

# **RURAL AND NEW TOWN PLANNING COMMITTEE OF THE TOWN PLANNING BOARD**

**RNTPC Paper No. 10/13**

**For Consideration by  
the Rural and New Town Planning Committee on 25.10.2013**

**DRAFT PLANNING BRIEF  
FOR THE HOME OWNERSHIP SCHEME DEVELOPMENT  
AT KIU CHEONG ROAD-EAST, YUEN LONG**

**Draft Planning Brief for the Home Ownership Scheme Development**  
**at Kiu Cheong Road-East, Yuen Long**

**1. Purpose**

This paper is to seek Member's endorsement of draft planning brief (PB) for the Home Ownership Scheme (HOS) development of the "Comprehensive Development Area" ("CDA") at Kiu Cheong Road-East, Yuen Long (the Site) on the approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/14 at **Appendix I** for providing guidance for future development at the Site. A Master Layout Plan (MLP) for the proposed HOS development will be submitted by Housing Department (HD) under section 16 of the Town Planning Ordinance (the Ordinance) to the Committee for the implementation of the development.

**2. Background**

The Site was originally planned to be granted to Mass Transit Railway Corporation Limited (MTRCL) for property development purpose. In response to the aspirations of low and middle-income families to buy their own homes, the Government put forward a new policy for resuming HOS development in the 2011-12 Policy Address. In the 2013 Policy Address, the Government announced a target of providing some 17,000 HOS flats over four years starting from 2016/17 onwards and thereafter an annual average of 5,000 HOS flats. In order to meet the housing target, the Site was identified for the development of HOS units.

**3. The Site and Its Surroundings (Plans 1, 2 and 4 of Appendix I)**

- 3.1 The Site, about 3.2 hectares in size, is abutting Kiu Cheong Road, next to Tin Shui Wai West Rail Station. It is bounded by Ping Ha Road to the east, Kiu Fat Street to the south and Kiu Cheong Road to the west. It is a piece of Government land with the northern and western portions occupied by two Public Transport Interchange (PTI), namely 'Tin Shui Wai Station (West) PTI' accessible from Kiu Fat Street and 'Tin Shui Wai West Rail Station PTI' accessible from Ping Ha Road. Subject to detailed survey, the areas covering the existing MTRCL's emergency vehicular access and footbridge will be excised from the Site.
- 3.2 To the north of the Site across Tin Shui Wai West Rail Station is Tin Shui Wai New Town which comprises high-rise private and public residential developments, including Kingswood Villa, Tin Yau Court, Tin Shing Court and Tin Yiu Estate. To the east of the Site across Ping Ha road are the village settlements of Ping Shan Heung, including Sheung Cheung Wai, Hang Tau Tsuen and Hang Mei Tsuen . To the south of the Site across Kiu Fat Street are industrial uses (including godowns and factories) and the village clusters of Kiu Tau Wai and Hung Uk Tsuen. To the west of the Site across Kiu Cheong Road are open storage yards and Hung Tin Road.

#### **4. Planning Intention and Development Restrictions**

The Site is zoned “CDA” on the approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/14. Pursuant to section 4A(2) of the Ordinance and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (TPB). The “CDA” zone is intended for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities. This 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 stipulated in the OZP, the “CDA” zone is subject to a maximum plot ratio of 5/9.5 (5 for domestic and 9.5 for non-domestic).

#### **5. The Draft Planning Brief (Appendix I)**

##### **Major Development Parametres**

- 5.1 The proposed HOS development will provide around 2,500 flats with a design population of approximately 7,700 at maximum plot ratio of 5/9.5 and maximum building height of 110mPD. The flat production, flat mix and total population may be slightly adjusted as the design of the project progresses. In line with other public housing projects, the flat production and population may vary by ±10% to allow for changes in flat mix and refinement of the layout and design etc. Pro-rata adjustment to provision of ancillary facilities will be made as appropriate in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). The indicative development concept is illustrated in **Plan 3 of Appendix I**.

##### **Planning Requirements**

- 5.2 As the design population is only about 7,700, no social welfare/community facilities is required under HKPSG.
- 5.3 No local educational facilities will be provided within the development. As advised by Secretary for Education, there is sufficient provision of kindergarten places and primary school places in the area to satisfy the demand.
- 5.4 Local open space and recreation facilities should be provided in accordance with the HKPSG standards to serve the future residents of the proposed development.
- 5.5 The proposed retail GFA is about 3,000m<sup>2</sup> which includes the provision of wet market facilities to meet the request of the Yuen Long District Council (YLDC).

##### **Parking Requirements and Public Transport Facilities**

- 5.6 Regarding parking space provision, the parking standards for HOS projects was agreed among relevant Government departments and set out in the Transport Department (TD) Circular No. 2/2012 – Interim Parking Standards for the New HOS Projects. The provision of ancillary car parking spaces, loading/unloading bays and lay-bys for the retail developments should be in accordance with the prevailing parking standards. All parking and loading/unloading facilities should be provided and incorporated as part of the MLP submission.

- 5.7 There are two PTIs currently on the Site. The modification works in the relocation and amalgamation of the existing PTIs has been coordinated with TD. A new PTI with a site area of about 0.7 ha will be re-provisioned within the “CDA” zone and excised from the HOS development to the relevant Government department(s) after the completion.

*Urban Design, Visual and Landscape*

- 5.8 The site is located to the immediate south of Tin Shui Wai West Rail Station. A 30m wide view corridor from Tang Ancestral Hall should be incorporated into the layout design.
- 5.9 A minimum coverage of 30% of the HOS Site for greening is required and at least half of which has to be on ground level or levels easily accessible to pedestrians. There are existing trees on site and along the site boundary. The procedures stipulated in relevant guidelines will strictly be followed to ensure no trees will be unnecessarily felled or removed. For trees with good health and high amenity value, HD should critically assess if transplanting is feasible and recommendable after balancing all major considerations.
- 5.10 A Visual Impact Assessment (VIA) should be carried out by HD to examine any possible visual impacts that may be caused by the proposed HOS development and suitable mitigation measures should be proposed to tackle them.

*Sustainable Building Design*

- 5.11 The Sustainable Building Design Guidelines should be taken into account by HD in the proposed HOS development in the detailed design stage.

*Environmental*

- 5.12 The traffic noise, railway noise, industrial noise and vehicular emission impacts on the proposed HOS development should be addressed in the Environmental Assessment Study (EAS). The environmental mitigation measures as recommended by the EAS should be implemented in the proposed HOS development.
- 5.13 An Air Ventilation Assessment (AVA) should be conducted to identify ventilation problem areas and propose effective design improvements and mitigation measures for the problem areas as appropriate.

*Infrastructure*

- 5.14 An existing sewerage discharge point is located at Kiu Fat Street and Kiu Cheong Road to the south and west of the Site respectively. Another existing trunk sewer is located at Ping Ha Road to the east and north of the Site. A Sewerage Impact Assessment (SIA) should be conducted to ensure that the sewerage flow from the proposed HOS development will not induce any impact to the existing public sewerage system.
- 5.15 A Traffic Impact Assessment (TIA) should be undertaken to examine the traffic impacts arising from the proposed development. The Site is well served by existing public transport facilities including Light Rail, West Rail, franchised bus, and mini-bus. A West Rail station and a Light Rail station are located at less than 100m from the Site, which is considered to be within acceptable walking distance.

5.1.6 As the Site is located within the Scheduled Area No.2 where complex geological ground conditions are known to exist, and Scheduled Area No. 3, where the area falls within the Railway Protection Zone, the foundation and any geotechnical works proposal shall be submitted to relevant department(s)/MTRCL for checking and agreement.

5.1.7 As the design population is only about 7,700, no insurmountable problem on water supply and provision of electricity, telephone and gas is envisaged.

5.1.8 All the technical assessments, including landscape and urban design proposal, VIA, EAS, AVA, SIA and TIA should form part of the MLP submission to the TPB for consideration.

## 6. Consultation

6.1 The following Government departments have been consulted and their comments have been incorporated in the above paragraphs and the draft PB, where appropriate:

- (a) District Lands Officer, Yuen Long;
- (b) District Officer (Yuen Long);
- (c) Commissioner for Transport;
- (d) Director of Environmental Protection;
- (e) Project Manager/New Territories North and West, Civil Engineering and Development Department;
- (f) Director of Housing;
- (g) Chief Engineer/Mainland North, Drainage Services Department;
- (h) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (i) Director of Fire Services;
- (j) Chief Engineer/Development (2), Water Supplies Department;
- (k) Chief Highway Engineer/New Territories West, Highways Department;
- (l) Director of Leisure and Cultural Services;
- (m) Antiquities and Monuments Office, Leisure and Cultural Services Department;
- (n) Secretary for Education;
- (o) Director of Social Services;
- (p) Director of Food and Environmental Hygiene;
- (q) Director of Electrical and Mechanical Services
- (r) Director of Agriculture, Fisheries and Conservation;
- (s) Commissioner of Police; and
- (t) Chief Town Planner/Urban Design and Landscape, Planning Department.

6.2 The Town Planning and Development Committee and the Traffic and Transport Committee of YLDC were consulted on development and the proposed PTI and related road works on 17.7.2013 and 25.7.2013 respectively. The members of the Committees generally supported the proposed HOS development and requested HD to consider including wet market facilities in the proposed HOS development.

**7. Decision Sought**

Members are invited to endorse the draft PB for the HOS development at Kiu Cheong Road-East, Yuen Long at **Appendix I**.

**8. Attachment**

**Appendix I**      Draft Planning Brief for the Home Ownership Scheme development at Kiu Cheong Road-East, Yuen Long

**PLANNING DEPARTMENT  
OCTOBER 2013**

**Planning Brief for HOS at Kiu Cheong Road-East, Yuen Long**

<b>PROJECT NAME : Kiu Cheong Road-East Home Ownership Scheme</b>		
<b>1. Site Particulars</b>	<b>Current Proposal</b>	<b>Remarks</b>
1.1 District Location	Yuen Long	
1.2 Site Location	Ping Shan	
1.3 Site Area		
1.3.1 Gross Site Area (approx.) (ha.)	3.2 ha	Subject to detailed survey. The site will not include any area falling within the West Rail Vesting Boundary and the West Rail Maintenance Area (i.e. the hatched area on <b>Plan 3</b> ).
1.3.2 Net Site Area (approx.) (ha.)	2.5 ha: Home Ownership Scheme (HOS) 0.7 ha: Public Transport Interchange (PTI) and Footbridge Connection	The PTI and footbridge connection will be excised from the site and handed over to related Government department(s).
1.4 Existing Land Use	PTI	
1.5 Existing zoning	“Comprehensive Development Area” (“CDA”)	S.16 Planning Application to be submitted.
1.6 Existing Land Status	Government Land	
<b>2. Development Parameters</b>	<b>Current Proposal</b>	<b>Remarks</b>
2.1 Proposed Housing Type	HOS	
2.2 Proposed No. of Flats	2,500	A ±10% deviation is allowed subject to detailed design.
2.3 Design Population (approx.)	7,700	Based on average household size of 3.08 and a ±10% deviation is allowed subject to detailed design.
2.4 Maximum Domestic and Non-domestic Gross Floor Area	Total Gross Floor Area: 127,000 m <sup>2</sup>	Based on statutory maximum plot ratio of 5/9.5 (5 for domestic; 9.5 for non-domestic). Subject to detailed survey on site area and to be confirmed at detailed design stage.

2.5 Maximum Domestic and Non-domestic Plot Ratio	Maximum Domestic Plot Ratio of 5 or Maximum Non-Domestic Plot Ratio of 9.5	As stipulated on Approved Ping Shan Outline Zoning Plan No. S/YL-PS/14.		
2.6 Maximum No. of Storeys or Building Height in mPD	Maximum +110mPD (main roof level)	Based on the design requirements of the development stated in Item 6.3 below.		
3. Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal	Remarks
3.1 Education Facilities				
3.1.1 Nursery Class & Kindergarten (no.)	730 half-day and 210 full- day places for every 1,000 children in the age group of 3 to under 6 (assume 26 classrooms are required for every 1,000 children aged 3 to under 6)	5 classrooms	0	Demand to be met by provision in the vicinity.
3.1.2 Primary School (no.)	1 whole-day classroom per 25.5 persons aged 6-11	16 classrooms	0	Demand to be met by provision in the vicinity.
3.1.3 Secondary School (no.)	1 whole-day classroom per 40 persons aged 12-17	9 classrooms	0	To be provided on district/territorial basis.
3.2 Local Open Space	1 m <sup>2</sup> per person	7,700 m <sup>2</sup>	7,700 m <sup>2</sup>	Subject to design population and detailed design.
3.3 Recreation Facilities				
3.3.1 Badminton Court (no.)	1 per 8,000 persons	1	1	
3.3.2 Basket Ball Court (no.)	1 per 10,000 persons	0.8	1	
3.3.3 Table Tennis Table (no.)	1 per 7,500 persons	1	1	
3.3.4 Children's Play Area (m <sup>2</sup> )	400 m <sup>2</sup> per 5,000 persons	616 m <sup>2</sup>	616 m <sup>2</sup>	Subject to design population and detailed design.

3.4 Social Welfare/Community Facilities				
3.4.1 Community Hall (no.)	Provision on need basis	Nil	0	
3.4.2 Neighbourhood Elderly Centre (no.)	To be determined taking into account the elderly population, demographic characteristics, geographical factor, existing service provision and service demand	Nil	0	
3.4.3 Integrated Children and Youth Services Centre (no.)	1/12,000 persons in the 6-24 age group	Nil	0	
3.5 Retail and Commercial Facilities				
3.5.1 Retail Gross Floor Area (m <sup>2</sup> )	To be determined by Housing Department (HD)	Nil	3,000 m <sup>2</sup>	Subject to detailed design and to address the Yuen Long District Council's concern of the provision of wet market.
<b>4. Parking Requirements</b>	<b>Parking Standards set out in Transport Department Circular No. 2/2012 for New HOS</b>	<b>Current Proposal</b>	<b>Remarks</b>	
4.1 Parking Facilities				
4..11 Car Parking (Domestic) (no.)	Within 500m radius of rail station: 1 per 22 flats	114		
4.1.2 Car Parking (Retail and Commercial) (no.)	1 per 200 m <sup>2</sup> commercial gross floor area	15		
4.1.3 Visitor Parking (no.)	2-3 per each housing block	6		
4.1.4 Motor-cycle Parking (no.)	1 per 110 flats	23		

4.1.5 Bicycle Parking (no.)	Within 2 km of existing or planned cycle tracks : 1 per 7.5 flats	333	
4.1.6 Loading/Unloading (Domestic)	1 per each housing block	3	
4.1.7 Loading/Unloading (Retail and Commercial)	1 per 800/1,200 m <sup>2</sup> commercial gross floor area	3	
<b>5. Public Transport Facilities</b>	<b>Current Proposal</b>		<b>Remarks</b>
5.1 Public Transport Terminal/ Interchange (no.)	1		Re-provision of existing public transport interchange as agreed with Transport Department (to be handed over to relevant department(s) after completion)
<b>6. Technical Considerations/ Constraints</b>	<b>Current Proposal</b>		<b>Remarks</b>
6.1 Environmental			
6.1.1 Noise	To be agreed with relevant department(s) based on the Environmental Assessment Study (EAS) carried out by HD's consultants.	EAS should be submitted as part of the Master Layout Plan (MLP) submission at the planning application stage.	
6.1.2 Air	To be agreed with relevant department(s) based on the EAS carried out by HD's consultants.	EAS should be submitted as part of the MLP submission at the planning application stage.	
6.1.3 Pedestrian Wind Environment	To be agreed with relevant department(s) based on the Air Ventilation Assessment (AVA) carried out by HD's consultants.	AVA should be submitted as part of the MLP submission at the planning application stage.	
6.2 Infrastructure			
6.2.1 Drainage and Sewerage	To be agreed with relevant department(s) based on the drainage submission prepared by HD and the Sewerage Impact Assessment (SIA) carried out by HD's consultants.	SIA and drainage submission should be submitted as part of the MLP submission at the planning application stage.	
6.2.2 Water Supply	-		No insurmountable problem is envisaged.
6.2.3 Electricity, Telephone, Gas	-		No insurmountable problem is envisaged.

6.2.4 Roads/Traffic Improvement	To be agreed with relevant department(s) based on the Traffic Impact Assessment (TIA) carried out by HD's consultants.	TIA should be submitted as part of the MLP submission at the planning application stage.
6.2.5 Geotechnical Requirement	Geotechnical design/works to be agreed with relevant department(s) /Mass Transport Railway Corporation Limited (MTRCL)	The site is located within the Scheduled Area No.2 where complex geological ground conditions are known to exist, and Scheduled Area No. 3, where the area falls within the Railway Protection Zone, the foundation and any geotechnical works proposal shall be submitted to relevant department(s)/MTRCL for checking and agreement.
6.3 Urban Design, Visual and Landscape	A 30m wide view corridor will be provided.  To be agreed with relevant department(s) based on the Visual Impact Assessment (VIA) and AVA carried out by HD's consultants.  Building design will be compatible with the surrounding developments as far as practicable.	Landscape and urban design proposal, VIA and AVA should be submitted as part of the MLP submission at the planning application stage.  The Sustainable Building Design Guidelines should be taken into account by HD in the proposed HOS development in the detailed design stage.
6.4 Green Coverage	Overall site green coverage target of at least 30%.	Landscape and urban design proposal should be submitted as part of the MLP submission at the planning application stage.
7. Development Programme	Current Proposal	Remarks
7.1 Foundation Commencement Date	2014	Tentative date.
7.2 Building Completion Date	2018	Tentative date.
8. Attachments		
8.1 Location Plan	(Plan 1)	
8.2 Site Plan	(Plan 2)	
8.3 Development Concept Plan	(Plan 3)	
8.4 Aerial Photo	(Plan 4)	

**Planning Department**  
**October 2013**



天愛苑  
Tin Oi Court

歷史建築物保存作文化及社區用途  
HISTORICAL BUILDING PRESERVED FOR CULTURAL AND COMMUNITY USES

嘉湖山莊  
Kingswood Villas

歷史建築物保存作文化及社區用途  
HISTORICAL BUILDING PRESERVED FOR CULTURAL AND COMMUNITY USES

與文物及文化旅遊有關用途  
HERITAGE AND CULTURAL TOURISM RELATED USES

天盛苑  
Tin Shing Court

抽水站及有關設施  
PUMPING STATION AND ASSOCIATED FACILITIES

天祐苑  
Tin Yau Court

與文物及文化旅遊有關用途  
HERITAGE AND CULTURAL TOURISM RELATED USES

天耀邨  
Tin Yiu Estate

TIN SHU WAI STATION

CDA

天麗苑  
Tin Lai Court

天慈邨  
Tin Tsz Estate

TIN TSZ ROAD

船尾新村  
Ha Mei San Tsuen

西鐵緊急  
出口  
WEST RAIL  
EMERGENCY  
ACCESS  
POINT

TIN FUK ROAD

G/CDA

G/C

G/C

G/C

G/C

G/C

GB

達德公所  
Tat Tak Communal Hall

慈星樓  
Tsui Sing Lau Pagoda

上章圍  
Sheung Cheung Wai

屏山  
PING SHAN

坑頭村  
Hang Tau Tsuen

Hang Mei Tsuen

PING HA ROAD

G/CDA

G/CDA

G/CDA

DRAINAGE CHANNEL

排水道

PING HA ROAD

屏山段

Fui Sha Wan

R(A)1

R(B)1

R(B)1

G/C

HING KWAI ROAD

屏山段

Kiu Cheong Road-East

屏山段

N  
↑

S/TSW/12

東華三院郭一葦中學  
T.W.G.Hs. Kwok Yat Wai College

伊利沙伯中學舊生會小學分校  
QE School Old Students' Association  
Branch Primary School

R(A)

天水圍站  
Tin Shui Wai Station

屏道路

G/IC

渠務署上章圍  
第一號洪水泵房及第二號洪水泵房  
Drainage Services Department  
Sheung Cheung Wai  
no.1 Floodwater Pumping Station and  
no.2 Floodwater Pumping Station

PING HA ROAD

OU

CDA

港鐵(西鐵綫)  
MTR(WEST RAIL LINE)

KU CHEONG ROAD

橋駿街

KIU FAT STREET

#### 圖例 LEGEND

主題地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

**CDA** 總合發展區  
COMPREHENSIVE DEVELOPMENT AREA

**R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)

**I** 工業  
INDUSTRIAL

**G/IC** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY

**OU** 其他指定用途  
OTHER SPECIFIED USES

**U** 未決定用途  
UNDETERMINED

S/YL-PS/14

Crown Motors Limited

橋旺街

KIU WONG STREET

本摘要圖於2013年10月10日擬備，所根據的  
資料為測量圖編號 6-NW-8A 和 C  
EXTRACT PLAN PREPARED ON 10.10.2013  
BASED ON SURVEY SHEETS No.  
6-NW-8A& C

#### 平面圖 SITE PLAN

Home Ownership Scheme Development  
at Kiu Cheong Road-East, Yuen Long

SCALE 1:2 000 比例尺

米  
METRES 40

0 40

80 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/TM/13/202

圖 PLAN  
2





圖例 LEGEND



主題地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY)

本摘要圖於2013年10月10日擬備，所根據的資料為地政總署於2013年6月21日拍得的航攝照片編號 CS43278  
EXTRACT PLAN PREPARED ON 10.10.2013  
BASED ON AERIAL PHOTO No.  
CS43278 TAKEN ON 21.6.2013  
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

Home Ownership Scheme Development  
at Kiu Cheong Road-East, Yuen Long

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/TM/13/202

圖 PLAN  
4