
Appendix E

Replacement Pages of Revised Planning Statement

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1.2 Report Structure

1.2.1 This Planning Statement consists of the following sections:

- Section 2: describes the Application Site context and planning context;
- Section 3: presents the details of the indicative development scheme;
- Section 4: summarises the key findings of various technical assessments on environmental, air ventilation, traffic, drainage, sewerage and water supply aspects;
- Section 5: presents the planning justifications for 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 G**.

Appendix A	Extract of the Extant OZP
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Table 4.1 Proposed Internal Transport Facilities Provision

Site	Use	Parameters	Type	No.
Site A	Residential	1,240 units	Residential parking space	168
			Visitor parking space	15
			Motorcycle parking space	13
			L/UL bay	3
			Bicycle parking space	248
	Retail	5,221m ²	Car parking space	35
			Motorcycle parking space	4
			L/UL bay	5
Site B (future scenario; development mix is indicative only)	Retail	354m ²	Car parking space	3
			Motorcycle parking space	1
			L/UL bay	1
	Hotel	924 rooms	Car parking space	10
			Motorcycle parking space	1
			L/UL bay for goods vehicle	5
			Lay-by for taxi and private car	4
			Lay-by for single-deck tour bus	3
	Office	37,620m ²	Car parking space	177
			Motorcycle parking space	18
			L/UL bay	13

4.3.3 To assess potential traffic impact induced by the Proposed Development, the Traffic Review has compared the traffic generations from a hypothetical scheme with that from the proposed scheme. The hypothetical scheme is formulated based on the commercial mix suggested in the previous version of the Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/1 for the Application Site.

- 4.3.4 According to assessment result, the traffic generations under the proposed scheme would be much less than that under the hypothetical scheme under both AM and PM peak hours. Therefore, there would not be insurmountable traffic impacts imposed on the surrounding road network.

4.4 Drainage, Sewerage and Water Supply Aspects

4.4.1 A Drainage Impact Assessment (see **Appendix E**) has been conducted to review the feasibility of the Proposed Development. The surface runoff of Proposed Development is mainly from rainfall, and it will be directed to existing drainage channel via planned storm drains to be constructed in HSK/HT NDA. With reference to Drainage Impact Assessment of Planning Application No. A/HSK/452, a hydraulic model was established in accordance with Drainage Services Department's guidelines to assess the hydraulic performance of the proposed drainage system within HSK/HT NDA. The result showed that the proposed drainage system was sufficient to cater for the peak flows arising from the planned HSK/HT NDA. It is noted that drainage lead-in is proposed by Civil Engineering and Development Department (CEDD) for runoff discharge from the Application Site. The Proposed Development will adopt the proposed drainage arrangements to be implemented by CEDD under HSK/HT NDA project. As the Proposed Development will not bring significant changes to drainage characteristics, no adverse impact on the drainage system is anticipated.

4.4.2 A Sewerage Impact Assessment (see **Appendix F**) has been conducted to assess the potential sewerage impact arising from the Proposed Development. The sewage impact is assessed by comparing the sewage generated between Base Case (based on Outline Development Plan No. D/HSK/1) and the Proposed Development. The comparison result shows that the sewage generated from the Proposed Development (i.e. 2088.6m³/day) is less than Base Case (i.e. 2389.4m³/day), it is anticipated that the Proposed Development will not result in any adverse impact to the future sewerage system in HSK/HT NDA.

4.4.3 The sewage generated from the Proposed Development will be conveyed to Sewage Pumping Station No. 1 via planned gravity sewers, and then to Sewage Pumping Station No. 2 via planned sewer rising mains and gravity sewers constructed by CEDD and then finally to planned HSK Effluent Polishing Plant. The sewage discharged from the Application Site contributes to only about 7.2% of the capacity of Sewage Pumping Station No. 1. To conclude, no adverse impact is

anticipated on planned sewerage system.

- 4.4.4 A Water Supply Impact Assessment has been prepared and enclosed under **Appendix G** to review the feasibility of the Proposed Development from water supply point of view. The estimated daily fresh water demand for the Proposed Development is 2,054m³/day and the estimated daily flushing water demand is 684m³/day. NS250 lead-in pipe is proposed to be tee-off from the planned fresh water main to supply fresh water for the Proposed Development. For flushing water, NS125 lead-in pipe is proposed to be tee-off from the planned flushing water main to provide flushing water for the Proposed Development. To conclude, no adverse water supply impact is anticipated.

Measures	Facilities	Development	
	Automatic Refuse Collection System	Will be explored in detailed design stage	--
Urban Design Concepts	"Blue-Green Axis Spine" connecting the Northern and Southern Riverine Channels	Riverside setback provided	--

5.7 The Proposed Development is Technically Feasible

5.7.1 The PR of the Proposed Development will be not more than 9.5, i.e. in compliance with the maximum PR stipulated on the OZP. Therefore, the total GFA of the Proposed Development does not exceed what is allowed under the OZP. The Proposed Development involves a change in development mix by introduction of 'Flat' use only with no change in total PR, thus the technical feasibility confirmed under the Government's previous planning and study for HSK/HT NDA based on a maximum PR of 9.5 for the Application Site is still valid.

5.7.2 Nevertheless, the Applicant has conducted technical review under different technical aspects to further confirm that the proposed change in development mix, based on the ratio of 45% : 55%, is technically acceptable. As detailed in Sections 3 and 4 above, the Proposed Development is technically feasible from landscape, environmental, air ventilation, traffic, drainage, sewerage and water supply aspects. For details, please refer to **Appendices B to G**.