
Appendix F

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**.

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4 Technical Appraisal

4.1 Environmental Aspect

- 4.1.1 An Environmental Review has been prepared and enclosed under **Appendix D** to assess if the Proposed Development would be subject to air quality impact, traffic noise impact and railway noise impact.
- 4.1.2 For air quality aspect, as no openable windows, fresh air intakes and recreational uses in open spaces fall within the 5m buffer distance and 10m buffer distance from local distributor (the planned Road L22) and district distributor (the planned Road D7) respectively and there is >20m buffer distance from trunk road (Kong Sham Western Highway), the Proposed Development is not expected to be subject to adverse air quality impacts arising from vehicular emissions.
- 4.1.3 For traffic noise impact, Site B will not be subject to adverse impacts, as the non-domestic blocks will adopt central air-conditioning and would not rely on openable windows for ventilation. For Site A for residential development, its typical layout is not available at the moment. Yet, precautionary planning has been adopted to minimise traffic noise impact at Site A. For example, non-domestic block in Site B would help screen traffic noise, and thus reduce traffic noise level in Site A; sensible building orientation, podium design, and other mitigation measures such as acoustic window / balcony where necessary. Adverse traffic noise impacts are not anticipated.
- 4.1.4 Regarding railway noise impact, the Environmental Impact Assessment of HSK NDA has assessed the railway noise levels in the sites near to the Application Site. With implementation of mitigation measures, all these sites will not be subject to unacceptable railway noise. As the Application Site is located farther to HSK Station than the assessed sites, and the recommended setback distance of 70m has been complied with, it is anticipated that the Application Site would not be subject to adverse railway noise impacts. Mitigation measures will be proposed where necessary.
- 4.1.5 Overall, the Proposed Development would be acceptable from environmental perspective.

Table 4.1 Proposed Internal Transport Facilities Provision

Site	Use	Parameters	Type	No.
Site A	Residential	590 units	Residential parking space	89
			Visitor parking space	10
			Motorcycle parking space	6
			L/UL bay	2
			Bicycle parking space	118
Site B (future scenario; development mix is indicative only)	Hotel	1,640 rooms	Car parking space	17
			Motorcycle parking space	2
			L/UL bay for goods vehicle	9
			Lay-by for taxi and private car	4
			Lay-by for single-deck tour bus	3
	Office	44,808m ²	Car parking space	206
			Motorcycle parking space	21
			L/UL bay	15
			Lay-by for taxi and private car	3

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 similar to and much less than that under the hypothetical scheme under AM and PM peak hours respectively. 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 the Proposed Development is mainly from rainfall, and it will be directed to existing drainage channel via planned storm drains to be constructed by 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. 1934.7m³/day) is less than Base Case (i.e. 1988.8m³/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 6.7% 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 2,202m³/day and the estimated daily flushing water demand is 827m³/day. DN300 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, DN150 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.

Table 5.1 Design Merits in the Proposed Development with Reference to Urban and Green Design Requirements Brief for Private Development Sites

Category	Requirement	Provision in the Proposed Development
Urban Design Measures	Green Deck at Podium Roof Level	Green deck provided in Site B at 23mPD
	Covered Walkway on all Elevated Connections and Terraced Podium	- Footbridge connection between Site A and Site B provided at 23mPD - Openings within the Application Site boundary reserved to allow future possible pedestrian connections to Upper Central Site of Planning Area 32C, Planning Areas 32A and to the south
Green Design Measures	Electric Vehicle Charging Facilities	Will be provided in the Proposed Development
	Automatic Refuse Collection System	Will be explored in detailed design stage

5.7 The Proposed Development is Technically Feasible

5.7.1 The PR of the Proposed Development will be not more than 8, 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 8 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 20% : 80%, 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**.