoining "C(2)" site
- E Elevated connection via potential footbridge across Ping Ha Road (subject to further study and detailed design)
- 24 24-hour accessible lift at G/F and 1/F of commercial/retail podium connecting other elevated pedestrian connections

Extracted from Figure 7 of the Urban and Green Design Requirements Brief for Private Development Sites

5.10 In line with Relevant Urban Design Principles set out in the OZP, ODP and Urban Design Guidelines

5.10.1 When formulating the development proposal, the Applicant has observed the urban design principles set out in the OZP, ODP, and the Urban Design Guidelines for the Future Town Centre and District Commercial Node in the HSK/HT NDA. Various design merits have been duly incorporated into the Proposed Development, which are summarised in **Table 5.1** below:

Table 5.1 Summary of Design Merits of the Proposed Development with Reference to Relevant Urban Design Principles Set Out in the OZP, ODP and Urban Design Guidelines

Relevant Urban Design Principles	Design Merits of the Proposed Development
<i>HSK/HT OZP and/or ODP</i>	
Creating Distinctive Nodes	Establishing the development as a focal point in the District Commercial Node, through the provision of a commercial/retail podium with footbridges connecting to TSW MTR Station and the surrounding neighbourhood
Fostering Economic Vibrancy and Employment	Provision of a commercial/office tower and a commercial/retail podium to foster economic vibrancy and offer employment opportunities. With the proposed development mix to include a residential portion, it enhances home-job balance and day-night vibrancy too
Landscape and Open Spaces Network	Tree planting, vertical greening and provision of quality landscape area including one atop the possible nullah deck open to the public, thereby enriching streetscape and enhancing walkability
Comprehensive Connectivity and Enhancement of Walkability	Forming a seamless and comprehensive pedestrian network that enables round-the-clock circulation in the neighbourhood
Strengthening Street Vibrancy	Provision of ground-level commercial/retail use and a possible nullah deck for landscape area to promote street-level walkability
Creating a Smart, Green and Resilient City	Promoting the use of public transport through enhancing connectivity and walkability to bus lay-bys, TSW MTR Station and the future SGMST Station
Building Height Profile	Compatible in BH with the surrounding high-rise developments

Breezeway and View Corridors / Enhancing Air Ventilation, Celebrating Views and Building Permeability and Separation	Careful design and disposition of building to respect and maintain the view corridor / breezeway ('fung shui lane') extended from Ping Shan
Respecting Cultural Heritage and Urban-Rural Integration	Ditto
Creating Landmarks	Reinforcing its character as a landmark development through the proposed increase in BH, and serving as a strategic gateway from TSW MTR Station to the future District Commercial Node
Formulating an Integrated Layout	Formulating a development proposal that is compatible in scale and landuse and is well-connected to the surrounding commercial and residential developments
Sustainable Building Design and Green Coverage	Compliance with Sustainable Building Design Guidelines and a minimum of 20% greenery coverage
<i>HSK/HT NDA Urban Design Guidelines for District Commercial Node</i>	
Key Place-making and Local Character	Integrating the development with the elevated walkway network and at-grade pedestrian walkway network of the District Commercial Node through providing a 24-hour pedestrian link within the commercial/retail podium with a series of off-site enhancement works
Urban Microclimate / Outdoor Thermal Comfort	Careful design and disposition of building to respect and maintain the view corridor / breezeway
Density and Massing	Adopting an appropriate density and massing that is compatible with the surrounding developments and creation of a stepped podium design to enhance visual interest
Setback	Avoiding full site coverage of the commercial/retail podium by providing podium setback at the northeastern portion and along the southeastern site boundary
Climate Resilience	Creating a seamless connection to the planned all-weather covered walkway within the District Commercial Node
Greening	Tree planting, vertical greening and provision of quality landscape area, with a minimum of 20% greenery coverage

5.11 Timely Delivery of Development to Inject Vibrancy for the Growth of the HSK/HT NDA

5.11.1 Unlike other sites within the District Commercial Node that are still awaiting land resumption and site formation, the Application Site is already formed and readily available for development. Subject to approval by the Board, the proposed mixed-use development can be delivered in a timely manner, bringing in new residents, job opportunities, and retail and F&B facilities at an early stage. This early delivery will inject vibrancy and accelerate the development of the HSK/HT NDA.

5.12 Proposed Development is Technically Feasible

5.12.1 To demonstrate the technical feasibility of the Proposed Development, various technical assessments and/or analyses have been prepared in visual, air ventilation, traffic, environmental, drainage, sewerage and water supply terms. Overall, as evidenced by the various technical assessments, it is concluded that the Proposed Development is acceptable in technical terms.

6 CONCLUSION

- 6.1 The Application Site, covering an area of about 9,946m², is located within the District Commercial Node of the HSK/HT NDA and to the immediate southwest of TSW MTR Station. In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site. The proposed development aims to fully realise the site's potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.
- 6.2 The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8). It comprises two 38-storey residential towers and one commercial/office tower, all situated above a 5-storey commercial/retail podium. A series of off-site enhancement works, including footbridges, bus lay-bys, 24-hour pedestrian links and a possible nullah deck for landscape area, are also proposed to strengthen connectivity and walkability within the neighbourhood.
- 6.3 The subject application is supported on the following grounds:
- The Proposed Development is in line with the latest Government policy to allow greater flexibility for residential uses within commercial zones in the HSK/HT/NDA;
 - The Application Site is the subject of both an approved residential scheme and commercial schemes, thereby justifying the appropriateness of both residential and commercial uses;
 - Approval of the subject application is consistent with previous Town Planning Board decisions on similar approved applications within the HSK/HT NDA;
 - The Proposed Development being a positive response to the rapidly evolving market condition to ensure a more efficient use of valuable land resources;
 - The Proposed Development can provide additional residential units in short-

to medium-term to address the continuous housing demand;

- The Proposed Development will serve as a catalyst for development of the nearby “C” and “OU(MU)” sites in the District Commercial Node;
- The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH;
- The Proposed Development presents a well-balanced development mix while safeguarding the planned commercial function of the District Commercial Node;
- A series of off-site enhancement works proposed to strengthen the connectivity and walkability within the neighbourhood, thereby providing public benefit and establishing the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA;
- The Proposed Development is fully in line with the relevant urban design principles set out in the OZP, ODP and Urban Design Guidelines;
- The Proposed Development could be realised in a timely manner to inject vibrancy for the growth of the HSK/HT NDA; and
- The Proposed Development is proven to be technically feasible as per various technical assessments conducted.

6.4 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

Attachment 1

**Extract of Notes of the Draft Hung Shui Kiu
and Ha Tsuen Outline Zoning Plan No. S/HSK/3**

COMMERCIAL

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 Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (a) On land designated “Commercial (1)” to “Commercial (5)”, 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 maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
C(1)	9.5
C(2)	8
C(3)	5
C(4)	3
C(5)	1.5

- (b) 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 metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.