

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

APPLICATION NO. A/I-SHW/1

- Applicant** : Mass Transit Railway Corporation Limited (MTRCL)
- Site** : Lot No. 143 in D.D. 346L, Siu Ho Wan Depot, Lantau
- Site Area** : 30 ha (about)
- Lease** : (a) Grant No. 7985 dated 15.9.1995 as varied or modified by two modification letters and restricted for the purposes of the railway workshop and maintenance depot, together with other ancillary uses as may be approved by the Director of Lands; and
(b) falls within the land status of “MTR Reserve Airport Railway Area Plan No. 25-32”, “Railway Protection Boundary” and “Consultation Zone of Potentially Hazardous Installation for Chlorine Storage”
- Plan** : Approved Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/2
- Zoning** : “Other Specified Uses” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” (“OU(RDPTICRD)”)
(a) maximum domestic gross floor area (GFA) of 1,040,000m²;
(b) maximum non-domestic GFA of 30,000m² for commercial use; and
(c) relaxation of the GFA restrictions may be considered by the Town Planning Board (the Board) on application based on the individual merits of a development proposal.
- Application** : Proposed Residential, Commercial, Railway Station Concourse and Depot, Public Transport Interchange (PTI), Government, Institution or Community (GIC) Facilities and Schools with Relaxation of Non-domestic GFA for Commercial Use

1. **The Proposal**

- 1.1 The applicant seeks planning permission for a proposed residential and commercial development, with railway station concourse and depot, PTI, GIC facilities and schools at the application site (the Site). The applicant also applies for relaxation of the maximum non-domestic GFA for commercial use from 30,000m² to 34,500m², involving an additional commercial GFA of 4,500m² (+15%) intended for kindergartens under commercial operation.
- 1.2 The Site falls within an area zoned “OU(RDPTICRD)” on the approved Siu Ho Wan OZP No. S/I-SHW/2 (**Plans A-1 and A-2**). According to the Notes of the OZP, planning permission from the Board is required for the proposed development within the “OU(RDPTICRD)” zone. Development within the “OU(RDPTICRD)” zone is subject to a maximum domestic GFA of 1,040,000m² and a maximum non-domestic GFA⁽¹⁾ of 30,000m² for commercial use. Relaxation of the GFA restrictions may be considered by the Board on application based on the individual merits of a development proposal. Planning application for development within the “OU(RDPTICRD)” zone requires the submission of a layout plan (LP) for the approval of the Board including therein the proposals, technical assessments and other relevant information.
- 1.3 The proposed development under the current application mainly comprises 56 residential towers over a 4-storey podium with a footprint of about 25 ha (Phases 1 to 3). The 4-storey podium mainly accommodates a railway depot, a PTI, the station concourse of the planned Siu Ho Wan Railway Station of the Tung Chung Line (TCL), a shopping mall, various GIC facilities and carparking facilities, etc. On top of the podium is a terraced landscape deck with residential towers, private open spaces, covered walkways, cycle tracks, three schools and some utility facilities. According to the consensus between the Government and the applicant, the remaining 5 ha of the 30-ha Site would be reserved for public housing development for producing about 6,200 public housing units (i.e. Phase 4), to be taken forward following Phase 3. Development of Phase 4 will be subject to a separate planning application to the Board at a suitable time, and does not form part of the current application (**Drawings A-1a and A-1b**). The target is to provide, upon completion of all four phases, about 20,000 residential units, of which around 50% will be public housing units.
- 1.4 The proposed development covering Phases 1 to 3 has a domestic GFA of not more than 1,040,000m², providing about 15,000 flats for accommodating about 40,500 residents. According to the latest consensus between the Government and the applicant, the 15,000 flats under Phases 1 to 3 will comprise about 10,720 private residential units and about 4,280 public residential units mainly in the form of Subsidised Sales Flats (SSFs). It also has a non-domestic GFA of 34,500m² for commercial use, comprising a

⁽¹⁾ According to the Notes of the OZP, any floor space that is constructed or intended for use solely as railway depot/station and associated facilities, PTI, schools, GIC or social welfare facilities, as required by the Government, or covered walkway may be disregarded from GFA calculation.

shopping mall of 30,000m² and four kindergartens (total 29 classrooms) of 4,500m² under commercial operation, all of which will be located on the podium levels. In addition, as agreed with the Social Welfare Department (SWD), 14 social welfare facilities of about 16,435m² GFA will be accommodated on the podium levels, including 11 social welfare facilities⁽²⁾ of about 11,137m² GFA in the public housing portion (i.e. 5.2% of domestic GFA in the public housing portion, hence fulfilling the 5% target under existing policy governing provision of social welfare facilities in public housing projects) and three social welfare facilities⁽³⁾ of about 5,298m² GFA in the private housing portion. Two primary schools and one secondary school will be provided on the podium deck.

- 1.5 Taking into account the new Airport Height Restrictions (AHRs) which represent relaxation over the past AHRs through a legislative exercise completed on 22.9.2021, the residential towers are proposed with building heights ranging from 112mPD to 168mPD at the main roof level (21 to 45 storeys), which are taller than those in a previous indicative scheme prepared by MTRCL complying with the prevailing AHRs at that time (see paragraph 4.1 below). A stepped building height profile has been adopted to echo the mountain backdrop with the tallest towers at the central and descending towards its surroundings (**Drawing A-2**). Majority of the buildings are arranged in a curvilinear layout with four 30m-wide major air/view corridors and six 15m-wide supplementary air/visual corridors across the proposed development to enhance visual permeability and ventilation (**Drawing A-3**).
- 1.6 A connectivity proposal is formulated for vehicles, pedestrians and cyclists to access to major activity nodes including a Waterfront Podium Walkway along the northern edge of the podium, and public transport facilities within the proposed development, as well as the external road network and nearby communities. An internal vehicular network is proposed at different levels of the podium, including a main driveway at Podium Level 1. The proposed development will be connected externally to the future Tai Ho Interchange at its western end and the existing Sham Shui Kok Drive and future Road P1 (Tai Ho – Sunny Bay Section)⁽⁴⁾ at its eastern end (**Drawings A-4a** and **A-4b**). An all-weathered pedestrian network primarily in form of indoor access and covered walkway is provided for internal connectivity among different parts of the proposed development (**Drawings A-5a** to **A-5c**). The pedestrian network is integrated with the key open spaces. According to the submission of the applicant, public accesses will be provided for connecting to public transport, GIC facilities and shopping mall passing through the

⁽²⁾ Including an Integrated Community Centre for Mental Wellness, an Integrated Children and Youth Services Centre, two Neighbourhood Elderly Centres, a 60-place Day Care Centre for the Elderly, a 20-place Supported Hostel for Mentally Handicapped Persons, a 50-place Hostel for Severely Mentally Handicapped Persons, a 50-place Day Activity Centre, a 120-place Integrated Vocational Rehabilitation Services Centre, a 50-place Hostel for Moderately Mentally Handicapped Persons, and a 50-place Hostel for Severely Physically Handicapped Persons.

⁽³⁾ Including a 100-place Residential Care Home for the Elderly cum 20-place Day Care Unit, an Integrated Family Service Centre, and a 100-place Child Care Centre.

⁽⁴⁾ Subject to further investigation study by the Civil Engineering and Development Department (CEDD).

communal open spaces such as the Waterfront Podium Walkway and the Green Spine (**Drawings A-6a** and **A-6b**). Externally, an overhead bridge, to be provided by the applicant, at the western tip of the podium deck will connect the proposed development to the future waterfront promenade of Tung Chung Extension Area (TCE). Four shuttle lifts are provided along the northern periphery to allow vertical connection between podium deck and ground levels. A cycle track network is also provided on the podium deck (**Drawings A-7a** and **A-7b**). Communal bicycle parks are provided near the railway station entrance at the western part to encourage east-west movement by cycling within the proposed development.

- 1.7 A network of private open space of not less than 81,000m² is provided on the terraced podium deck at different levels⁽⁵⁾, including fenced gardens intended for exclusive use of residents of respective residential developments and communal open spaces intended for shared use of all residents (**Drawing A-8**). Various types of active and passive recreational facilities, such as children's play area, outdoor fitness centre and seating are provided therein, complemented with soft and hard landscapes. Hedge planting is proposed for the façade along both the southern and northern peripheries. Draping climbers along the podium edges and peripheral wall of about 3m tall at ground level are provided along the northern periphery (**Drawing A-9b**). Subject to further design, some parts of the open space may be accessible by the public, including the Waterfront Podium Walkway as referred to in paragraph 1.6 above (**Drawings A-6a** and **A-6b**).
- 1.8 The major development parameters of the proposed scheme under the current application⁽⁶⁾ are as follows:

Development Parameters	Proposed Scheme
Site Area (about)	30 ha
Development Area (about)	25 ha
GFA <ul style="list-style-type: none"> • Maximum Domestic • Maximum Non-domestic for Commercial Use • Social Welfare Facilities⁽⁷⁾ 	1,040,000 m ² 34,500 m ² 16,435 m ² (with details in footnotes (2) and (3))
No. of Flats (about) <ul style="list-style-type: none"> • Private • Public 	15,000 10,720 4,280

⁽⁵⁾ Ranging from 19.5mPD to 32.5mPD

⁽⁶⁾ A comparison of the indicative scheme and the proposed scheme is at **Appendix IV**.

⁽⁷⁾ Social welfare facilities as required by the Government are exempted from GFA calculation.

Development Parameters	Proposed Scheme
Building Height (about)	112mPD to 168mPD
<i>No. of Residential Towers</i>	56
No. of Storeys (about) (excluding podium)	21 to 45
Anticipated Population (about) • Private • Public	40,500 28,944 11,556
Open Space	Not less than 81,000m ² (2m ² per person)
Schools (30-classroom each) • Primary • Secondary	3 2 1
Kindergarten Classrooms	29 (in 4 kindergartens)
Parking Spaces • Private Car • Motorcycle • Light Goods Vehicle (LGV) • Private Light Bus (PLB)/24-Seater Van with Tail Lift • Bicycle ⁽⁸⁾	5191 168 19 6 865
Loading/Unloading Spaces • Taxi • Coach • LGV • Heavy Goods Vehicle • PLB and Ambulance (shared use)	48 17 25 77 2
Public Transport Interchange	1
MTR Station	1
Anticipated Completion Year (Phases 1 to 3)	2030 to 2040

- 1.9 According to the tree survey submitted by the applicant, 562 existing trees within the Site and 175 existing trees along Sham Shui Kok Drive are affected by the proposed development and will be felled. ~~727~~ 737 compensatory trees

⁽⁸⁾ Including 365 and 500 bicycle parking spaces for residents and communal use respectively.

will be planted within the proposed development. The landscape and tree preservation and removal proposal is at **Appendix Ia**.

- 1.10 Relevant technical assessments on environmental, drainage, sewerage, traffic and transport, air ventilation, visual, water supply and utilities, etc. aspects have been conducted by the applicant, which demonstrate that the proposed development would not result in insurmountable problems with implementation of mitigation measures, where appropriate. According to the submitted Planning statement, Phases 1 to 3 of the proposed development will commence in 2024, 2029 and 2034 respectively, which will tie in with the programme of depot replanning and migration to be carried out in phases to ensure no disruption to the operation of the depot which is essential to the railway services of TCL and Airport Express Line (AEL). The first population intake of Phases 1 to 3 of the proposed development are expected to take place in 2030, 2035 and 2039 the earliest. Interim mitigation measures will be provided to alleviate the possible nuisance during depot migration. The proposed development (Phases 1 to 3) is expected to be completed by 2040. The proposed PTI, railway station and part of the shopping mall would be completed at the time of the first population intake of Phase 1 of the proposed development.
- 1.11 The layout plan, phasing plan, building height profile, urban design framework, connectivity proposals, landscape layout plan, section plan, landscape section plan and photomontages submitted by the applicants are at **Drawings A-1a to A-10e**.
- 1.12 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 25.10.2021 **(Appendix I)**
 - (b) Applicant's letter enclosing Planning Statement with Urban Design and Connectivity Proposal, Landscape and Tree Preservation and Removal Proposal and Technical Assessment Reports received on 25.10.2021 **(Appendix Ia)**
 - (c) Applicant's letter providing responses to comments of government bureaux and departments received on 2.12.2021[#] **(Appendix Ib)**
 - (d) Applicant's letter providing responses to comments of government bureaux and departments received on 3.12.2021[#] **(Appendix Ic)**
 - (e) Applicant's letter providing responses to comments of government departments received on 16.12.2021[#] **(Appendix Id)**

[#] *accepted and exempted from publication and recounting requirements*

2. **Justifications of the Applicant**

The justifications put forth by the applicant in support of the application are detailed in Chapter 5 of the Planning Statement at **Appendix Ia**. They are summarised as follows:

Conforming with Government Policies and Planning

- (a) the proposed development is in line with the Government's policy of 'Single Site, Multiple Uses' and optimises the development potential of the Site to provide public and private housing supply, together with GIC facilities, schools, PTI, railway station concourse and related facilities, shopping mall and landscaped open space atop a replanned railway depot. The proposed development also conforms with Government's strategic planning including the Hong Kong 2030+ Planning Vision and Strategy and the Sustainable Lantau Blueprint;

Unlocking Waterfront for the Community

- (b) currently, to the immediate north of the Site along waterfront is a seawall service road for maintenance purpose and is not intended for public use. The proposed development would unlock the waterfront by proposing a 1km long Waterfront Podium Walkway along the northern edge of the podium which may be accessible by the public, with convenient access from the proposed public transport facilities and future waterfront promenade of TCE Development via an overbridge. Vertical connections are proposed to facilitate movement between ground and podium levels;
- (c) provision of further setback on ground level is constrained by the depot re-planning works. Rather, a terraced podium design and façade treatments, such as landscape planting and periphery walls, are proposed to facilitate an attractive environment for the possible future public use along the waterfront at ground level (**Drawings A-9a** and **A-9b**);

Responsive Urban Design and a Well-Connected Community

- (d) responsive urban design is adopted for the proposed development to maximise the permeability and air/visual performance (**Drawings A-10a** to **A-10e**), including dynamic building height profile echoing the mountain backdrop, air/visual corridors aligning with the prevailing wind directions, and curvilinear building disposition arrangement. Ample greenery is provided at the terraced podium in accordance with the Sustainable Building Design Guidelines (SBDG);
- (e) a comprehensive connectivity proposal has been formulated to provide convenient access for vehicles, pedestrians and cyclists to major activity nodes including the Waterfront Podium Walkway along the northern edge of the podium and public transport facilities within the proposed development, as well as connections with the external road network and TCE Development;

A Well-Supported and Caring Community

- (f) schools and various social welfare facilities will be provided as required by the Government to create a well-supported and caring community for children, youth, elderly families and the people in need;

No Insurmountable Adverse Impact

- (g) various technical assessments conducted have demonstrated that the proposed development is acceptable in traffic, environmental (including noise), air ventilation, urban design and visual, landscape, water supply and sewerage terms; and
- (h) at-source and at-receiver mitigation measures, including noise canopies, self-protecting building design and architectural features such as acoustic windows and acoustic balcony, are proposed to mitigate noise impacts from North Lantau Highway and existing railway lines, as well as possible aircraft noise. Moreover, as the depot migration and the proposed residential development atop will be implemented by phases and services of the depot will be continued during depot migration, interim noise mitigation measures such as temporary noise barriers and canopies are proposed to mitigate interim noise impacts generated by depot operations and migration on the residents of earlier phases.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

- 4.1 On 7.12.2017, under the power delegated by the Chief Executive (CE), the Secretary for Development (SDEV) directed the Board to prepare an OZP for Siu Ho Wan area. When devising development restrictions for the Site, reference was made to an indicative scheme prepared by MTRCL, which complied with the AHRs at that time. The indicative scheme has a domestic GFA of 1,040,000m² and a non-domestic GFA of 30,000m² for commercial use, providing about 14,000 private residential units in 108 towers with building height ranging from 86mPD to 106mPD over a replanned railway depot over the entire 30-ha Site. The phased development was to tie in with the replanning and migration of the existing Siu Ho Wan Depot so as to maintain the existing services of the depot and not to disrupt the services of TCL and AEL. In view of changes in airspace protection requirements arising from the development of Hong Kong International Airport (HKIA) into a 3RS and also latest developments in international aviation standards, new AHRs have been formulated to cater for changes in airspace protection

requirements and the legislative exercise which gives effect to the new AHRs have been completed on 22.9.2021. The AHRs in relation to the Site will become less stringent, providing an opportunity for taller building design with more urban design flexibility at the Site.

- 4.2 According to the 2018 Policy Address, it was envisaged that the Site could be developed into a community with public and private housing as well as community facilities for providing no less than 14,000 residential units. As announced in the 2020 Policy Address, the Site may provide about 20,000 residential units in the medium to long term (made possible largely by relaxation of AHRs), of which around 50% will be SSFs.

5. Previous Application

There is no previous planning application at the Site.

6. Similar Application

There is no similar planning application on the Siu Ho Wan OZP.

7. The Site and its Surrounding Areas (Plans A-1 to A-4d)

7.1 The Site is:

- (a) generally flat and elongated with a maximum length of about 1.5 km at its southern boundary. It is bounded by North Lantau Highway on the south and an unnamed seawall service road on the north; and
- (b) currently used as Siu Ho Wan Depot at the northern part of the Site, including covered workshops and offices, railway tracks and ancillary carparks. The depot provides stabling, maintenance and supporting facilities for the fleet of TCL, AEL and Disneyland Resort Line. The remaining area is covered by ground cover/scrubs with tree groups generally observed along the site boundary.

7.2 The surrounding areas have the following characteristics:

- (a) to the north is an unnamed seawall service road, beyond which is the sea;
- (b) to the further north is the Brothers Marine Park managed by the Agriculture, Fisheries and Conservation Department (AFCD) with the aim to help better conserve the Chinese White Dolphins, their habitats and enhance the marine and fisheries resources therein;
- (c) to the immediate west is a reclamation site of TCE, involving a GIC site and a waterfront promenade. The major developments of TCE are about 1.2 km to its further west;

- (d) to the further northwest is Hong Kong-Zhuhai-Macao Bridge Hong Kong Port;
- (e) to the immediate south along the southern periphery of the proposed development is North Lantau Highway. To the further southwest and south are Tai Ho Wan and Lantau North (Extension) Country Park respectively;
- (f) to the east is an existing cluster of GIC and specified uses, including Siu Ho Wan Water Treatment Works (SHWWTW) which is a Potentially Hazardous Installation, Siu Ho Wan Sewage Treatment Works (SHWSTW), Siu Ho Wan Government Maintenance Depot, and O-Park1, etc; and
- (g) to the further northeast of about 1km is Sham Shui Kok where the existing North Lantau Transfer Station and a proposed Columbarium providing about 33,500 niches are located.

8. Planning Intention

- 8.1 The “OU(RDPTICRD)” zone is intended primarily to provide land for railway depot with commercial and/or residential development above with the provision of public transport interchange, Government, institution or community facilities and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.
- 8.2 According to the Explanatory Statement (ES) of the OZP, within the “OU(RDPTICRD)” zone, a number of urban design measures should be made reference to:
 - (a) provision of at least four 30m-wide major air/visual corridors that generally align in the north-south and east-west directions and at least six 15m-wide supplementary air/visual corridors that generally align in the northwest-southeast directions amongst the residential towers to facilitate sea breeze penetration and improve visual permeability;
 - (b) building disposition to enhance visual permeability, e.g. adoption of curvilinear layout for buildings along the southern site boundary;
 - (c) provision of stepped building height profile with building heights gradually reduced from northeast to the southwest nearer to Tai Ho Wan;
 - (d) submission of a connectivity proposal including but not limited to provision of all-weathered pedestrian walkway/linkage from different

parts of the development within the site to the proposed railway station and commercial facilities, vertical connections at appropriate intervals between the podium deck and the waterfront, as well as the cycle track network and open space network to enhance both internal and external connectivity and walkability within the site and also to the adjacent waterfront and nearby TCNTE; and

- (e) landscape planting on podium/deck and vertical greening on façades as well as viewing balcony at podium level should be provided. Planting along the edges and terraced design with greening should be applied to the podium for further visual relief of the long façade along both the North Lantau Highway and the waterfront. The ES of the OZP also states that further setback of depot from the waterfront with local recess in some parts at ground level should be explored to create more space for cycle track, tree planting and aesthetically pleasing landscape design for public enjoyment and amenity.

9. Comments from Relevant Government Bureaux/Departments

- 9.1 The following government bureaux/departments have been consulted and their comments on the application are summarised as follows:

Land Administration

9.1.1 Comments of the Chief Estate Surveyor/Land Supply, Lands Department (CES/LS, LandsD):

- (a) no objection to the application;
- (b) if the planning application is approved by the Board, owner of the Lot is required to apply to LandsD for modification of the current lease conditions (possibly by way of a land exchange) to take forward the proposed development. Such application(s) will be considered by LandsD acting in the capacity of Landlord as its sole discretion and subject to policy clearance, in accordance with the established mechanism. In the event any such application(s) is/are approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as imposed by LandsD at its sole discretion;
- (c) there is no record at their office indicating that the Site falls within the identified 'fung shui' area; and
- (d) other detailed comments are at **Appendix II**.

Policy Aspect

9.1.2 Comments of the SDEV:

- (a) he supports the planning application; and
- (b) the planning application, if approved, will form the schematic guide of the Siu Ho Wan Depot development and, as such, will be key to realising one of the most important land supply initiatives announced in the CE's 2020 Policy Address.

Public Housing

9.1.3 Comments of the Director of Housing (D of Housing):

- (a) he welcomes the proposed development to facilitate timely supply of 4,280 public housing flats at Phases 1 to 3;
- (b) while the provision standard of open space in the public housing portion is 1m² per resident, there is an overall provision of 2m² of open space per resident for Phases 1 to 3;
- (c) it is agreed that greenery coverage at the proposed development will be in accordance with Practice Notes for Authorised Persons APP-152 on SBDG;
- (d) under the prevailing practice for tree planting at public housing development and greening policy of the HA/Housing Department (HD), tree planting within public housing is not treated as compensatory planting associated with the site enabling works carried out by other party but treated as new tree planting instead; and
- (e) other detailed comments are at **Appendix II**.

Traffic

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) no objection to the application;
- (b) if the time lapse between the approval date of the traffic impact assessment (TIA) and the target date of commissioning lies within 5-10 years, the need for a review on the accepted TIA in consideration of the validity of major assumptions adopted should be assessed. If the time lapse between the approval date of the TIA and the target date of commissioning is more than 10 years, the project proponent should conduct a comprehensive traffic review to the satisfaction of the Transport Department (TD). Review of the TIA should be completed not later than

two years before the target date of the commissioning so as to ensure that the project would meet the traffic needs upon its commissioning and identify all necessary design refinements and traffic management measures for smooth commissioning, taking account of the latest planning data and updated programme of interfacing projects and nearby developments. As the population intake for Phase 1, Phase 2 and Phase 3 developments will be in 2030, 2035-36 and 2039-40 respectively, the applicant shall conduct the said traffic reviews (and implement all necessary improvement measures if required) and seek further comments from relevant departments before its commencement; and

- (c) other detailed comments are at **Appendix II**.

9.1.5 Comments of the Head of Sustainable Lantau Office, Civil Engineering and Development Department ((H)SLO, CEDD):

- (a) no objection to the application from the point of view of Road P1;
- (b) the road alignment and preliminary design of the proposed Road P1 would be subject to further study in the Engineering Study of Road P1 (Tai Ho - Sunny Bay Section) (Road P1 Study) and the number, location and level of road connection(s) for depot topside development to Road P1 should be subject to factors including feasibility, satisfaction of road design standard, safety, efficient use of public resources, etc;
- (c) the applicant should continue to closely liaise with CEDD and their consultants for Road P1 Study to identify and resolve project interface issues including but not limited to access points, road/footbridge connection, programme, etc. to ensure that the design and construction of Road P1 (Tai Ho - Sunny Bay Section) will not be unduly affected; and
- (d) other detailed comments are at **Appendix II**.

Railway

9.1.6 Comments of the Government Engineer/Railway Development (2), Railway Development Office, Highways Department (GE/RD(2), RDO, HyD):

no comment on the application from railway project's perspective.

Environment

9.1.7 Comments of the Director of Environmental Protection (DEP):

- (a) no objection in principle to the application from environmental perspective;
- (b) no major comments on the environmental assessment (EA) report for the proposed development (including the phasing) and the sewerage impact assessment (SIA) report and the proposed mitigation measures;
- (c) it is noted that the Advisory Council on the Environment (ACE)'s recommendations concerning waste, construction and demolition (C&D) waste, grey and rain water recycling have been addressed in the submission;
- (d) under the current proposal, all the residential towers of the proposed development are situated outside the Consultation Zone (CZ) of SHWWTW. As such, no interface problem between the proposed development and the CZ of SHWWTW is anticipated;
- (e) the entire Site falls outside the Noise Exposure Forecast (NEF) 25 contour, hence adverse aircraft noise impact is not anticipated. Having said that, the recommendation as stipulated in paragraph 11.2.10 of the ES of the OZP has been taken into account in Section 2.2.7 of the EA. A revised Noise Impact Assessment is suggested to ensure that appropriate noise mitigation measures are incorporated and provided taking into account the latest development layout plan(s) to tackle the rail and traffic noise problems;
- (f) under the current layout plan, the depot is proposed to be replanned to the Phase 1 to Phase 3 sites (about 25 ha). This is different from the design originally proposed in the 'Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works' and stipulated in the Environmental Permit (EP) (i.e. with the depot spreading across the Phase 1 to Phase 4 sites). While this adjustment in layout is not expected to create adverse environmental implications, the applicant is reminded nonetheless to observe the Environmental Impact Assessment Ordinance and submit application for variation of an EP as necessary; and
- (g) other detailed comments are at **Appendix II**.

Drainage and Sewerage

9.1.8 Comments of the Director of Drainage Services (D of DS):

no objection to the application and the Drainage Impact Assessment (DIA) and SIA.

Urban Design, Visual and Air Ventilation

9.1.9 Comments of the Chief Town Planner/Urban Design & Landscape (CTP/UD&L), PlanD:

- (a) as compared with the baseline scheme (i.e. the indicative scheme) which was prepared for the formulation of the Siu Ho Wan OZP, the proposed development under the current application will place all the permitted GFA and the proposed additional 4,500m² commercial GFA in Phases 1 to 3 of the “OU(RDPTICRD)” site instead of the whole site. According to the applicant, the building height range of the residential towers is estimated to be increased from 86mPD to 106mPD for the baseline scheme to 112mPD to 168mPD for the proposed scheme;
- (b) as illustrated in the photomontages in VP5 and VP6 (**Drawings 10c and 10d**), the proposed development is similar to the baseline scheme which forms a major residential community against a mountain backdrop with an open sea on foreground. The visual change between both schemes due to the increase in building height profile and the distribution of GFA (including the additional GFA) is not significant;
- (c) in response to the urban design requirements in the ES of the OZP, the proposed development has incorporated various design measures and a connectivity proposal, except further setback of depot from the waterfront, which is found to be technically not feasible according to the applicant;
- (d) a terraced podium with podium levels stepping down towards the waterfront and biophilic design including buffer plantings, vertical greening, draping and climber plants has been incorporated in the proposed development to reduce the bulkiness of the podium and soften the edges of the podium (**Drawing A-9b**);
- (e) there is no significant adverse air ventilation impact on the pedestrian environment at the immediate surrounding of the Site as compared with the baseline scheme;
- (f) as compared with the baseline scheme, the velocity ratios contour plots show that while air ventilation is enhanced in

certain localised areas within the proposed scheme, more localised wake areas are found at the pedestrian level especially along the public walkway of the green spines, the waterfront area and around the two planned school sites at the central portion of the Site. However, the pedestrian environment at the waterfront area in summer time should be ameliorated by the cooler sea breeze. The applicant has also readjusted the disposition of the two schools and incorporated a number of empty bays below various residential towers around the schools to enhance air ventilation there; and

- (g) other detailed comments are at **Appendix II**.

9.1.10 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department:

- (a) no objection to the application from architectural and visual impact points of view; and
- (b) other detailed comments are at **Appendix II**.

Landscape

9.1.11 Comments of CTP/UD&L, PlanD:

- (a) no objection to the application from landscape planning perspective in considering that significant adverse landscape impact arising from the proposed development is not anticipated;
- (b) the proposed development is considered not incompatible with the landscape character of the surrounding environment having regard that the proposed development is located to the east of TCE area; and
- (c) other detailed comments are at **Appendix II**.

Others

9.1.12 Comments of the Chief Building Surveyor/New Territories East (2) & Rail, Buildings Department:

no comment under the Buildings Ordinance (BO) on the application. Detailed comments under the BO will be provided during the building plan submission stage.

9.1.13 Comments of the Director of Fire Services (D of FS):

- (a) no objection in principle to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of D of FS, detailed fire safety

requirements will be formulated upon receipt of formal submission of general building plans; and

- (b) other detailed comments are at **Appendix II**.

9.1.14 Comments of the Secretary for Education (SED):

- (a) no objection to the application; and
- (b) other detailed comments are at **Appendix II**.

9.1.15 Comments of the Director of Social Welfare (DSW):

- (a) no objection to the application from welfare perspective; and
- (b) it is noted that the applicant has incorporated 14 proposed welfare facilities in the proposed development.

9.1.16 Comments of the Director-General of Civil Aviation (DG of CA):

- (a) no comment on the application;
- (b) it is noted that the use of acoustic insulation has already been incorporated into the EA in the applicant's submission;
- (c) the legislative exercise to give effect to the new AHRs for 3RS was completed on 22.9.2021 (maximum heights from 180mPD to 191mPD over the proposed development covering the Site); and
- (d) other detailed comments are at **Appendix II**.

9.1.17 Comments of the Director of Leisure and Cultural Services:

- (a) no comment on the application; and
- (b) other detailed comments are at **Appendix II**.

9.1.18 Comments of the Director of Electrical and Mechanical Services (DEMS):

- (a) it is noted that there is a high pressure underground town gas transmission pipeline (running along Cheung Tung Road) in the vicinity of the proposed development. In view of the above, the applicant has conducted a Quantitative Risk Assessment (QRA) during the plan-making stage in 2017 as well as a subsequent review in 2021 to assess the potential risk associated with the gas installation. Having reviewed the applicant's submissions, he has no further comment on the application; and

- (b) other detailed comments are at **Appendix II**.

9.1.19 Comments of the Director of Food and Environmental Hygiene:

- (a) no adverse comment on the application subject to the applicant's provision of adequate toilet facilities in the vicinity of the PTI to serve the future users of the PTI during the operating hours of the PTI; and
- (b) other detailed comments are at **Appendix II**.

District Officer's Views

9.1.20 Comments of District Officer (Islands), Home Affairs Department (DO(Is), HAD):

- (a) Sam Heung (Pak Mong, Ngau Kwu Long and Tai Ho) (key plan of **Plan A-2**) is the village environs in the next vicinity of that mega scale housing development. Villagers there might thus have concern over the extent of their livelihood be affected arising from the development, especially on the ventilation and visual impacts; and
- (b) it is noted that the applicant states that the proposed development is acceptable and satisfactory in various aspects including the above-said ventilation and visual impacts. Nevertheless, for smooth implementation of the development, the applicant/developer is advised to take note of the possible concern by the stakeholders in Sam Heung and to engage them in appropriate time accordingly.

9.2 The following government bureau/departments have no objection to or no comment on the application:

- (a) Secretary for Transport and Housing (STH);
- (b) Head of Geotechnical Engineering Office (H(GEO)), CEDD;
- (c) Chief Highway Engineer/New Territories East, HyD;
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (e) Controller, Government Flying Service;
- (f) Chief Town Planner/Strategic Planning, PlanD;
- (g) Director of Agriculture, Fisheries and Conservation;
- (h) Director-General of Communications (DG of Communications); and
- (i) Commissioner of Police.

10. Public Comments Received During Statutory Publication Period

- 10.1 On 29.10.2021, the application was published for public inspection. During the statutory publication period, 22 public comments were received, with one supporting comment from an individual, 18 opposing comments (including

16 in standard forms) mainly from residents of Ngau Kwu Long Village and Pak Mong Village in Tai Ho, and three comments from Hong Kong and China Gas Company Limited (Towngas) and individuals providing views on the application. A full set of the public comments received is deposited at the meeting for Members' inspection and samples of the public comments are at **Appendix III**.

- 10.2 The supporting comment expresses that the application is for more housing development. The opposing comments are mainly on the grounds that the proposed development may generate adverse traffic, visual and environmental impacts including noise, air and light pollutions on the surrounding areas. The natural environment and ecology may be disturbed, and the fung shui of burial grounds of indigenous villagers nearby may be damaged. As for the three remaining comments, the one from Towngas suggests that a QRA should be conducted to evaluate the potential risk in relation to the high pressure gas pipe in Cheung Tung Road, while the other two provide views on the housing mix, phasing, programme and provision of facilities of the proposed development, as well as concerns on adverse environmental and traffic impacts during construction.

11. Planning Considerations and Assessment

Compliance with Planning Intention

- 11.1 The Site is zoned "OU(RDPTICRD)" on the approved Siu Ho Wan OZP, which is intended primarily to provide land for railway depot with commercial and/or residential development above with the provision of PTI, GIC facilities and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations. Within the "OU(RDPTICRD)" zone, planning permission from the Board is required for the proposed residential development with commercial and GIC facilities, and a LP with the supporting technical assessments should be submitted.
- 11.2 According to the application and submitted LP, a residential and commercial development comprising primarily private housing, public housing and a shopping mall atop a decked railway depot is proposed at the Site, with provision of a PTI, a railway station concourse, GIC facilities, including social welfare facilities, schools and other supporting facilities. The proposed development is in line with the planning intention of the "OU(RDPTICRD)" zone as stated in paragraph 11.1 above. The proposed development is also considered not incompatible with the surrounding land uses.

Development Intensity and Proposed Relaxation of Non-domestic GFA

- 11.3 The proposed development has a domestic GFA of 1,040,000m² which complies with the maximum domestic GFA as stipulated in the Notes of the OZP. Nevertheless, the proposed development has a non-domestic GFA for 34,500m² for commercial use, which is 4,500m² more than the maximum permissible non-domestic GFA of 30,000m² as stipulated on the OZP. According to the applicant, the additional commercial GFA is for four commercially operating kindergartens providing 29 classrooms at the podium to primarily serve the future residents of the proposed development in accordance with HKPSG. The proposed relaxation of non-domestic GFA is considered acceptable as it could allow sufficient provision of kindergartens without compromising the commercial GFA dedicated for retail facilities, which will provide major support to the daily lives of the future residents. SED has no objection to the proposed provision of the kindergartens. CTP/UD&L of PlanD also considers that the visual impact induced by the proposed additional non-domestic GFA is insignificant.

AHR

- 11.4 There is no building height restriction stipulated on the “OU(RDPTICRD)” zone. Nevertheless, the height of the proposed development is restricted by the AHRs. The proposed development has a building height ranging from 112mPD to 168mPD at main roof level, and not more than 180mPD at roof top level. DG of CA advises that the legislative exercise to give effect to the new AHRs has been completed (the new AHRs in relation to the proposed development range from 180mPD to 191mPD) and has no comment on the application. The increase in building height profile helps maximise the development potential of Phases 1 to 3 and makes room for future development in Phase 4.

Housing Mix

- 11.5 The proposed development covering Phases 1 to 3 provides public and private housing units of 4,280 and 10,720 respectively. D of Housing welcomes the proposed development to facilitate timely supply of 4,280 public housing flats at Phases 1 to 3.
- 11.6 Whilst the proposed development under the current application does not cover Phase 4, it is the consensus between the Government and the applicant that the land of Phase 4 would be developed to enable the provision of about 6,200 public housing units in future⁽⁹⁾, with detailed planning to be finalised nearer the time to take into account latest circumstances on the provision of supporting infrastructure. The ultimate target, as announced in the CE's 2020 Policy Address, is to provide a total of about 20,000 housing units at the depot site with an ultimate public to private ratio of about 50:50. In this regard, SDEV supports the application and considers that approval of the application will form the schematic guide of the Siu Ho Wan Depot development and, as such, will be key to realising one of the most important land supply initiatives announced in the CE's 2020 Policy Address.

⁽⁹⁾ Planning application to the Board would be required for the public housing development at Phase 4 in future.

Urban Design, Visual and Air Ventilation

- 11.7 The proposed development generally conforms with the urban design requirements as stated in the ES of the OZP, including provision of four 30m-wide major air/visual corridors generally align in the north-south and east-west directions, and six 15m-wide supplementary air/visual corridors that generally align in the northwest-southeast directions amongst the residential towers to facilitate sea breeze penetration and improve visual permeability. Residential towers are generally arranged with curvilinear layout to enhance visual permeability (**Drawing A-3**). As allowed by the new AHR covering the Site, the building height profile of the proposed development is increased as compared to the indicative scheme. Nevertheless, the proposed development provides a stepped building height profile with building heights generally descending towards its surroundings. Reference has also been made to SBDG on building separation and building setback. The visual impact assessment and air ventilation assessment submitted by the applicant demonstrate that the visual impact brought by and the wind performance of the proposed development are acceptable respectively. In this regard, CTP/UD&L, PlanD considers that the visual changes arising from the increase in building height profile is insignificant and there is also no significant adverse air ventilation impact on the pedestrian environment at the immediate surrounding of the Site as compared with the indicative scheme. Although more localised wake areas are found at the pedestrian level, CTP/UD&L, PlanD notes that the pedestrian environment at the waterfront area in summer time should be ameliorated by the cooler sea breeze and the applicant has readjusted the disposition of schools and incorporated a number of empty bays below various residential towers around the schools to enhance air ventilation.
- 11.8 Whilst the ES of the OZP states that further setback of depot from the waterfront with local recess in some parts at ground level should be explored to create more space for cycle track, tree planting and aesthetically pleasing landscape design for public enjoyment and amenity, the applicant explains that setback on ground level is constrained by the depot re-planning works. As an alternative to address such concern, a terraced podium design is adopted to reduce the building bulk. In order to facilitate an attractive environment for the possible future public use along the waterfront at the ground level, landscape planting, such as draping climbers along the podium edges is proposed for the façade along the southern periphery. Peripheral wall of about 3m tall with hedge plantings is proposed at ground level along the northern periphery for shielding off the depot operations (**Drawing A-9b**). CTP/UD&L, PlanD notes that further setback of depot from the waterfront is found to be technically not feasible and terraced podium with podium levels stepping down towards the waterfront and biophilic design including buffer plantings, vertical greening, draping and climber plants have been incorporated to reduce the bulkiness of the podium and soften the edges of the podium, and has no adverse comment in this respect.

Open Space Provision and Landscape

- 11.9 Not less than 81,000m² open space is provided at the podium, which is equivalent to 2m² open space per person. According to the applicant, the open space comprises fenced gardens intended for exclusive use of residents of respective residential developments (about 1m² per resident) and communal open space intended for shared use of all residents. Various types of active and passive recreational facilities, such as children's play area, outdoor fitness centre and seating are provided therein. The proposed provision is considered adequate for the use and enjoyment of future residents of the proposed development. Subject to further design, some parts of the open space may be accessible by the public, including the Waterfront Podium Walkway.
- 11.10 According to the landscape proposal submitted by the applicant, soft and hard landscape are planned primarily on the terraced podium to complement the open space. Buffer plantings, vertical greening, draping and climber plants are incorporated to soften the edges of the podium. Reference has been made to the SBDG on site coverage of greenery. CTP/UD&L considers the proposed development not incompatible with the landscape character of the surrounding environment. In addition, according to the applicant, ~~727~~737 compensatory trees will be planted within the proposed development. CTP/UD&L, PlanD has no objection from landscape planning perspective.

Traffic

- 11.11 C for T has no objection to the application. Nevertheless, he considers that if the time lapse between the approval date of the TIA and the target date of commissioning is more than 10 years, the project proponent should conduct a comprehensive traffic review to the satisfaction of TD. Review of the TIA should be completed not later than two years before the target date of the commissioning, so as to ensure that the project would meet the traffic needs upon its commissioning and identify all necessary design refinements and traffic management measures for smooth commissioning, taking account of the latest planning data and updated programme of interfacing projects and nearby developments. As the population intake for Phase 1, Phase 2 and Phase 3 developments will be in 2030, 2035/36 and 2039/40 respectively, the said traffic reviews (and all necessary improvement measures if required) shall be conducted and implemented and be submitted for further comments by relevant departments before its commencement. In this connection, GE/RD(2), RDO, HyD has no comment on the application from railway project's perspective and (H)SLO, CEDD has no objection to the application from the perspective of implementation of Road P1.

Connectivity, Accesses and PTI

- 11.12 Covered walkways and cycle tracks integrating with open space are provided on the podium deck to connect different parts of the proposed development to the PTI, railway station, GIC facilities and shopping mall (**Drawings A-4a, A-4b, A-7a and A-7b**).

- 11.13 H(SLO), CEDD advises that the road alignment and preliminary design of the proposed Road P1 would be subject to further study in the Engineering Study of Road P1. Close liaison with CEDD and their consultants for Road P1 Study to identify and resolve project interface issues including but not limited to access points, road/footbridge connection, programme, etc., ***should be maintained***. In this connection, according to the layout plan, four vertical connections are provided along the proposed Waterfront Podium Walkway connecting the podium and ground levels⁽¹⁰⁾. An overhead bridge will be provided by the applicant to connect the TCE Waterfront Promenade and the podium deck of the proposed development. Public accesses are also designated to allow public accessibility to the public facilities and shopping mall. Thus, the proposed development is considered in compliance with the connectivity requirements as stipulated in the ES of the OZP. In this regard, C for T has no comment on the proposed public accesses. Moreover, the communal bicycle parks to be provided near the railway station entrance at the western part of the proposed development could encourage east-west movement within the development and park-and-ride arrangement.
- 11.14 Furthermore, provision of PTI and railway station within the proposed development can offer different options of public transport, including bus, minibus, railway and taxi for future residents to access to nearby communities/districts and commute.

Environment

- 11.15 DEP has no adverse comment on the EA report for the proposed development, including the phasing. DEP also considers that the recommendations of ACE regarding waste, C&D waste, grey and rain water recycling have been addressed in the application.
- 11.16 For the noise aspect, DEP advises that the entire Site falls outside NEF25 contour, hence adverse aircraft noise impact is not anticipated. Notwithstanding the above, the recommendation of exploring and reviewing the use of acoustic insulation in form of well-gasketed window as stipulated in the ES has been taken into account in the EA.

Other Technical Aspects

- 11.17 The applicant has submitted DIA, SIA, water supply and utilities appraisal (which also covers electricity supply, gas supply and telecommunication provisions), and information on geotechnical matters in support of the application to substantiate the technical feasibility of the proposed development. The concerned departments, including D of DS, DEP, CE/C, WSD, DEMS, DG of Communications and H(GEO), CEDD have no objection to or no adverse comment on the application.

⁽¹⁰⁾ The future use of the existing seawall service road is subject to further study.

Provision of GIC Facilities

- 11.18 One secondary school, two primary schools, four kindergartens, 14 social welfare facilities and corresponding parking and L/UL spaces are provided in accordance with the requirements of respective authorities with reference to HKPSG, primarily to serve the future residents in both public and private housing of the proposed development. DSW and SED have no adverse comments on the proposed provision of social welfare facilities and education facilities respectively.

Public Comments

- 11.19 Regarding the public comments received, the supporting and general views are noted. As for the opposing comments/concerns, the departmental comments in paragraph 9 and planning assessments above are relevant. On the fung shui issue, CES/LS, LandsD advises that there is no record indicating that the Site falls within the identified 'fung shui' area. Regarding the concern on natural environment and ecology, DAFC has no comment on the application from the nature conservation perspective.

12. Planning Department's Views

- 12.1 Based on the assessment made in paragraph 11 above and having taken into account the public comments in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application on the terms of the application as submitted to the Board, it is suggested that the permission shall be valid until 24.12.2025, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following approval conditions and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of a revised Layout Plan taking into account the approval conditions (b) to (i) below to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the submission of comprehensive traffic reviews on the accepted Traffic and Transport Impact Assessment before the population intake for Phases 1 to 3 of the development, and implementation of all necessary traffic improvement measures to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

- (d) the design and provision of a public transport interchange, vehicular accesses, pedestrian circulation systems, cycling circulation systems, public accesses, car-parking, loading/unloading and lay-by facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (e) the submission of a revised Noise Impact Assessment and the implementation of the noise mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (f) the design and provision of social welfare facilities to the satisfaction of the Director of Social Welfare or of the Town Planning Board;
- (g) the design and provision of schools to the satisfaction of the Secretary for Education or of the Town Planning Board;
- (h) the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board; and
- (i) the submission and implementation of a revised development programme indicating the timing and phasing of the development to take account of approval conditions (b) to (h) above to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 12.3 There is no strong reason to recommend rejection of the application.
- 12.4 The Committee is invited to consider the application and decide whether to grant or to refuse to grant permission.
- 12.5 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 12.6 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

13. Attachments

**Appendix I
Appendix Ia**

Application Form received on 25.10.2021
Applicant's Letter enclosing Planning Statement
with Urban Design and Connectivity Proposal,

	Landscape and Tree Preservation and Removal Proposal and Technical Assessment Reports received on 25.10.2021
Appendices Ib to Id	FIs received on 2.12.2021, 3.12.2021 and 16.12.2021
Appendix II	Detailed Comments of Government Bureaux and Departments
Appendix III	Samples of Public Comments
Appendix IV	A Comparison between the Indicative Scheme and the Proposed Scheme
Appendix V	Recommended Advisory Clauses
Drawings A-1a and A-1b	Layout Plan and Phasing Plan
Drawing A2	Building Height Profile
Drawing A3	Urban Design Framework
Drawings A-4a and A-4b	Connectivity Proposal – Vehicular
Drawings A-5a to A-5c	Connectivity Proposal – Pedestrian
Drawings A-6a and A-6b	Proposed Public Accesses
Drawings A-7a and A-7b	Connectivity Proposal – Cycling
Drawing A-8	Landscape Layout Plan
Drawings A-9a and A-9b	Section Plan and Landscape Section Plan
Drawings A-10a to A-10e	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4d	Site Photos

**PLANNING DEPARTMENT
DECEMBER 2021**