

**Section 16 Planning Application for Proposed  
Residential Development with Permitted  
Commercial Uses in Planning Area 32C  
(Southern Site and Lower Central Site),  
Hung Shui Kiu, New Territories**

**Planning Statement**

**June 2026**

**llewelyn  
davies**

In association with

**LWK & Partners (HK) Ltd  
Axxa Group Limited  
AECOM Asia Company Limited  
AtkinsRéalis Asia Limited  
Ramboll Hong Kong Ltd.**

## **TABLE OF CONTENTS**

	<i>Page</i>
<b>Executive Summary</b>	<b>ES1</b>
中文摘要	<b>ES3</b>
<b>1 INTRODUCTION</b> .....	<b>1</b>
1.1 Purpose of Submission.....	1
1.2 Report Structure .....	2
<b>2 SITE AND PLANNING CONTEXT</b> .....	<b>3</b>
2.1 Site Location.....	3
2.2 Surrounding Context.....	3
2.3 Planning Context .....	3
<b>3 INDICATIVE DEVELOPMENT PROPOSAL</b> .....	<b>5</b>
3.1 Proposed Development Parameters.....	5
3.2 Pedestrian Connectivity.....	9
3.3 Landscape Design.....	9
3.4 Access Arrangement and Internal Transport Facilities .....	10
3.5 Implementation.....	10
<b>4 TECHNICAL APPRAISAL</b> .....	<b>11</b>
4.1 Environmental Aspect.....	11
4.2 Air Ventilation Aspect .....	12
4.3 Traffic Impact.....	12
4.4 Drainage and Sewerage Aspects .....	14
<b>5 PLANNING JUSTIFICATIONS</b> .....	<b>15</b>
5.1 In Line with Latest Government Policy to Allow Greater Flexibility for Residential Use within Commercial Zones in Hung Shui Kiu / Ha Tsuen New Development Area....	15
5.2 In Line with Government’s Policy to Address Housing Needs .....	15

5.3 Overall Development Mix will Reinforce Hung Shui Kiu’s Town Centre by Providing Vibrant Uses.....	16
5.4 Proposed Development with Reasonable Scale of Residential Use Acts as a Catalyst.....	16
5.5 Positively Responding to the Rapidly Evolving Market Conditions to Ensure Efficient Use of Valuable Land Resources .....	17
5.6 Design Merits are Proposed.....	17
5.7 The Proposed Development is Technically Feasible.....	18
<b>6 CONCLUSION .....</b>	<b>19</b>

### List of Figures

	<i>Following Page</i>
Figure 1.1 Extract of the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3	1
Figure 2.1 Location Plan	3
Figure 2.2 Planning and Urban Design Concept Plan of HSK/HT NDA	3
Figure 3.1 Master Layout Plan	5
Figure 3.2 G/F Plan	5
Figure 3.3 1/F Plan	5
Figure 3.4 2/F Plan	5
Figure 3.5 Section Plan (Phase 1)	5
Figure 3.6 Section Plan (Future Scenario)	5
Figure 5.1 Spatial Planning Concept – Enhanced Connectivity and Walkability via the Subject Proposed Development	17

### List of Tables

	<i>Page</i>
Table 3.1 Development Schedule for the Application Site	6
Table 4.1 Proposed Internal Transport Facilities Provision	13
Table 5.1 Design Merits in the Proposed Development with Reference to Urban and Green Design Requirements Brief for Private Development Sites	18

### List of Appendices

Appendix A	Extract of the Extant OZP
Appendix B	Landscape Master Plan
Appendix C	Traffic Review
Appendix D	Environmental Review

## **EXECUTIVE SUMMARY**

### **Purpose of Submission**

This Planning Statement is prepared to seek permission from the Town Planning Board (the Board) for proposed residential development with permitted commercial uses (hereafter referred to as the “Proposed Development”) in Southern Site and Lower Central Site of Planning Area 32C, Hung Shui Kiu, New Territories (hereafter referred to as the “Application Site”) under Section 16 (S16) of the Town Planning Ordinance (CAP. 131).

The Application Site involves an area of about 17,503m<sup>2</sup>, and is located within Hung Shui Kiu / Ha Tsuen (HSK/HT) New Development Area (NDA). It mainly falls within “Commercial (2)” (“C(2)”) zone on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3. According to the Notes of the OZP, commercial uses such as ‘Office’, ‘Hotel’, ‘Shop and Services’, ‘Eating Place’, etc. are always permitted in “C(2)” zone, while ‘Flat’ use is under Column 2, i.e. permission from the Board is required. Developments within this zone are subject to maximum building height of 200mPD and plot ratio of 8. As the Proposed Development proposes provision of ‘Flat’ use, this S16 planning application is hereby submitted, which does not involve any changes to the maximum building height and plot ratio as stipulated on the OZP.

### **Indicative Development Proposal**

The Application Site is divided into Site A and Site B. Site A is for proposed residential development involving 2 residential blocks of 29 / 30 storeys above 2 storeys of aboveground car park, and therefore **Site A is the subject matter of this planning application**; while Site B provides 4 non-domestic blocks for hotel / office uses, i.e. purely for commercial uses that are always permitted, and therefore **Site B is not the subject matter of this planning application**. Hence, **the layout, development parameters and uses in Site B are indicative and not for approval under the subject planning application**.

The total plot ratio of the Proposed Development in the Application Site will be not more than 8; among which majority (i.e. 80% or plot ratio 6.4) will be for the as-of-right permitted non-domestic uses, whereas the remaining plot ratio (i.e. 20% or plot ratio 1.6) will be for the proposed residential use which is the subject of this application. The building height of all proposed towers will be not more than 200mPD. The development parameters of the Proposed Development will comply with the OZP.

## **Development Justifications**

Major development justifications in support of the Proposed Development are listed as follows:

- The Proposed Development is in line with latest Government policy to allow greater flexibility for residential use within commercial zones in HSK/HT NDA;
- The Proposed Development is in line with Government's policy to address housing needs;
- The overall development mix of the Proposed Development will reinforce HSK's Town Centre by providing vibrant uses;
- The Proposed Development with reasonable scale of residential use acts as a catalyst to encourage early implementation of HSK/HT NDA;
- The Proposed Development is a positive response to the rapidly evolving market conditions to ensure efficient use of precious land resources;
- Design merits are proposed; and
- The Proposed Development is feasible in technical terms.

In light of the justifications presented, we sincerely seek favourable consideration from the Board on this S16 planning application.

## 行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧，應以英文原文為準。)

## 申請目的

此規劃綱領旨在向城市規劃委員會(下稱「城規會」)根據城市規劃條例(第131章)第16條爭取規劃許可，在新界洪水橋第32C規劃區的南面用地和中央下方用地(下稱「申請地點」)作擬議住宅發展及經常准許的商業用途(下稱「擬議發展」)。

申請地點位於洪水橋/廈村新發展區內，面積約為17,503平方米。申請地點在《洪水橋及廈村分區計劃大綱草圖編號S/HSK/3》(大綱圖)上主要劃為「商業(2)」地帶。根據大綱圖的註釋，商業用途例如「辦公室」、「酒店」、「商店及服務行業」、「食肆」等在「商業(2)」地帶為經常准許的用途，而「分層住宅」則為第二欄用途，需要城規會的准許。「商業(2)」地帶內的發展最高建築物高度為主水平基準以上200米，最高地積比率為8。由於擬議發展牽涉擬議「分層住宅」用途，申請人以此提交此第16條規劃申請，當中並不牽涉大綱圖所規定的最高建築物高度及地積比率的改動。

## 擬議發展計劃

申請地點分為地盤A與地盤B。地盤A擬作住宅發展，提供2幢住宅大樓，樓高29/30層並設有2層地面停車場，**因此僅有地盤A涉及本申請的申請事項**；地盤B則擬建4幢非住用建築物作酒店/辦公室用途，屬經常准許的商業用途，**所以地盤B並不涉及本申請的申請事項**。因此，**地盤B的佈局、發展參數及用途僅屬示意性質，並非今次規劃申請的審批範圍**。

擬議發展於申請地點的總地積比率不多於8，大部份的地積比率(80%/地積比率6.4)將用作經常准許的非住用用途，餘下的地積比率(20%/地積比率1.6)將用作住宅用途，即是次規劃申請的申請事項。所有擬議大樓的建築物高度將不超過主水平基準以上200米。擬議發展的發展參數將符合大綱圖的規定。

## 發展理據

以下為支持擬議發展的理據：

- 擬議發展與政府近期在洪水橋/廈村新發展區內的商業用地提供彈性以作住宅用途的策略方針相符；
- 擬議發展與政府回應房屋需求的策略方針相符；
- 擬議發展的發展用途組合可以提供多樣化的發展，加強洪水橋市中心的定位；
- 擬議發展提供適量的住宅用途，可作為帶動洪水橋/廈村新發展區內其他發展的催化劑；

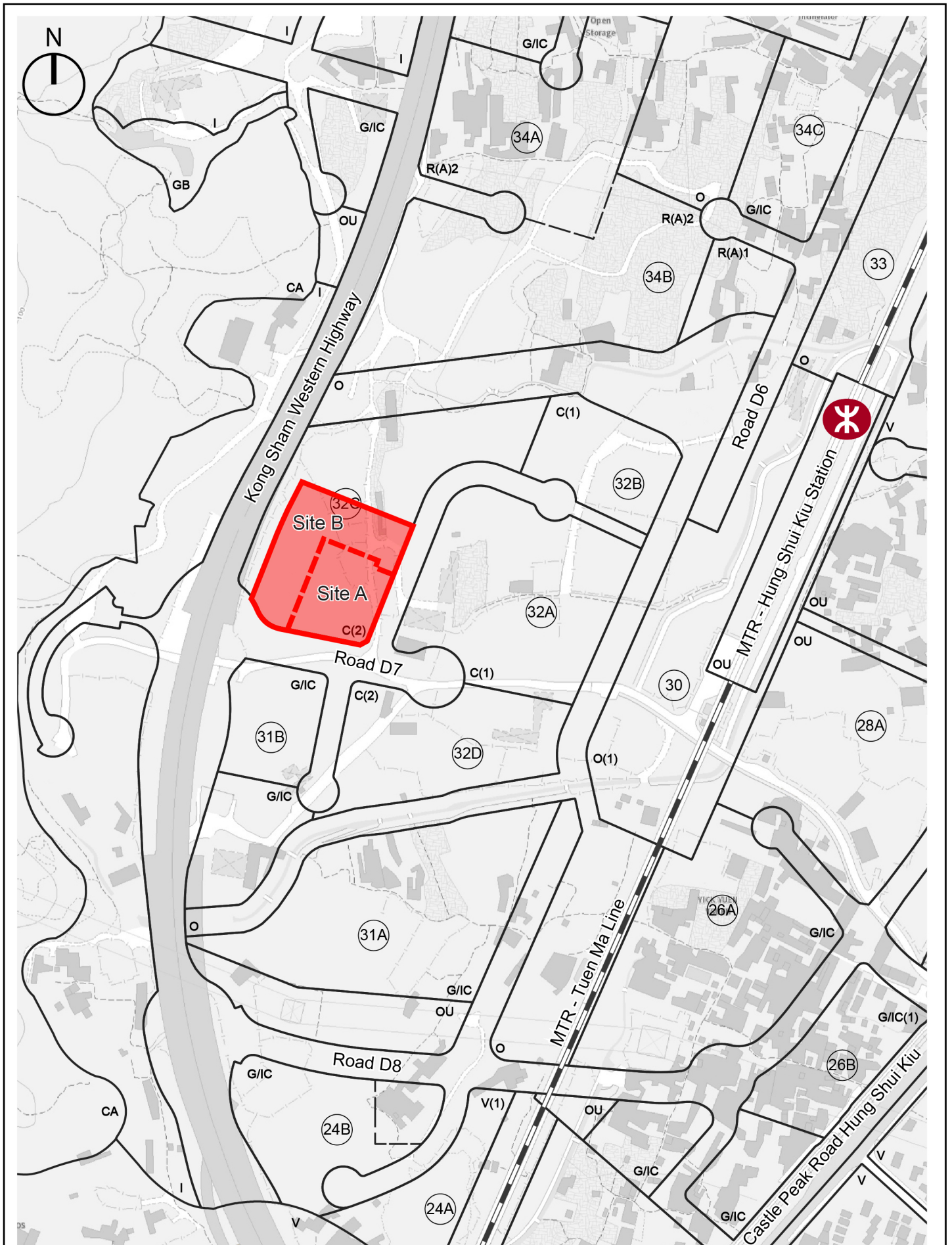
- 擬議發展能回應瞬息萬變的市場狀況，善用珍貴的土地資源；
- 擬議發展提供了設計增益；及
- 擬議發展在技術層面上可行。

基於以上的發展理據，現懇請城規會接納是次規劃申請。

## 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 residential development with permitted commercial uses (hereafter referred to as the “Proposed Development”) in Southern Site and Lower Central Site of Planning Area 32C in Hung Shui Kiu (hereafter referred to as “Application Site”) under Section 16 (S16) of the Town Planning Ordinance (CAP. 131).
- 1.1.2 The Application Site is mainly zoned “Commercial (2)” (“C(2)”) on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 (**Figure 1.1** refers) and lies within Hung Shui Kiu / Ha Tsuen (HSK/HT) New Development Area (NDA). According to the Notes of the OZP, the Application Site is subject to maximum plot ratio (PR) of 8 and maximum building height of 200mPD. Commercial uses including ‘Hotel’, ‘Office’, ‘Eating Place’, ‘Shop and Services’, etc. are under Column 1, i.e. always permitted; while ‘Flat’ use is under Column 2, which requires planning permission from the Board. In view of recent Government directives promoting greater flexibility for accommodating residential use in commercial sites within HSK/HT NDA, the Applicant hereby proposes to introduce residential use, among other commercial uses, in the Application Site, which requires the submission of this planning application for proposed ‘Flat’ use. This planning application does not involve any changes to the maximum building height and PR as stipulated on the OZP.
- 1.1.3 The Application Site is further divided into Site A and Site B (see **Figure 1.1**). Only Site A involves residential use (i.e. ‘Flat’ use under Column 2), while Site B is purely for commercial uses. Therefore, **only Site A is the subject matter of this planning application** which requires planning permission from the Board for the proposed ‘Flat’ use, while **Site B is for indicative purpose only, and not for approval** under this planning application.



50m 0 50 100m

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	1.1		

## 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 and sewerage 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 D**.

- Appendix A Extract of the Extant OZP
- Appendix B Landscape Master Plan
- Appendix C Traffic Review
- Appendix D Environmental Review

## 2 SITE AND PLANNING CONTEXT

### 2.1 Site Location

2.1.1 The Application Site is in Planning Area 32C on the Draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/3, involving Southern Site and Lower Central Site as demarcated on the Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2. It lies within a greater area currently known as Hung Shui Kiu (**Figure 2.1** refers). Its site area is about 17,503m<sup>2</sup>.

### 2.2 Surrounding Context

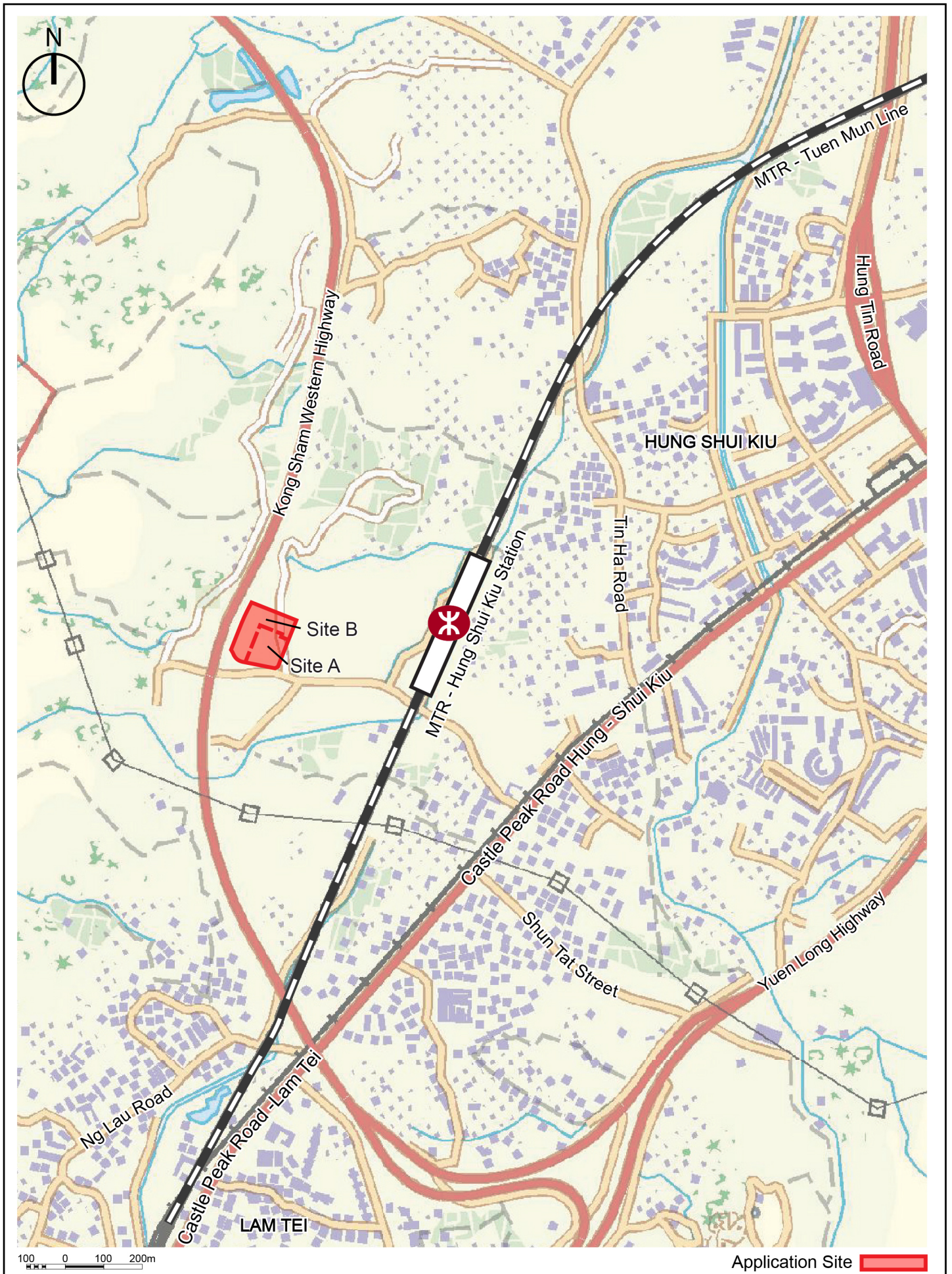
2.2.1 Under the planning for HSK/HT NDA, the Application Site will form part of the future Town Centre of HSK. Planning and Urban Design Concept Plan extracted from the extant OZP in **Figure 2.2** refers. The Application Site is within the 500m catchment area of future HSK Station of Tuen Ma Line (TML), and is close to Regional Plaza and Green Transit Corridor. The target completion year of HSK Station is 2030. Also, HSK Station of Hong Kong-Shenzhen Western Rail Link connecting HSK/HT NDA and Qianhai of Shenzhen will be at the immediate west of HSK Station of TML. The existing Kong Sham Western Highway lies to the west of the Application Site.

### 2.3 Planning Context

#### Statutory Planning Context

2.3.1 The Application Site mainly falls within “C(2)” zone on Draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/3. The maximum PR and building height for the Application Site as per OZP is 8 and 200mPD respectively.

2.3.2 According to the OZP, commercial uses including ‘Hotel’, ‘Office’, ‘Eating Place’, ‘Shop and Services’, etc. are always permitted in “C(2)” zone; while ‘Flat’ use is under Column 2, planning permission from the Board is therefore required for the proposed residential use in Site A of the Application Site (**Figure 1.1** refers). Extract of the extant OZP is attached under **Appendix A**.



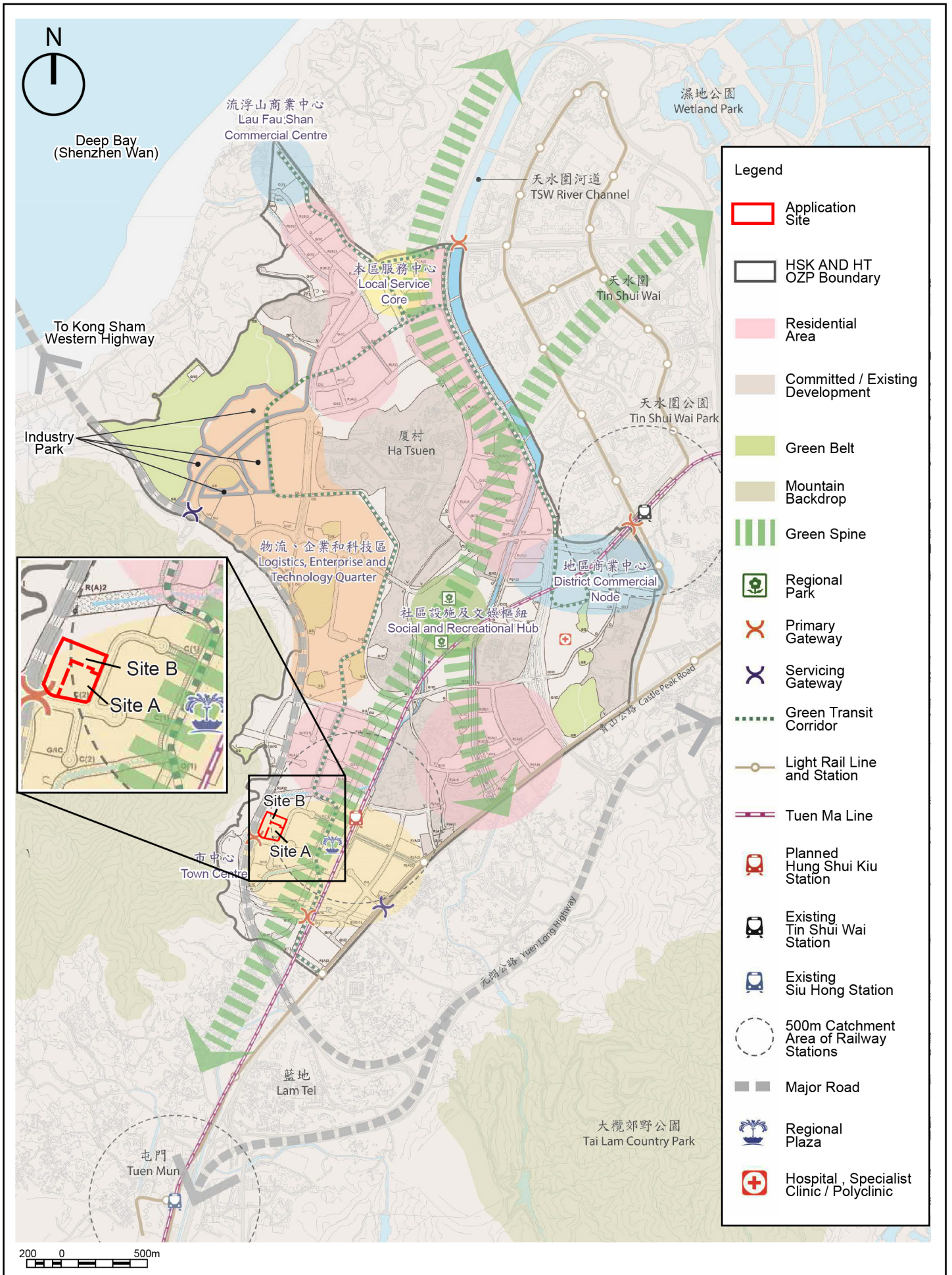
Application Site

**llewelyn  
davies**

Title

Location Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure		
NA	2.1		



Legend			
	Application Site		HSK AND HT OZP Boundary
	Residential Area		Committed / Existing Development
	Green Belt		Green Spine
	Mountain Backdrop		Regional Park
	Primary Gateway		Servicing Gateway
	Green Transit Corridor		Light Rail Line and Station
	Tuen Ma Line		Planned Hung Shui Kiu Station
	Existing Tin Shui Wai Station		Existing Siu Hong Station
	500m Catchment Area of Railway Stations		Major Road
	Regional Plaza		Hospital, Specialist Clinic / Polyclinic



Title  
 Planning and Urban Design Concept Plan of  
 HSK / HT NDA

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure		
NA	2.2		

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

2.3.3 Having considered broader market forces, industry feedback and other relevant factors and to expedite the implementation of new projects within Northern Metropolis, the Government has announced various policy directives in recent years to allow residential use in commercial sites. In particular, in relation to HSK/HT NDA:

- In August 2024, Development Bureau announced that under the pre-requisite of not undermining the planning intention for the NDA, up to 20% of the non-domestic gross floor area (GFA) in the commercial sites and mixed-use sites near the future HSK Station may be reallocated for residential uses. Such amendment shall be submitted to the Board for planning approval with support of technical assessments;
- Subsequently in 2025-26 Budget announced in February 2025, in view of the relatively sluggish commercial property market, the Government announced that it will consider rezoning some of the commercial sites for residential use and allowing greater flexibility of land use;
- In March 2025, the Secretary for Development announced that the Government would review measures to increase flexibility for commercial sites for incorporation of residential use. In particular, for commercial sites around the planned HSK Station, further to the previously announced policy to allow accommodation of 20% non-domestic GFA for residential use, the Government would review the scope to allow residential use beyond 20% of non-domestic GFA.

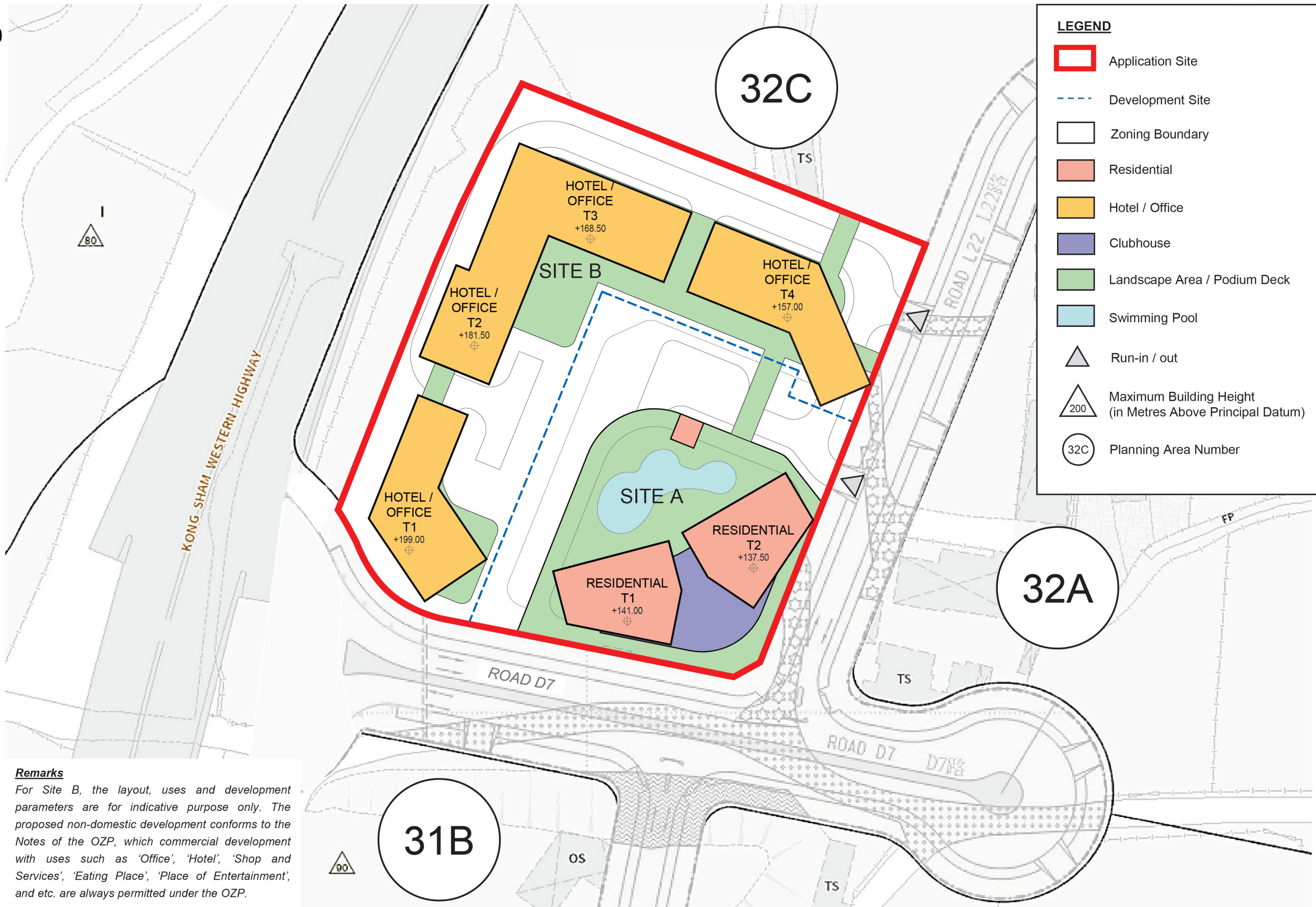
2.3.4 This planning application is prepared based on the above latest Government policy to propose 'Flat' use in Site A of the Application Site.

### **3 Indicative Development Proposal**

#### **3.1 Proposed Development Parameters**

3.1.1 Only Site A involves residential use (i.e. 'Flat' use under Column 2), while Site B is purely for commercial uses. Therefore, **only Site A is the subject matter of this planning application** which requires planning permission from the Board for the proposed 'Flat' use, while **Site B is for indicative purpose only, and not for approval** under this planning application.

3.1.2 **Figures 3.1 to 3.6** show the Master Layout Plan, floor plans and section plans for the Proposed Development. The major development parameters are tabled below.



**LEGEND**

- Application Site
- Development Site
- Zoning Boundary
- Residential
- Hotel / Office
- Clubhouse
- Landscape Area / Podium Deck
- Swimming Pool
- Run-in / out
- 200 Maximum Building Height (in Metres Above Principal Datum)
- 32C Planning Area Number

**Remarks**

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

Title

**Master Layout Plan**

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure 3.1		



**LEGEND**

- Application Site
- Development Site
- Zoning Boundary
- Residential
- Hotel / Office
- Carpark / L&UL / E&M / Servicing Facilities
- Vehicular Access / EVA
- Landscape Area
- Run-in / out
- 200 Maximum Building Height (in Metres Above Principal Datum)
- 32B Planning Area Number

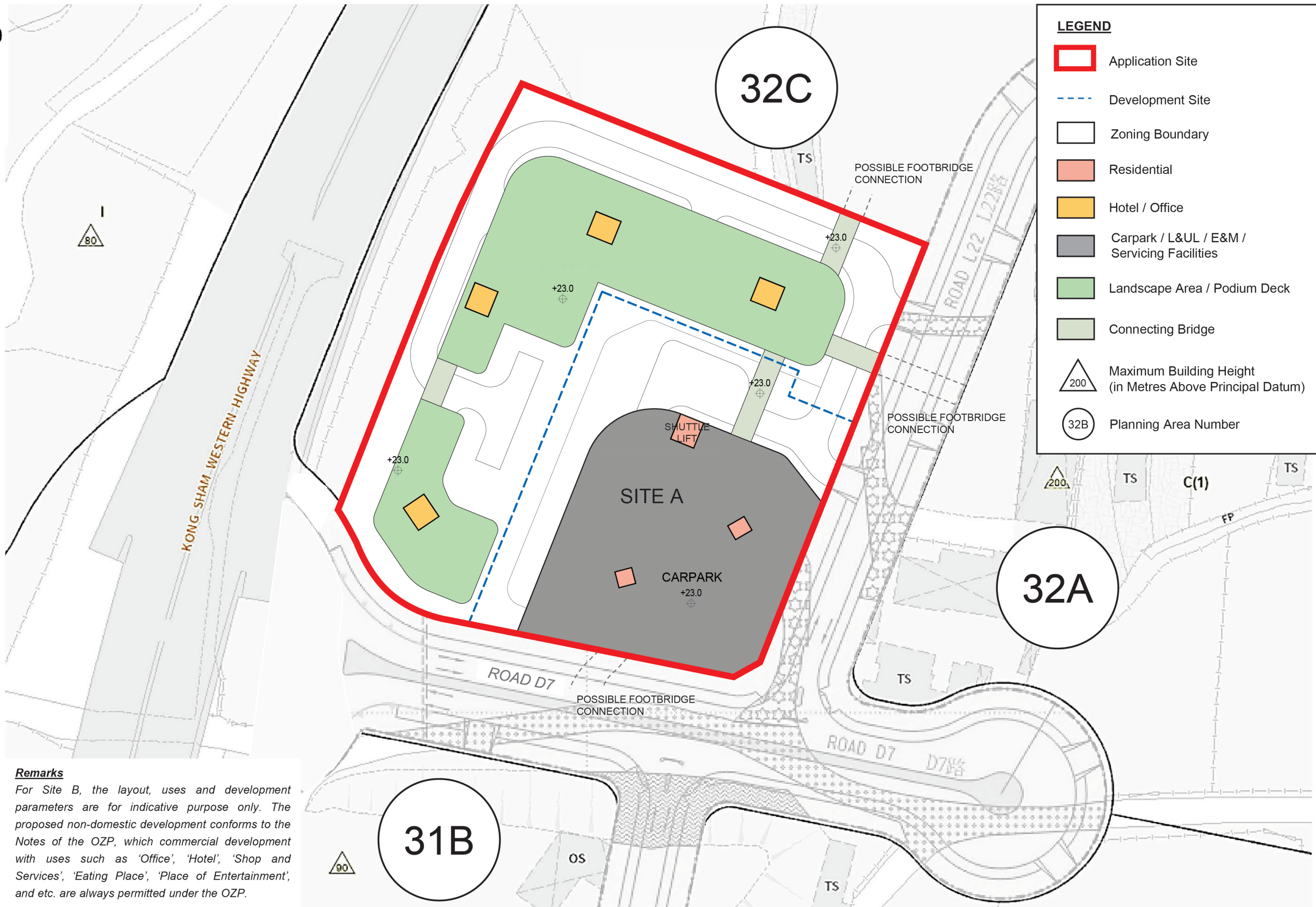
**Remarks**

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

Title

G/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure 3.2		



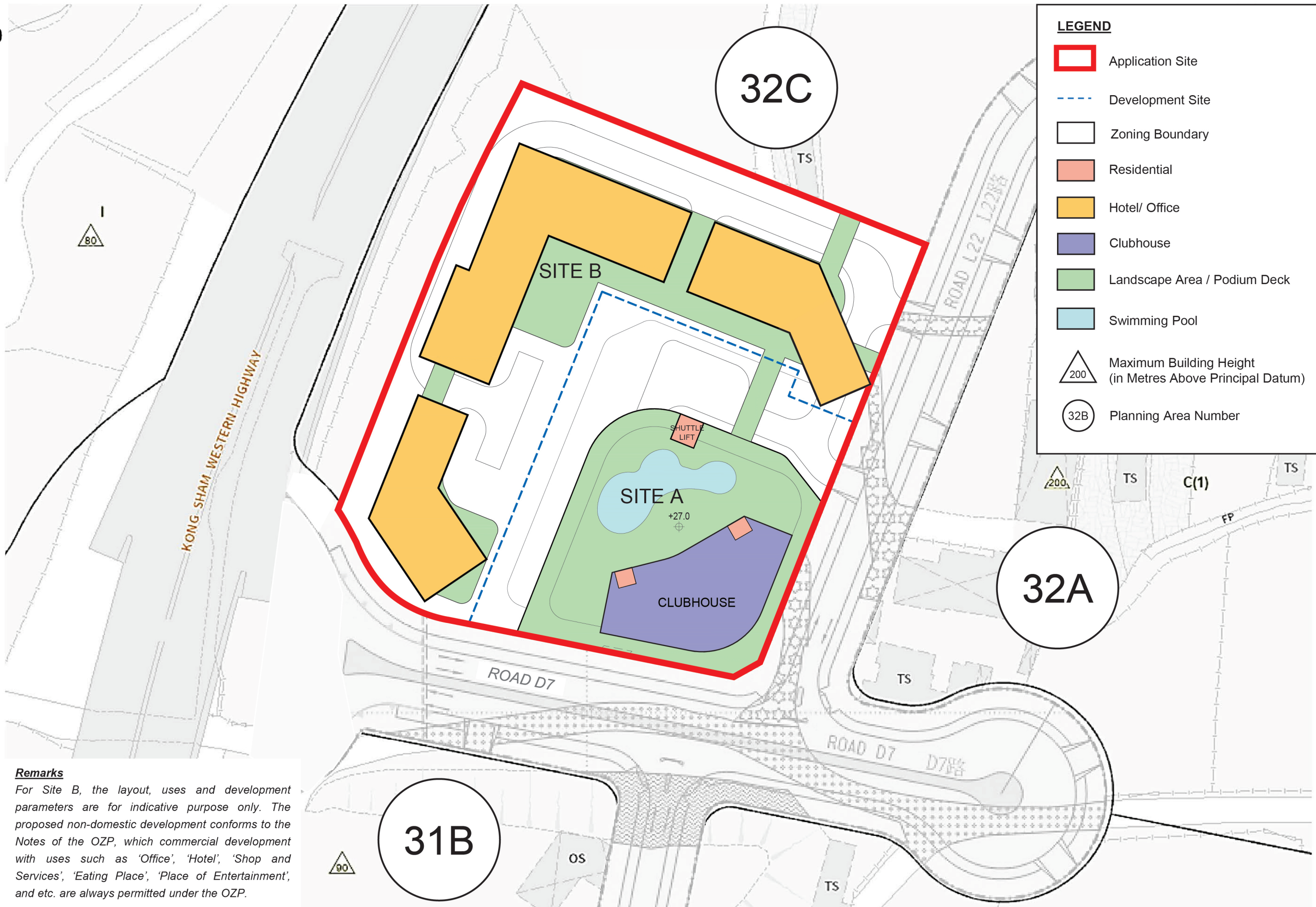
**Remarks**

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

Title

1/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure 3.3		



**LEGEND**

- Application Site
- Development Site
- Zoning Boundary
- Residential
- Hotel/ Office
- Clubhouse
- Landscape Area / Podium Deck
- Swimming Pool
- 200  
Maximum Building Height  
(in Metres Above Principal Datum)
- 32B  
Planning Area Number

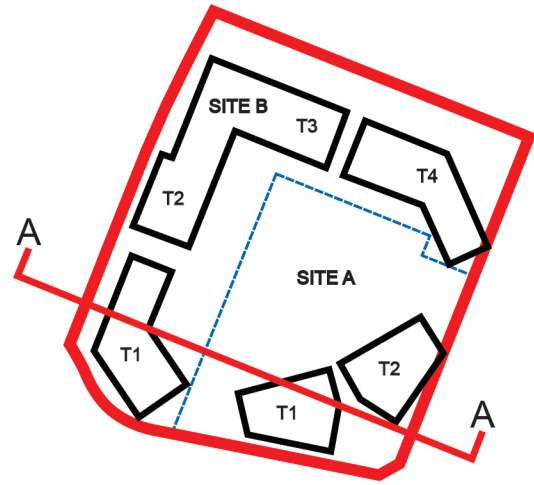
**Remarks**

For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', and etc. are always permitted under the OZP.

Title

2/F Plan

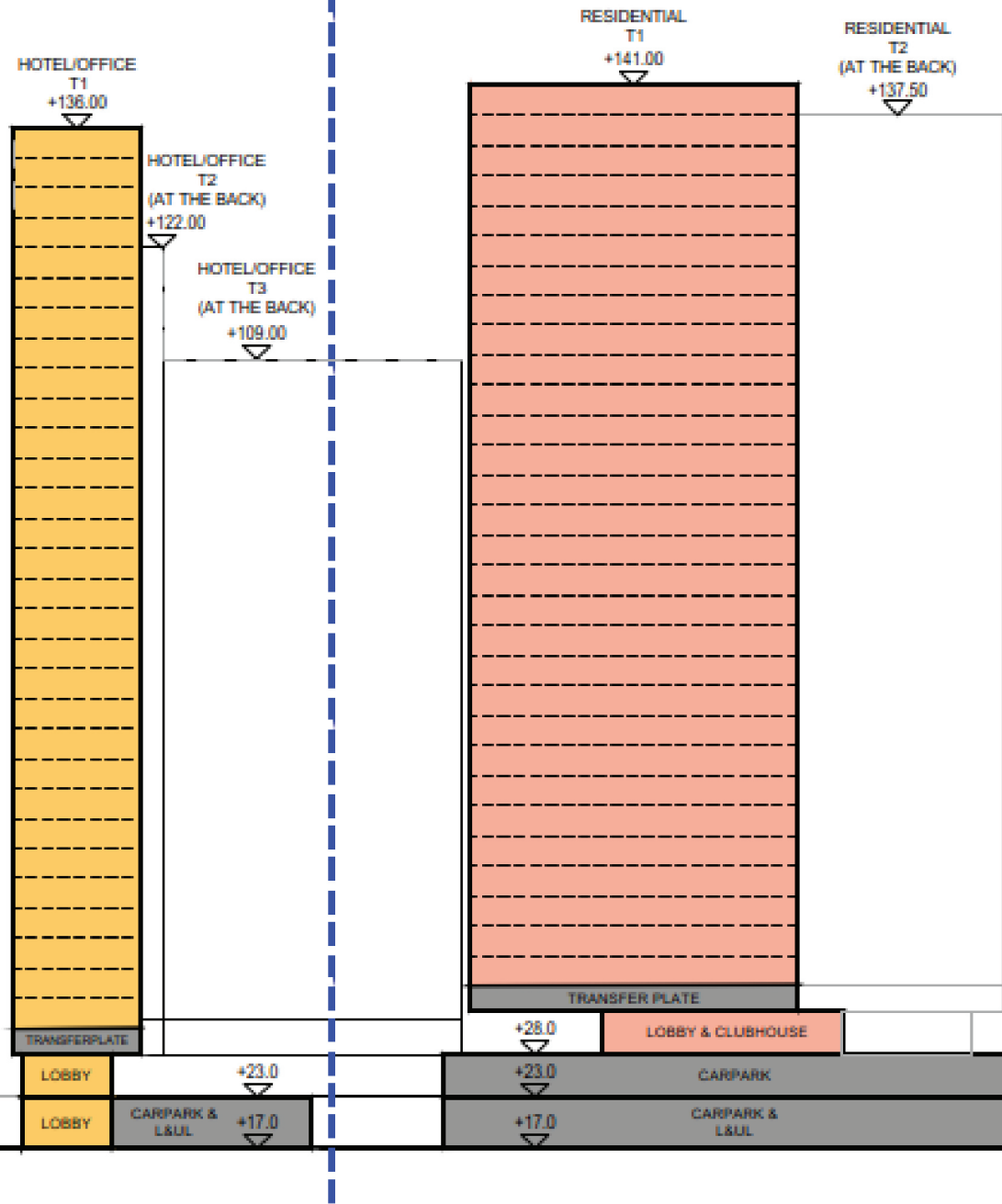
Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure 3.4		



SITE B      SITE A

**LEGEND**

- Application Site
- Development Site
- Residential
- Hotel / Office
- Carpark / L&UL / E&M / Servicing Facilities



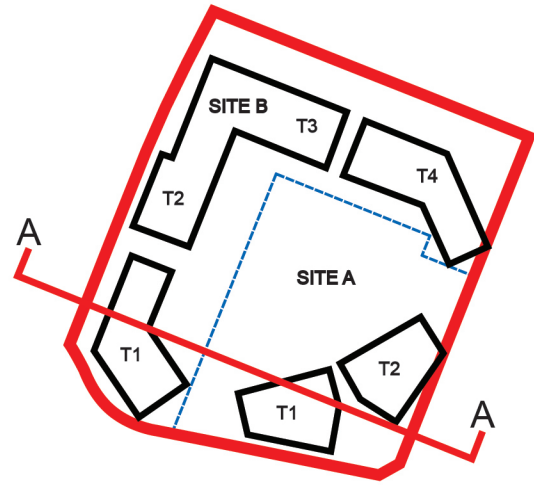
INDICATIVE  
DEVELOPMENT  
@ AREA 32A

**Remarks**  
For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel' and etc. are always permitted under the OZP.

Title

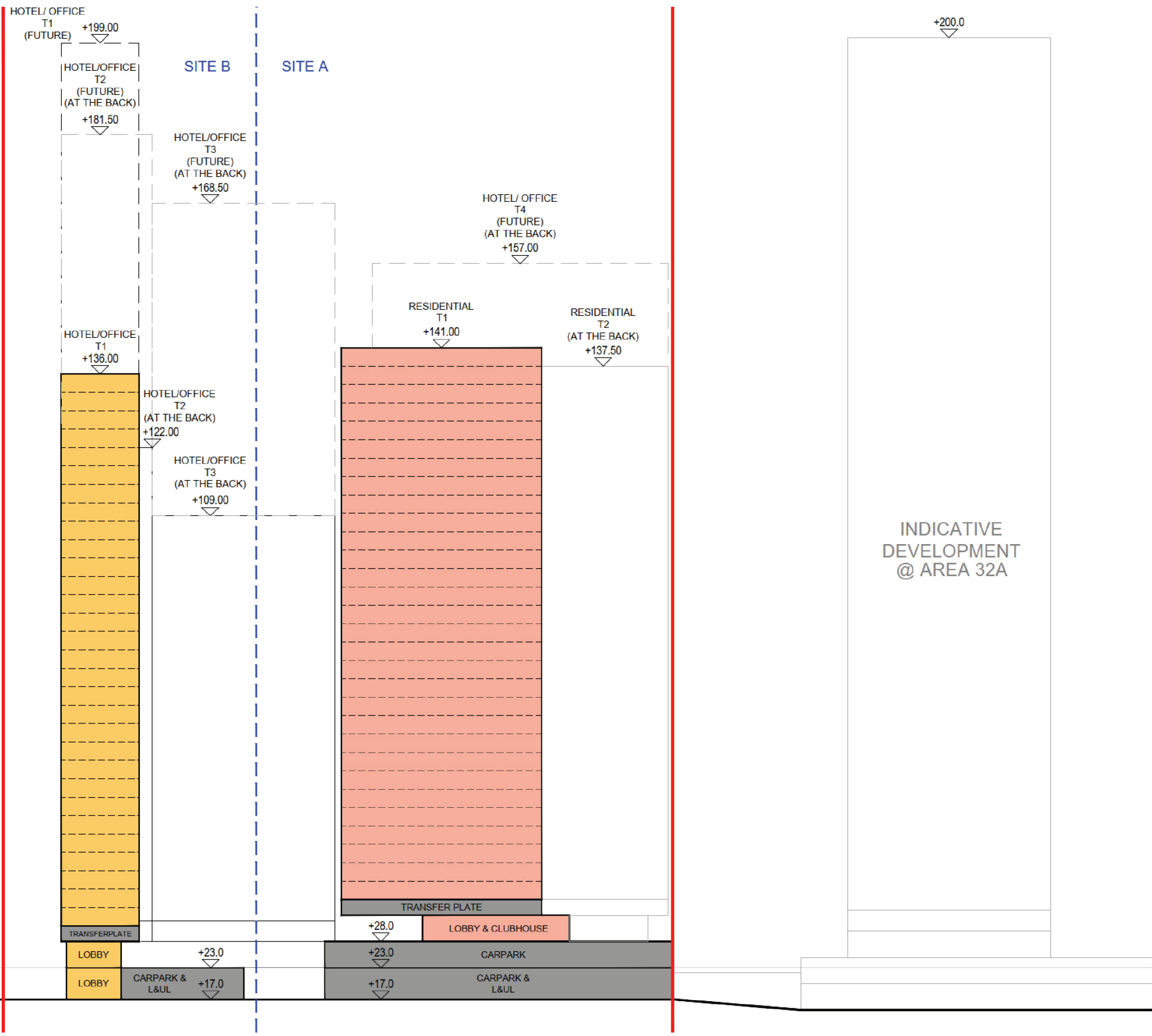
Section Plan (Phase 1)

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale	Figure		3.5



**LEGEND**

- Application Site
- Development Site
- Residential
- Hotel / Office
- Carpark / L&UL / E&M / Servicing Facilities
- The remaining 40% non-domestic GFA to be implemented in future



**Remarks**  
 For Site B, the layout, uses and development parameters are for indicative purpose only. The proposed non-domestic development conforms to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel' and etc. are always permitted under the OZP.

	Section Plan (Future Scenario)	Checked	DH	Drawn	PW
		Rev	0	Date	Jun 2026
		Scale	Figure 3.6		

**Table 3.1 Development Schedule for the Application Site**

	<b>Overall</b>	<b>Site A</b>	<b>Site B</b>
<b>Site Area</b>	17,503m <sup>2</sup>	7,089m <sup>2</sup>	10,414m <sup>2</sup>
<b>Total PR (not more than)</b>	8 <sup>(2)</sup>	4.0	10.8
• <b>Domestic</b>	1.6 (20%)	4.0	-
• <b>Non-domestic <sup>(1)</sup></b>	6.4 (80%)	-	10.8
<b>Total GFA (not more than)</b>	140,024m <sup>2</sup> <sup>(2)</sup>	28,005m <sup>2</sup>	112,019m <sup>2</sup>
• <b>Domestic</b>	28,005m <sup>2</sup> (20%)	28,005m <sup>2</sup>	-
• <b>Non-domestic <sup>(1)</sup></b>	112,019m <sup>2</sup> (80%) <sup>(3)</sup>	-	112,019m <sup>2</sup>
<b>Building Height</b>	Not more than 200mPD	Not more than 200mPD	Not more than 200mPD
<b>No. of Towers</b>	6	2	4
<b>No. of Storeys <sup>(4)</sup></b>			
• <b>Residential</b>	29 - 30	29 - 30	-
• <b>Non-domestic</b>			-
- Topside	35 - 47	-	35 - 47
- Podium	2	2 <sup>(5)</sup>	1 <sup>(5)</sup>
<b>No. of Flats</b>	590 <sup>(6)</sup>	590 <sup>(6)</sup>	-
<b>No. of Hotel Rooms</b>	1,640	-	1,640
<b>Anticipated Population</b>	1,593 <sup>(7)</sup>	1,593 <sup>(7)</sup>	-
<b>Private Open Space</b>	Not less than 1,593m <sup>2</sup>	Not less than 1,593m <sup>2</sup>	-
<b>Resident's Recreational Facilities</b>	1,260m <sup>2</sup> <sup>(8)</sup>	1,260m <sup>2</sup> <sup>(8)</sup>	-

- (1) The non-domestic uses and development parameters as illustrated under the subject planning application are for indicative purpose and subject to detailed design. The proposed non-domestic uses and development parameters under the subject planning application conform to the Notes of the OZP, which commercial development with uses such as 'Office', 'Hotel', 'Shop and Services', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture' and etc. are always permitted under the OZP.
- (2) The ratio of total domestic to non-domestic PR and GFA of the two proposed developments within Area 32C is 20% : 80% (subject to review).
- (3) Drawing upon the spirit of the "Pay for What You Build" Pilot Scheme, about 60% of the non-domestic GFA in Area 32C (i.e. about 67,211m<sup>2</sup>) will be implemented first. The GFA will be situated in Site B.
- (4) Excludes transfer plate and refuge floor (if applicable).
- (5) Includes 1-2 storeys of aboveground car park.
- (6) An average flat size of 47m<sup>2</sup> is assumed.
- (7) A person per flat of 2.7 is assumed.
- (8) Or such other areas of clubhouse as may be approved by the Buildings Department based on the total permissible domestic GFA for individual land parcel (site under the Buildings Ordinance) at the future General Building Plans.

### Details of the Proposed Development

- 3.1.3 The Application Site involves Site A and Site B. In Site A, there are 2 residential towers above two storeys of aboveground car park. Clubhouse for the residential development is proposed to be provided on 2/F.
- 3.1.4 In Site B, there are 4 non-domestic blocks for hotel / office uses. One storey of car park is provided on G/F.

### Proposed Development Mix

- 3.1.5 Upon development, the Application Site will form a mixed-use development with residential use and commercial uses. The PR for domestic use is 1.6 and that for non-domestic use is 6.4; i.e. the ratio of domestic use to non-domestic use is 20% : 80%. The total PR will be not more than 8, in compliance with the maximum PR restriction and primary planning intention for commercial use predominantly stated on OZP.

### Phasing Arrangement for the Non-domestic Uses

- 3.1.6 In order to refine the existing arrangements for land grant and land premium payment to ease the upfront capital pressure on developers, encourage phased development, and accelerate the development of the Northern Metropolis, the Chief Executive has introduced a “Pay for What You Build” mechanism in the 2025 Policy Address. Lot owners are allowed to carry out phased development and pay the required land premium as determined according to the actual GFA and the “preferred use” as proposed by the lot owners.
- 3.1.7 Against this background, the Applicant proposes phased implementation of the non-domestic uses: i.e. 60% of the non-domestic GFA of the entire development in Southern Site and Lower Central Site of 32C will be implemented first, while the remaining 40% of the non-domestic GFA will be implemented at later stage in future. As per the development schedule presented in **Table 3.1**, the proposed non-domestic PR is 6.4 and the GFA is 112,019m<sup>2</sup>. Among which:
- 60% of the non-domestic GFA will be implemented first as Phase 1, which refers to 60% of the GFA of the proposed hotel / office uses indicated in the Section Plan (Phase 1) in **Figure 3.5**;

- The remaining 40% of the non-domestic GFA will be implemented in subsequent phase for hotel / office in Site B, as indicated in the Section Plan (Future Scenario) in **Figure 3.6**.

### **3.2 Pedestrian Connectivity**

- 3.2.1 To ensure seamless pedestrian connectivity within the Application Site and with the surroundings, the Applicant has made reference to the Urban and Green Design Requirements Brief for Private Development Sites, which provides guidelines on the connections within Town Centre of the NDA and other urban design measures.
- 3.2.2 Within the Application Site, a footbridge connection will be provided by the Applicant to link up Site A and Site B as an internal connection.
- 3.2.3 For possible pedestrian connections (proposed on 1/F, at the level of +23mPD of the Proposed Development in the Application Site) to Upper Central Site of Planning Area 32C to the north, Planning Area 32A to the east and to the south, which are all still under planning, the Applicant has reserved openings within the boundary of the subject Proposed Development so as to allow future pedestrian connections to be connected to the Application Site. The detailed design and implementation arrangement of the possible pedestrian connections will be subject to further coordination with the future developers of the adjacent developments in future.
- 3.2.4 For detailed pedestrian connections, please refer to the landscape master plans under **Appendix B**.

### **3.3 Landscape Design**

- 3.3.1 A Landscape Master Plan has been prepared and attached under **Appendix B**.
- 3.3.2 For open space provision, at least 1m<sup>2</sup> per person of private open space will be provided within Application Site. For greenery provision, an area of not less than 30% of the total greenery will be provided in accordance with the requirement of PNAP APP-152.

### **3.4 Access Arrangement and Internal Transport Facilities**

- 3.4.1 2 run-in / out points are proposed at 17mPD on G/F (**Figure 3.2** refers), one for Site A and one for Site B, both provided at Road L22. The locations of the run-in / out points have already made reference and aligned to the road design of Road D7 and Road L22 prepared and gazetted by the Government under HSK/HT NDA<sup>1</sup>. The internal road of Site A and Site B will be connected to allow more flexibility.
- 3.4.2 For Site A, which is for residential development, the internal transport facilities (including car parking spaces and loading / unloading (L/UL) bays) will be provided on G/F and 1/F. For Site B, the internal transport facilities will be provided on G/F.
- 3.4.3 For detailed breakdown of the internal transport facilities provision, please refer to Section 4.3 and the Traffic Review under **Appendix C**.

### **3.5 Implementation**

- 3.5.1 The Proposed Development (except for the remaining non-domestic GFA to be implemented at a later stage under the arrangement of “Pay for What You Build” Pilot Scheme) is anticipated to be completed in 2033. Nonetheless, for technical review purpose, the maximum total GFA permitted for the Application Site has been taken into account.

---

<sup>1</sup> PWP Item Nos. 7787CL (Part) and 7829CL Hung Shui Kiu / Ha Tsuen New Development Area Advance Works Phase 3 and Stage 2 Works – Site Formation and Engineering Infrastructure.

## 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 from local distributor (the planned Road D7 and Road L22) and there is >20m buffer distance from trunk road (Kong Sham Western Highway), the Proposed Development will not be subject to unacceptable impacts.
- 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.

## 4.2 Air Ventilation Aspect

4.2.1 According to the OZP, the major air paths / breezeways in the NDA include (see **Figure 2.2**):

1. The north-south running Regional Plaza and the adjoining open space spines diverting wind to penetrate through the Town Centre to Tin Sam Tsuen, San Lee Uk Tsuen and various villages in Ha Tsuen;
2. Northeast-southwest running Castle Peak Road could divert wind to developments along the road; and
3. Breezeways provided along major roads, rail corridors, proposed pedestrian streets, revitalised river channels and open spaces.

4.2.2 With reference to “Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)”, in addition to the potential air paths and breezeways identified in the OZP, the proposed road to the south of Planning Area 32B and to the east of Planning Area 32C would further enhance wind penetration nearby, along the road connection.

4.2.3 The Application Site is not located within any air path or breezeway, therefore, the Proposed Development would not impose any significant air ventilation impacts on the surrounding sites.

## 4.3 Traffic Impact

4.3.1 A Traffic Review has been prepared and attached under **Appendix C**. The Traffic Review has proposed the internal transport facilities provision and reviewed the traffic impact induced by the Proposed Development.

4.3.2 Based on an indicative mix of hotel and office uses (i.e. uses that are always permitted) that is subject to revision in future, proposed internal transport facilities provision with reference to Hong Kong Planning Standards and Guidelines are tabled in Section 2.3 of the Traffic Review and extracted below for easy reference:

**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	40
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 <sup>2</sup>	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 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 and Sewerage Aspects**

- 4.4.1 A Drainage Appraisal 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. The total PR of Proposed Development remains unchanged, i.e. not more than 8, the inclusion of 'Flat' use will not affect the drainage characteristics of the Application Site. No change in drainage discharge proposal as no alteration to the drainage path. No significant change in surface runoff due the Proposed Development is anticipated. Therefore, no extra stormwater discharge is expected, and no adverse impact on the existing / planned drainage system is anticipated.
- 4.4.2 A Sewerage Review 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. 1934.7m<sup>3</sup>/day) is less than Base Case (i.e. 1988.3m<sup>3</sup>/day), it is anticipated that the Proposed Development will not result in any adverse impact to the future sewerage system in HSK/HT NDA. 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 constructed by HSK/HT NDA and then finally to planned HSK Effluent Polishing Plant. The capacity of Sewage Pumping Station 1 (Design Capacity: 28,874m<sup>3</sup>/day), Sewage Pumping Station 2 (Design Capacity: 42,515m<sup>3</sup>/day) and HSK Effluent Polishing Plant (Treatment Capacity: 60,000 m<sup>3</sup>/day in 2031/32; Treatment Capacity: 90,000 m<sup>3</sup>/day under Phase 2 Works) are considered sufficient to cater for the proposed Average Dry Weather Flow for the Proposed Development which is 1934.7m<sup>3</sup>/day. To conclude, no adverse impact is anticipated on planned sewerage system from sewerage perspective.

## **5 PLANNING JUSTIFICATIONS**

### **5.1 In Line with Latest Government Policy to Allow Greater Flexibility for Residential Use within Commercial Zones in Hung Shui Kiu / Ha Tsuen New Development Area**

5.1.1 As mentioned in Section 2.3, the Development Bureau announced in August 2024 that conversion of up to 20% of the non-domestic GFA to residential use in the commercial and mixed-use sites on both sides of the planned HSK Station can be allowed. Further to the announcement of this policy directive, in March 2025, the Government said allowing flexibility for residential use beyond 20% can be explored. It is against this background the Applicant hereby proposes a mixed-use development in the Application Site to allow appropriate amount of residential use. The Proposed Development involving conversion of portion of the non-domestic GFA for residential use in the subject “C(2)” zone is therefore in line with the latest Government policy.

### **5.2 In Line with Government’s Policy to Address Housing Needs**

5.2.1 In March 2025, the Secretary for Development said that Hong Kong shows a rigid demand for private housing, therefore, the 2025-26 Land Sale List contains residential sites only. Given a weakened commercial market, in the 2026-27 Land Sale List, there are only residential sites being put on the list. It proves that even though Hong Kong is facing economic downturn in recent years after COVID 19, demand for private housing remains stable.

5.2.2 As emphasized in recent Policy Addresses, the Government will continue to enhance the speed, quantity, quality and efficiency of providing more housing, with the supply target for private housing in the next decade projected to be 126,000 units. As the implementation of Northern Metropolis is going full-speed, it is anticipated that the increased economic activities within the NDAs will cause increasing demand for private housing.

5.2.3 The Proposed Development will provide 590 residential units and is anticipated to be completed in 2033. It can contribute to housing supply in medium term. This provision can meet Hong Kong’s demand for private residential units, and support all sorts of economic uses planned within the Northern Metropolis. In the case of HSK/HT NDA, the Proposed Development can meet the housing needs of students and staff in the UniTown and the working population in the future Hung Shui Kiu

Industry Park.

### **5.3 Overall Development Mix will Reinforce Hung Shui Kiu's Town Centre by Providing Vibrant Uses**

5.3.1 The Application Site is located within the Town Centre of the HSK/HT NDA (**Figure 2.2** refers). The Town Centre is planned around the future HSK Station, including uses such as offices, commercial facilities, various government, institution and community facilities, public transport interchanges and a Regional Plaza. As the Town Centre will be the future gateway to the NDA, it is important to ensure a rich mix of use to enliven this area. Conversely, if the Town Centre is predominantly for commercial uses, it will lack activities after office hours, and will fail to act as a crucial node of the NDA.

5.3.2 The Proposed Development proposes to introduce residential use in the Application Site. Nonetheless, 80% of the GFA provided within the Application Site will still be reserved for commercial uses (including 'Hotel / 'Office' uses). The proposed residential use can bring in round-the-clock activities even after office hours. During day time, commercial activities in the Town Centre will thrive the local economy; while at night, residential population and the ancillary supporting services will be able to bring in liveliness and vibrancy to the Town Centre. It will help achieving the positioning of HSK/HT NDA as the next generation new town of Hong Kong creating a desirable place to live, work, play and do business.

### **5.4 Proposed Development with Reasonable Scale of Residential Use Acts as a Catalyst**

5.4.1 As mentioned above, the Proposed Development involves conversion of non-domestic GFA for domestic use only. This development mix of 20% (domestic) : 80% (non-domestic) will have a positive impact to the overall implementation of HSK/HT NDA. The implementation of residential use in an early stage can provide an early population in-take to promote economic sustainability of the commercial core, and thus further expedites development of the remaining commercial sites in the Town Centre. With residential development being a first mover, HSK Town Centre will be enriched with human and economic activities with social interactions, and such vibrancy is essential and serves as a basis to attract investments in this area to implement the commercial core planned to the west of HSK Station.

## **5.5 Positively Responding to the Rapidly Evolving Market Conditions to Ensure Efficient Use of Valuable Land Resources**

5.5.1 The COVID 19 pandemic has changed the ecosystem of commercial property market. With the rise of work-from-home model, importance of physical office has greatly diminished. The market has yet to fully recover to pre-COVID level or has already changed to a new mode of work-from-home. According to Rating and Valuation Department<sup>2</sup>, office prices dropped by 13.6% between Q4 2024 and Q4 2025, with office rents declined by 3.2% over the same period.

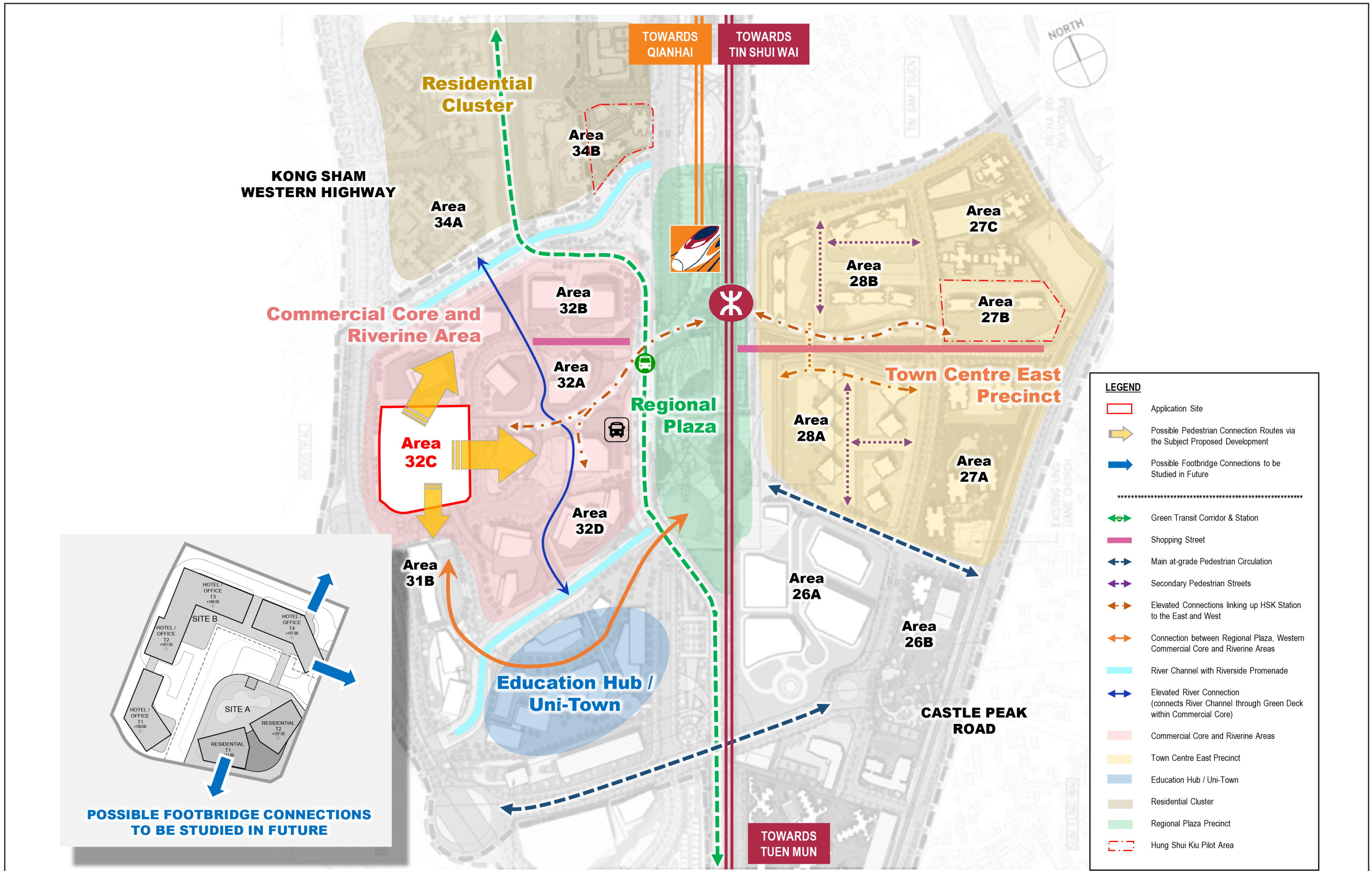
5.5.2 Amid the current sluggish state of commercial property market, valuable land resources in the Town Centre of HSK/HT NDA shall be carefully reviewed to allow more flexible and efficient use of valuable land to serve the changing needs of society. Reviewing the development mix by introduction of residential use in the Application Site can help to avoid oversupply of office space and meet aspiration for private housing.

## **5.6 Design Merits are Proposed**

5.6.1 Good design elements and pedestrian connections have been incorporated in the Proposed Development. The Proposed Development has made reference to the Urban and Green Design Requirements Brief for Private Development Sites (Annex II p.3-6) and provided design merits to enhance connectivity and walkability of the Town Centre of HSK/HT NDA as listed in **Table 5.1**. The Proposed Development will complement the Government's planning for HSK/HT NDA and enable seamless connection to the north and south of the HSK Town Centre (see **Figure 5.1**).

---

<sup>2</sup> [https://www.rvd.gov.hk/doc/en/HKPR2026\\_Preliminary\\_Findings\\_Eng.pdf](https://www.rvd.gov.hk/doc/en/HKPR2026_Preliminary_Findings_Eng.pdf)



**POSSIBLE FOOTBRIDGE CONNECTIONS TO BE STUDIED IN FUTURE**

LEGEND	
	Application Site
	Possible Pedestrian Connection Routes via the Subject Proposed Development
	Possible Footbridge Connections to be Studied in Future
*****	
	Green Transit Corridor & Station
	Shopping Street
	Main at-grade Pedestrian Circulation
	Secondary Pedestrian Streets
	Elevated Connections linking up HSK Station to the East and West
	Connection between Regional Plaza, Western Commercial Core and Riverine Areas
	River Channel with Riverside Promenade
	Elevated River Connection (connects River Channel through Green Deck within Commercial Core)
	Commercial Core and Riverine Areas
	Town Centre East Precinct
	Education Hub / Uni-Town
	Residential Cluster
	Regional Plaza Precinct
	Hung Shui Kiu Pilot Area

Title Spatial Planning Concept - Enhanced Connectivity and Walkability via the Subject Proposed Development	Checked	DH	Drawn	PW
	Rev	0	Date	Jun 2026
	Scale	Figure 5.1		

**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	<ul style="list-style-type: none"> <li>Green deck provided in Site B at 23mPD</li> </ul>
	Covered Walkway on all Elevated Connections and Terraced Podium	<ul style="list-style-type: none"> <li>Footbridge connection between Site A and Site B provided at 23mPD</li> <li>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</li> </ul>
Green Design Measures	Electric Vehicle Charging Facilities	<ul style="list-style-type: none"> <li>Will be provided in the Proposed Development</li> </ul>
	Automatic Refuse Collection System	<ul style="list-style-type: none"> <li>Will be explored in detailed design stage</li> </ul>

## 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 and sewerage aspects. For details, please refer to **Appendices B to D**.

## 6 CONCLUSION

- 6.1 This Planning Statement supports a planning application submitted to the Board for proposed residential development with permitted commercial uses in Southern Site and Lower Central Site of Planning Area 32C, Hung Shui Kiu, New Territories under S16 of Town Planning Ordinance. The Application Site is mainly zoned “C(2)” on the Draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/3, subject to maximum PR of 8 and building height of 200mPD. This planning application does not involve any changes to the maximum building height and PR as stipulated on the OZP.
- 6.2 The Application Site is divided into Site A and Site B: Site A is for residential development with 2 proposed residential blocks, and therefore **Site A is the subject matter of this planning application**. Site B will have 4 blocks for ‘Hotel’ / ‘Office’ uses, which are always permitted in the subject “C(2)” zone, therefore **Site B is not the subject matter of this planning application**. Thus, **the layout, development parameters and uses in Site B are indicative only and not for approval under the subject planning application**.
- 6.3 The total PR of the Proposed Development will be not more than 8, of which majority (80% or PR 6.4) will be for the as-of-right permitted non-domestic uses, whereas the remaining (i.e. 20% or PR 1.6) will be for the proposed residential use. The building height of the Proposed Development will be not more than 200mPD, complying with the building height restriction stipulated on OZP.
- 6.4 The Proposed Development is supported by the following planning justifications:
- The Proposed Development is in line with Government’s latest policy directives to allow flexibility to provide residential use in commercial sites in HSK/HT NDA;
  - The Proposed Development is in line with Government’s policy to address housing demand;
  - The Proposed Development with a mix of uses can reinforce HSK’s Town Centre;
  - The Proposed Development with an appropriate mix of residential use can act as a catalyst to encourage expedition of new developments in HSK/HT NDA;
  - The Proposed Development is a timely response to the changing market conditions to ensure efficient use of scarce land resources;
  - Design merits are proposed; and
  - The Proposed Development is technically feasible.

6.5 In light of the above planning justifications, we sincerely seek favourable consideration from the Board on this planning application.

---

**Appendix A**  
**Extract of the Extant OZP**

---

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 <u>Flat</u> 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.