



## SECTION 16 TOWN PLANNING APPLICATION

**For Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and adjoining Government Land in D.D.122**

LANDSCAPE ARCHITECT



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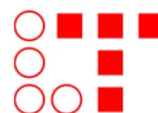
PLANNING & LANDS



TRAFFIC



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ENVIRON-MENTAL



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## EXECUTIVE SUMMARY

The Applicant, **Joint Great Properties Limited**, now seeks town planning permission from the Town Planning Board (TPB) for a proposed composite “Social Welfare Facility (Residential Care Home for the Elderly)” (RCHE) and “Residential Institution” (Senior Hostel) development on a site currently zoned as “Government, Institutional or Community” (G/IC) in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (the Application Site/ the Site).

According to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (the OZP), the Application Site falls within the G/IC zone. Under the Notes, the RCHE is a Column 1 use which is always permitted and the proposed Residential Institution (Senior Hostel) is a Column 2 use which requires planning permission from the TPB. There is no development restriction under the subject zoning.

The Applicant has a good intention to make way for a new self-financing composite development with elderly accommodation and high-quality RCHE services to better serve the needs of the elderly. The proposed 8-storey composite development as well as 1 basement floor for car parking aims at promoting an ageing-in-place and a one-stop service for the elderly under one roof. The integration of elderly living models with the provisions of living, medical and nursing care, and rehabilitation and wellness services offers ongoing support to the seniors. The Senior Hostel aims at serving the elderly who is aged 60 years old or above can live independently without the need for personal care and attention while the RCHE is to serve the elderly who need long term and day-to-day care services.

The Site, situated in close proximity to Tsui Sing Road to its north, lacks a direct and standard road access connecting it to Tsui Sing Road. At present, it is accessible from Tsui Shing Road via a informal, narrow local track passing through various private land Lots. To facilitate the proposed composite development, a large portion of government land has been included within the Application Site boundary. This portion of government land will be designed, built and maintained by the Applicant to serve as a new vehicular access, linking the Development Site directly to Tsui Sing Road. This new vehicular access is essential to enable the proposed composite development feasible. Without it, the subject “G/IC” zone will remain as temporary open storage use, which could not materialize the planning intention of the subject “G/IC” zone and result in a waste of valuable land resources.

The proposed composite development is fully justified in terms of prevailing elderly policy objectives, land use compatibility and technical considerations. It is anticipated that the proposed composite development would not result in insurmountable impacts to the surroundings on traffic, visual, landscape, environmental, sewerage and drainage aspects. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.

(Disclaimer: This Chinese translation is for reference only. If there is any discrepancy between the Chinese translation and the English original, the English original shall prevail.)

## 行政摘要

申請人**廣聯置業有限公司**，現尋求城市規劃委員會（下稱城規會）批准，在現位於元朗屏山丈量約份第 122 約地段第 257 號（部分）、第 258 號餘段（部分）及毗鄰的政府土地，被劃為「政府、機構或社區」地帶土地上，興建一個結合「社會福利設施（安老院舍）」和「住宿機構」（長者公寓）的綜合發展項目（下稱申請項目）。

根據屏山分區計劃大綱核准圖編號 S/YL-PS/20（下稱大綱圖），申請地點位於「政府、機構或社區」。根據註釋，安老院舍屬於第一欄用途，為經常准許的用途，而擬議的「住宿機構」（長者公寓）屬於第二欄用途，需要獲得城規會的規劃許可。在此規劃地帶，沒有任何發展限制。

申請人善意興建一幢新自負盈虧的綜合發展項目，提供長者住宿和高質素安老院舍服務，以更好地滿足長者的需求。擬議的 8 層綜合發展項目及 1 層地庫旨在推廣居家安老和一站式服務。將長者的居住模式與生活、醫療和護理、康復與健康服務相結合，持續照料長者需要。長者公寓旨在供應予年滿 60 歲及以上、能夠獨立生活和無需個人護理和照顧的長者，而安老院舍則為需要長期和日常護理服務的長者提供服務。

申請項目與北邊的聚星路相鄰，但缺乏與聚星路直接連接的道路。目前，經一條非正式、狹窄的鄉村路，穿過多個私人土地，連接申請項目至聚星路。為了促使擬議綜合發展項目，部分政府土地已被納入申請地點範圍內。這部分政府土地將由申請人設計、建造和維護，以建成新的車輛通行道路，連接申請項目至聚星路。這條新的車輛通行道路對於擬議綜合發展項目是必不可少。如果缺失這條車輛通行道路，此「政府、機構或社區」地帶將只能用作短暫露天貯物用途，無法實現此地帶的規劃意向，同時浪費寶貴的土地資源。

擬議綜合開發項目在現行長者政策目標、土地兼容性和技術考慮方面均有充分理據。預計擬議綜合發展項目不會對四周的交通、視覺、景觀、環境、污水及排水方面造成不可克服的影響。鑑於上述理據，申請人懇請城規會批准該申請。

（聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。）

## 1. INTRODUCTION

### 1.1 Project Background

- 1.1.1 DeSPACE (International) Limited acts on behalf of the Applicant, **JOINT GREAT PROPERTIES LIMITED**, to submit this Section 16 town planning application to seek planning permission from the Town Planning Board (TPB) for a proposed composite “Social Welfare Facility (Residential Care Home for the Elderly)” (RCHE) and “Residential Institution” (Senior Hostel) development on a site currently zoned as “Government, Institutional or Community” (“G/IC”) in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (the Application Site) (**See Figure 1 - Location Plan**).
- 1.1.2 The Application Site falls within the “G/IC” zone under the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (the OZP). The proposed composite development footprint falls entirely within the private land lots (the Development Site) (**See Figure 2 – Site Plan**). The proposed Senior Hostel is regarded as “Residential Institution” and the proposed RCHE is regarded as “Social Welfare Facilities”. According to the OZP, the RCHE is a Column 1 use which is always permitted. While the proposed Senior Hostel is a Column 2 use which requires planning permission from the TPB, there is no development restriction under the subject zoning.
- 1.1.3 In view of the social trend of longer life expectancy, decline in the birth rate, the ageing population, and the soaring demand for residential care services for the elderly, the Applicant has a good intention to make way for a new self-financing composite development with elderly accommodation and high-quality RCHE services to better serve the needs of the elderly.
- 1.1.4 The proposed composite development aims at promoting an ageing-in-place and a one-stop service and a concern network for the elderly within a 8-storey building plus 1 basement floor. The Senior Hostel aims at serving the elderly who is aged 60 years old or above and can live independently without the need for personal care and attention. The RCHE is to serve the elderly who need long term and day-to-day care services. The integration of elderly living models with the provisions of living, medical and nursing care, and rehabilitation and wellness services offers ongoing support to the seniors.

### 1.2 No Objection In-principle from Labour and Welfare Bureau (LWB)

- 1.2.1 In July 2003, the Government introduced a “Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments” (“Incentive Scheme”). The primary objective of this scheme was to promote the development of quality RCHE premises within new private developments. To achieve this, the scheme exempted the Gross Floor Area (GFA) of eligible private RCHEs from premium payment. In June 2023, the “Incentive Scheme” underwent additional enhancements, including an increase in the GFA of RCHEs that could be exempted from premium calculation and excluding this exempted GFA from the calculation of the maximum GFA for the relevant projects.

These enhancements are made to further encourage the provision of high-quality RCHEs within private projects.

- 1.2.2 The Applicant intends to apply for the said “Incentive Scheme” to seek premium exemption for the proposed RCHE development. The development proposal of RCHE cum Senior Hostel has been submitted to the LWB in December 2022 to seek their initial comments and support. In comparison to the submitted proposal, minor amendments have been made to the current proposal, including an additional basement floor to provide more car parking spaces, inclusion of government land and private land in the site entrance and a minor amendment on the internal layout of the development. It is worth noting that the LWB has expressed ***no objection in-principle*** for the proposal to provide RCHE in the subject site on the condition that the proposed RCHE will comply with all relevant statutory and licensing requirements and will not entail/imply any financial implication, both capital and recurrent. Please refer to **Appendix 1** for the reply letter from the LWB dated 10<sup>th</sup> May 2023.

### 1.3 Proposed New Vehicular Access on Government Land

- 1.3.1 The Development Site has long been accessed from Tsui Shing Road via a local track passing through private land Lots 255 RP, 260 and adjoining government land in D.D.122. It is not a standard road and is unsuitable for the proposed permanent building under the regulations. Upgrading of the existing local track is considered infeasible due to the narrow size and complicated land ownership issues of Tso/Tong lands.
- 1.3.2 To facilitate the proposed composite development in the subject “G/IC” zone, a proposed vehicular access connecting the Development Site to the nearest specific road (i.e. Tsui Sing Road) would be designed, built and maintained by the Applicant on the government land at the west of the Development Site. The subject “G/IC” zone, which was mostly private land except for the Tin Shui Wai West Rail Substation and Light Rail Substation on the government land along Tsui Sing Road, was designated by the TPB on the draft Ping Shan Development Permission Area (DPA) Plan No. DPA/YL-PS/1 since 1993 and no conforming “G/IC” uses had been developed due to the lack of proper access. Without the proposed vehicular access, the subject “G/IC” zone will remain as temporary open storage use, which could not materialize the planning intention of the subject “G/IC” zone and result in a waste of valuable land resources.
- 1.3.3 The proposed vehicular access road has been carefully considered and designed with respect to the surrounding features, including but not limited to the existing local track operation, slope features, permitted burial ground boundary, private land lots, “Green Belt” zoning area and vegetation clearance. It involves minimum associated filling and excavation works and vegetation clearance. It is the shorest and direct alignment proposal and result in least nuisance to the surrounding neighborhood.
- 1.3.4 The proposed vehicular access road together with the proposed composite development is generally in line with the planning intention of the “G/IC” zone and such geotechnical/road works are always permitted within the “G/IC” zone. Regarding the implementation aspect, it would form part and parcel of the proposed

composite development at the subject “G/IC” site and there is administrative mechanism of land lease control to ensure that it would be completed together with the proposed composite development.

- 1.3.5 There is substantial public gain from the proposed vehicular access road not only to the current development proposal to address the pressing demand for the quality RCHE bedspaces and senior living units, but also encourage and enhance the development potential for the remaining area of the “G/IC” site. The proposed vehicular access road on the government land would not be included in the Development Site and not be granted as private land to the applicant. It would be considered as a access right in terms of “right-of-way” for the proposed composite development, which shall be stipulated in the lease conditions as appropriate.
- 1.3.6 Provision of access road on Government land applied by the private developer serving private residential developments are commonly observed and there were precedent cases for permitting a “right-of-way” to serve private residential developments which were distanced from major road and encroaching Government land. There is a genuine need for provision of the proposed vehicular access road to serve the “G/IC” site, considering that it can contribute to the operation of the quality RCHE to be completed and approved by the TPB and to materialize the planning intention of the “G/IC” zone.

#### **1.4 Owner’s Consent and Notification**

- 1.4.1 The Applicant is the prospective purchaser of Lot Nos. 258 RP in D.D.122. The written consent from the current registered land owner of Lot 258 RP has been obtained and the written notifications to the current registered land owners of Lot 257 have been completed by mailing letter to the registered postal address. The relevant documents have been included in the relevant part of the application form. The Town Planning Board Guideline on Satisfying the Owner’s Consent/Notification Requirements under Sections 12A and 16 of the Town Planning Ordinance has been duly followed.

#### **1.5 Report Structure**

- 1.5.1 Section 1 is an introduction. Section 2 gives a brief overview of the Application Site context. Section 3 presents the planning context to the Application Site. Section 4 contains a full description of the proposed composite development. Planning and technical justifications for the development are elaborated in Section 5. Section 6 presents the concluding remarks and summarizes the grounds for approval of the Application.



## **2. SITE CONTEXT**

### **2.1 Local Site Context**

- 2.1.1 The Application Site is situated entirely within “G/IC” zone at Lots 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long. It is located to the south of the Tin Shui Wai New Town and north of the Ping Shan (**See Figure 1 - Location Plan**).
- 2.1.2 The Development Site is generally sitting on a flat terrain and is currently occupied by 1-2 storey temporary structure for shop, wholesale of construction materials and ancillary office which is subject to a planning permission A/YL-PS/624 for a period of 3 years from 8.1.2021 to 8.1.2024.
- 2.1.3 The Development Site is accessible from Tsui Shing Road via a local track passing through private land Lots 255 RP, 260 and adjoining government land in D.D.122. The local track has long been used as a vehicular and pedestrian access by local villagers and occupiers. The local track mainly serves the surrounding temporary shops and services activities and the villagers of Hang Tau Tsuen.
- 2.1.4 The Development Site is well served by mass transit railway. It is within 500m walking distance from the West Rail and Light Rail Tin Shui Wai Station.

### **2.2 Specific Site Features**

- 2.2.1 It is proposed to have a new vehicular access to be connected to the Tsui Sing Road on the adjoining government land to the immediate west of the Development Site. The following features have been taken into account of the development proposal (**See Figure 2 – Site Plan**):
- (a) A narrow strip of slope with the slop feature No. 6NW-B/C 128 and existing unregistered slope are encroached by the proposed new vehicular access.
  - (b) A line of trees and shrubs are affected by the proposed new vehicular access. A detailed Tree Preservation and Removal Proposal and Compensatory Proposal is prepared at **Appendix 5**.
  - (c) A Permitted Burial Ground Boundary with the Application Site No. YL/83 is considered and respected and no construction works will be allowed.
  - (d) An MTR Railway Protection Area with the Drawing No. WR/AP/112 is considered and respected. No building structures will be allowed until a permission is granted.

### **2.3 Surrounding Land Uses**

- 2.3.1 The immediate nearby area is predominantly occupied by temporary structures and village houses and has the following characteristics:

- (a) to the immediate north are temporary shop and wholesale of construction materials for a period of 3 years covered by valid planning permissions under applications No. A/YL-PS/624, a temporary unauthorized public vehicle park and the Tin Shui Wai Tuen Ma Line Substation within the “G/IC” zone;
- (b) to the immediate east and northeast are temporary shop and wholesale of construction materials for a period of 3 years covered by valid planning permissions under applications No. A/YL-PS/665 and A/YL-PS/639 within the “G/IC” zone;
- (c) to the immediate southeast is temporary public vehicle park covered by valid planning permission under application No. A/YL-PS/592 within the “Village Type Development” (“V”) zone.
- (d) to the immediate south are village houses of Hang Tau Tsuen within the “V” zone; and
- (e) to the immediate west are unused land and graves on a mountain within the “Green Belt” (“GB”) zone.

2.3.2 The outer vicinity of the Application Site has the following characteristics:

- (a) To the further west and northwest along the Tsui Sing Road are the Tin Shui Wai MTR and Light Rail Stations;
- (b) To the further northwest and north across the Tin Fuk Road are the high-density public housing namely Tin Tsz Estate and Tin Yau Estate which are zoned “Residential (Group A)” (“R(A”). They are subject to a maximum plot ratio of 6.9 and a maximum building height of 165mPD; and
- (c) To the east across the Long Tin Road are the brownfield sites with high possible development potential for public housing development as classified under the “Study on Existing Profile and Operations of Brownfield Sites in the Territories – Feasibility Study”.

## **2.4 Lease**

2.4.1 With reference to preliminary land status check, it shows that Lots 258 RP and 257 are Old Schedule Agricultural Lots held under the Block Government Lease. No structures are allowed to be erected without the prior approval of the Government. Lot 258 RP is subject to a valid Short Term Waiver No. 4753 to permit structures erected thereon for the purpose of “Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) and Shop and Wholesale of Construction Materials”. The Applicant is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a land exchange to effect the proposed composite development and the grant of additional Government land to facilitate the access to the Tsui Sing Road.

## **2.5 Lot Boundary Survey**

2.5.1 The boundary of Lot 258 RP and 257 has been surveyed and certified by an authorized land surveyor. Currently, there is a discrepancy between the survey record and the Lot Index Plan, which will be verified during the land grant processing.

### **3. TOWN PLANNING CONTEXT**

#### **3.1 Statutory Planning Requirements**

- 3.1.1 The Application Site is currently zoned “G/IC” on the OZP. It is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 3.1.2 The Applicant intends to erect a building for the purpose of RCHE and Senior Hostel mixed use. The RCHE is subsumed under the “Social Welfare Facility” which is a Column 1 use as per the OZP. The Senior Hostel subsumed under the “Residential Institution” falls under Column 2 uses that may be permitted with or without conditions on application to the TPB. There is no development restriction under the subject zoning.

#### **3.2 Non-Statutory Planning Context & Relevant Policy Objectives**

##### **3.2.1 *Optimal use of scarce “G/IC” Site***

- 3.2.1.1 The Government highlighted the intention to expedite the implementation of the “single site, multiple use” model in 2019-2021 Policy Addresses, in optimizing the development potential of the land in the “G/C” zone. The proposed composite development is an echo with the spirit of the policy with the integrated uses to serve the community needs. The composite development proposal as a whole could serve the community by offering different kinds of residential and care facilities for elderly (RCHE and Senior Hostel).

##### **3.2.2 *Scheme to Encourage Provision of Residential Care Home for the Elderly premises***

- 3.2.2.1 To encourage private market to provide purpose-built RCHE places, the Government introduced a scheme to encourage additional provision of residential care home for the elderly (RCHE) premises in new private developments in July 2003. The eligible RCHE premises would be granted concessions to exempt from payment of land premium in respect of land transactions.
- 3.2.2.2 In the 2023-24 Budget, it was revealed that the Government would not only continue to exempt the GFA of eligible private RCHEs from premium payment but also increase the GFA that can be exempted for each development project. Moreover, this exempted GFA would not be counted towards the calculation of the maximum GFA of the relevant projects. These enhanced measures have been launched by the Lands Department through Practice Note No. 5/2023 and has been implemented for a three-year pilot period from 20 June 2023 to 19 June 2026. The maximum limit of GFA has been revised to 12,000m<sup>2</sup> or 10% of the total permissible GFA under lease, whichever is the greater.

### 3.2.3 ***Surging Demand for RCHE in Private Sector***

3.2.3.1 Hong Kong has the highest life expectancy in the world. The foreseeable threat of pressing demand for elderly services and facilities has been a focus of wide range of policy initiatives. With reference to the official statistics from Social Welfare Department (SWD) as at 31 August 2023, there are about 75,000 RCHE beds, of which about 35,000 beds are subsidized service places. The 70% of the total RCHE beds are provided by private sector. There are about 17,349 elderlies being waitlisted for subsidized long term care services with normal waiting time at an average of 10-14 months. It is revealed that the supply of private RCHE places is crucial in the RCHE market.

### 3.2.4 ***Support Ageing in Place and Residential Care Home***

3.2.4.1 The Policy Addresses in the subsequent years have put emphasis on the policy objective of promoting “ageing in place as core, institutional care as back-up”. It is also recommended by the Elderly Commission that it would be necessary in the short-to-medium term to explore measures to better utilize the quality places in the private sector to cater for the immediate needs of the elderly. Against this background, the proposed composite development of RCHE and Senior Hostel is served to provide residential care home services by the private sector and alternative elderly housing option.

### 3.2.5 ***TPB PG-NO. 16***

3.2.6 With reference to the TPB PG-NO. 16 – “Guideline For Application For Development/Redevelopment Within “G/IC” Zone For Uses Other The G/IC Uses”, sites zoned “G/IC” are intended to be developed or redeveloped solely for GIC uses unless it can be established that the provision of GIC facilities would not be jeopardized and the concerned Government departments have no objection to releasing a particular “G/IC” site or a certain part of it for non-GIC uses. In general, for sites zoned “G/IC”, a major portion of the proposed development should be dedicated to GIC and other public uses, including public open spaces. If the development is for predominantly non-GIC uses (e.g. more than 50% of the total site area or GFA of the development are for non-GIC uses), the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. The current development proposal allocates a large portion (over 90%) of the development to RCHE, which aligns with the planning intention of the “G/IC” and does not deviate significantly from it. The proposed Senior Hostel, which accounts for only 5.1% of the total GFA, is compatible in land-use terms with the RCHE on the same site.

3.2.7 The relevant assessment criteria are summarized as follows:

- (a) the proposed development/redevelopment would not adversely affect the provision of GIC facilities in the district on a long-term basis;
- (b) the-proposed development should not adversely affect the normal operation of the existing GIC facilities nor delay the implementation of the planned GIC facilities, if any, within the “G/IC” site;

- (c) the proposed development should be compatible in land-use terms with GIC uses on the site and with the surrounding areas;
- (d) the scale and intensity of the proposed development should be in keeping with that of the adjacent area;
- (e) the scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area;
- (f) the proposed development should be sustainable in terms of the capacities of existing and planned infrastructure such as drainage, sewerage, roads, water supply and utilities in the locality and its surrounding areas;
- (g) there should be adequate provision of parking and loading/unloading facilities to serve the proposed development. Adequate vehicular access arrangements should also be provided;
- (h) the proposed development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road;
- (i) the proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas;
- (j) the design and layout of the proposed development should have regard to the preservation of any existing buildings of historical or architectural values on or adjoining the application site; and
- (k) all other statutory or non-statutory requirements of relevant Government departments should be met.

### **3.3 Previous Planning Application**

- 3.3.1 The Development Site is a subject of six previous planning applications No. A/YL-PS/8,23,27,530,555,624 for temporary vehicle park, temporary car dismantling workshop and temporary shop and wholesale uses.
- 3.3.2 Applications No. A/YL-PS/530, 555 and 624 for proposed temporary shop and wholesale of construction materials for a period of 3 years were approved with conditions by the Committee on 13.1.2017, 16.3.2018 and 8.1.2021 respectively.

### **3.4 Similar Planning Application(s)/Composite Development**

- 3.4.1 As shown in the **Table 1** below, those approved planning cases or composite development for RCHE and Senior Hostel are mainly in compliance with a prevailing policy to achieve various good planning and policy objectives.

**Table 1 – Planning Applications/Composite Development for RCHE and Senior Hostel**

Application No.	Development	Developer	Proposed Use	Zoning	Senior Hostel (No. of Beds)	RCHE (No. of beds)
A/H7/165 (Approved on 8/8/2014)	Ventria Residence	Private	Residential Institution (Senior Hostel), RCHE and Church	G/IC (1)	98	172
A/YL-NSW/303 (Approved on 11/9/2023)	Near Pok Oi Hospital, Yuen Long	Private	Residential Institution (Senior Hostel) and RCHE	U	100	127
A/TKO/52 (Approved on 20/12/2001)	Jolly Place, Tseung Kwan O	Hong Kong Housing Society	Senior Citizen Residences Scheme and RCHE	G/IC	243	38
A/K13/175 (Approved on 8/12/2003)	Cheerful Court, Ngau Tau Kok	Hong Kong Housing Society	Senior Citizen Residences Scheme and RCHE	G/IC (3)	333	55
A/H8/399 (Approved on 29/01/2010)	Tanner Hill Elderly Housing, North Point	Hong Kong Housing Society	Senior Citizen Residences Scheme, RCHE and Elderly Day Care Centre	R(A)	883	117

3.4.2 Similar applications in the site zoned as “G/IC” are approved as presented in the **Table 1**. Also, there is limited provision of elderly housing options initiated by the private sector. The proposed composite development is intended to provide an alternative option and to fully utilize scarce land resources.

### **3.5 Planning Considerations from Relevant Approved Applications**

3.5.1 The board paper and TPB meeting minutes of the two relevant applications are reviewed. The key considerations are outlined as follows.

**Table 2 - Planning Considerations from Relevant Approved Applications**

Application No.	Planning Considerations	Meeting Minutes
<p>A/H7/165 (Approved on 8/8/2014)</p>	<p>- The redevelopment proposal as a whole could meet the church's operational needs and <b><u>serve the community</u></b> by offering different kinds of residential and care facilities for elderly (RCHE and senior hostel).</p> <p>- GIC use (i.e. church facilities and RCHE) is the <b><u>dominant use accounting for about 62%</u></b> of the total GFA and senior hostel accounts for about 38%. The proposed redevelopment is thus considered generally in compliance with the planning intention of "G/IC" zone.</p> <p>- From land-use point of view, the proposed church cum elderly facilities and housing is not considered incompatible with the surroundings of the site, which is a <b><u>predominantly residential neighbourhood with the presence of some GIC uses</u></b>, including the application site itself.</p> <p>- All development restrictions on BH, PR, SC and provision of building gap as stipulated for the subject "G/IC(I)" zone have been met.</p> <p>- The increase in traffic volume caused by the proposed development is insignificant. The <b><u>provision of internal transport facilities will also alleviate the parking demand caused by the proposed development</u></b>, instead of taking up the parking facilities along Ventris Road.</p> <p>- The proposed redevelopment generally <b><u>complies with the TPB PG-No. 16</u></b> regarding development or redevelopment for uses other than GIC uses within "G/IC" zone.</p> <p>(Extracted from the MPC Paper No. A/H7/165A For Consideration by the Metro Planning Committee)</p>	<p>- The facilities in the <b><u>proposed RCHE would not be open for the use by future residents of the proposed senior hostel</u></b>. As stated by the applicant, the proposed senior hostel was intended for people aged 60 or above who were healthy and without the need for personal care and attention in their daily activities. The applicant had not provided information on the rental price and mode of operation of the senior hostel. In response to the Chairman's question, Miss Lo said that <b><u>no recreational facilities were provided within the proposed senior hostel</u></b>.</p> <p>- Members in general supported the proposed senior hostel and RCHE which could <b><u>ease the pressing demand for elderly housing/accommodations in Hong Kong</u></b>.</p> <p>- Without proper regulation, the proposed senior hostel might become a mere residential development not serving the elderly. In response, the Chairman said that lease modification was required for the proposed development and the lease terms could specify the restrictions on the proposed senior hostel, such as the target tenants, restriction on sales, etc. <b><u>Similar practice was also adopted in other elderly housing projects under the Hong Kong Housing Society</u></b>. In this regard, the Chairman requested the LandsD to note Members' concerns and to incorporate appropriate lease terms when processing the lease modification so as to ensure that the proposed senior hostel would serve its original intent.</p> <p>(Extracted from the Minutes of 517th Meeting of the Metro Planning Committee held at 9:00 a.m. on 8.8.2014)</p>
<p>A/YL-NSW/303 (Approved on 11/9/2023)</p>	<p>- The proposed use could provide more RCHE beds to cater for the genuine need in the area and provide additional choices of elderly housing</p>	<p>- Members had no question on the application.</p>

	<p>in the market. DSW has <b><u>no in-principle objection to the proposed RCHE</u></b> in view of the increasing demand for residential care services for the elderly over the territory on a self-financing basis. In light of the above, the proposed use is considered not in conflict with the planning intention of the area.</p> <p>- The proposed use for RCHE and senior hostel could be considered as an extension of the adjacent GIC cluster, and is considered <b><u>not incompatible with the surrounding area</u></b>. The proposed building height (69.3mPD) does not exceed the corresponding Shek Kong Airfield Height Restriction of 159mPD.</p> <p>- The proposed development would be subject to potential noise impact from various noise sources nearby and proper design and measures would be required such that <b><u>the relevant noise criteria in the HKPSG could be complied with</u></b>.</p> <p>- Relevant technical assessments have been conducted to demonstrate that <b><u>no significant impacts, including traffic impacts and pedestrian flow and connectivity</u></b>, would likely be resulted from the proposed development. C for T has no objection to the application.</p> <p>(Extracted from the RNTPC Paper No. A/YL-NSW/303 For Consideration by the Rural and New Town Planning Committee)</p>	<p>(Extracted from the Minutes of 726th Meeting of the Rural and New Town Planning Committee held at 9:00 a.m. on 11.9.2023)</p>
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3.5.2 The subject application is similar to the approved A/H7/165 and approved A/YL-NSW/303, including but not limited to:

- ✓ Serve the Tin Shui Wai community by offering different kinds of residential and care facilities for elderly (RCHE and senior hostel);
- ✓ RCHE as dominant use accounting for about 94.9% of the total GFA and senior hostel accounts for about 5.1%;
- ✓ Compatible with the surroundings of the site;
- ✓ Complies with the TPB PG-No. 16;
- ✓ No in-principle objection to the proposed RCHE by the SWD; and
- ✓ No technical impacts arising from the proposed development.



## 4. PROPOSED COMPOSITE DEVELOPMENT

### 4.1 Proposed Development Parameters and Floor Uses

- 4.1.1 The development proposal comprises a 8-storey building for RCHE and Senior Hostel uses plus 1 basement floor. The proposed composite development footprint falls entirely within the Development Site and served by a proposed new vehicular access on government land connecting the Development Site to the Tsui Sing Road.
- 1.5.2 As part of the Development Site, a strip of left-out government land (about 125m<sup>2</sup>) between the private Lots 256 and 257 has been included and put it into good use for forming the ingress or egress to or from the Development Site. This government land involved is considered to be incapable of reasonable separate alienation or development (**See Figure 2 - Site Plan**). A large portion of government land (about 1,240 m<sup>2</sup>) included in the Application Site would be designed to serve as a new vehicular access connecting the Development Site to the nearest public road (i.e. Tsui Sing Road). Without the proposed vehicular access, the subject “G/IC” zone will remain as temporary open storage use, which could not materialize the planning intention of the subject “G/IC” zone and result in a waste of valuable land resources.
- 4.1.2 A floor of basement is designed to provide sufficient private vehicle car parking spaces for the user and operation need for the RCHE and Senior Hostel with reference to the provision standard of the Hong Kong Planning Standards and Guidelines (HKPSG). For details, please refer to **Appendix 4 – Traffic Impact Assessment**.
- 4.1.3 The disposition and layout of the composite development are designed with respect to the irregular site configuration and surrounding environment. The proposed Senior Hostel would be provided at the southern portion of G/F, which is completely separated from the RCHE portion. The independent access to and from the portion of Senior Hostel are provided for the convenience of the residents and designed to be structurally and spatially separated from the RCHE. The proposed RCHE would be provided at the remaining portion of the composite development (i.e. portion of G/F and 1/F to 7/F).
- 4.1.4 The location of ingress or egress to or from the Development Site for the passage of motor vehicles are set out between the points X and Y through Z as shown on the development proposal (**See Figure 3 – Proposed Regrant Plan**). It is also served for the main pedestrian access. In addition, the existing vehicular and pedestrian access at the east are presumed to be used as pedestrian access between the points A and B through C as shown on the plan for the proposed RCHE and Senior Hostel development.
- 4.1.5 The provision of greenery of not less than 20% will be provided in accordance with PNAP APP-152. The provision of a minimum standard of 1m<sup>2</sup> per person of local open space is also satisfied. The key development parameters are set out in the **Table 3** below.

**Table 3: Proposed Key Development Parameters**

Application Site Area (approx.)	Total: 3,330m <sup>2</sup> <ul style="list-style-type: none"> <li>- Private Land: 1,965m<sup>2</sup></li> <li>- Government Land to be occupied for Development: 125m<sup>2</sup></li> <li>- Government Land to be formed for Vehicular Access: 1,240m<sup>2</sup></li> </ul>
Development Site Area (approx.)	2,090 m <sup>2</sup> (government land of about 125 m <sup>2</sup> is included)
Total GFA (approx.)	Total: 9,800 m <sup>2</sup>
RCHE	7,500 m <sup>2</sup>
Senior Hostel	500 m <sup>2</sup>
Car Park	1,800 m <sup>2</sup>
Plot Ratio (PR)	4.69
RCHE	3.59
Senior Hostel	0.24
Car Park	0.86
Site Coverage (approx.)	Not more than 75%
No. of Building Block	1
No. of Storeys	Not exceeding 8 storeys (excluding 1 basement floor)
Building Height	42.65mPD (Absolute Building Height =30.25 m) (NB: The mean street level is +12.40mPD)
No. of beds of RCHE	400 beds (or within a range of 380-420)
No. of units of Senior Hostel	9
No. of Car Parking Spaces for the RCHE	16 Private Car Parking Spaces (including 1 for the disabled) 1 Light Goods Vehicle Loading/unloading Space 1 Light Bus
No. of Car Parking Spaces of Senior Hostel	2 Private Car Parking Spaces (including 1 for the disabled) 1 Light Goods Vehicle Loading/unloading Space
Proposed Floor use	B/F: Carparks  G/F: Senior Housing (southern part) / Rehabilitation Area/ Small Group  Activity Room / Reception / TX Room/ Main Switch Room  1-6/F: Dormitory / Multi-Purpose/ Dining Area / Nurse Station / Isolation & Sick Room / Rehabilitation Room  7/F: Office / Staff Changing Room/ Conference Room/ Staff Rest & Pantry/ Kitchen/ General Storage / Laundry  R/F: E&M Room

## 4.2 Proposed RCHE Use

- 4.2.1 The proposed RCHE is provided as a major use in the composite development to fully optimize the development potential according to the policy of the “Incentive Scheme” and in response to the pressing societal need for residential care service for the elderly over the territory.
- 4.2.2 The proposed RCHE would duly comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap.459, its subsidiary legislation and the Code of Practice of Residential Care Homes (Elderly Persons). It is well noted that all the facilities provided for elderly will be situated at a height of not more than 24m above ground level, measuring vertically from the ground of the building to the floor of the premises. The floor spaces from G/F to 6/F are used for dormitory purpose which situated at a height of 23.05m above the ground floor (i.e. 35.45mPD – 12.4mPD). Please refer to the **Appendix 2 – Development Scheme**.
- 4.2.3 According to Section 5.3.2a of the latest Code of Practice for Residential Care Homes (Elderly Persons) January 2020 (Revised Edition) (updated in March 2023), the Social Welfare Department (SWD) may approve the ancillary facilities of the RCHE to which the residents normally do not have access (eg. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the ground. The proposed facilities on 7/F align with the specified ancillary facilities under the latest Code of Practice.
- 4.2.4 All kinds of necessary functions rooms will be provided with reference to the requirement of the Schedule of Accommodation for RCHE, including disabled toilets, laundry room, kitchen, staff rest room, staff toilets, staff changing room, office, interview room, nurse station, sick/isolation/quiet room, multi-functional room, living room and dining room, etc. Natural lighting and ventilation will be provided for habitation area, including but not limited to the dormitory, end-of-life care room and sick/isolation/quiet room etc.
- 4.2.5 The Applicant intends to provide within the Development Site SIXTEEN(16) car parking spaces (including ONE(1) disabled car parking space), ONE(1) light goods vehicle loading/unloading space and ONE(1) light bus for RCHE use.

## 4.3 Proposed Senior Hostel Use

- 4.3.1 The Senior Hostel with not more than 500m<sup>2</sup> is provided on G/F which aims at serving the elderly who is aged 60 years old or above can live independently without the need for personal care and attention. It offers an alternative option for the elderly to live in a comfortable, safe and elderly-friendly environment with privacy and independence, and to nurture a progressive and engaging retirement life.
- 4.3.2 A relatively larger unit (average unit size of about 35m<sup>2</sup> GFA) and elderly-friendly design in unit layout have been proposed to cater for their needs. Special design considerations, such as stepless entryways, wider doorways, emergency call bells, handrails in corridors and bathroom, easy-access drawers and ample lighting etc. have been carefully considered to make life convenient and friendly for the elderly.

A private garden will also be designated in every single unit for their leisure uses.

4.3.3 The Senior Hostel is spatially and structurally separated from the RCHE use. The Applicant intends to provide within the Development Site. TWO(2) car parking spaces (including ONE(1) disabled car parking space) and ONE(1) light goods vehicle loading/unloading space for Senior Hostel use.

#### **4.4 Design Merits**

4.4.1 To cater for the needs of nowadays elderly, the proposed composite building possesses several design merits to meet their expectations as follows:

##### **4.4.2 Good natural ventilation and Sunlight Penetration**

4.4.2.1 The elderly generally prefers natural airflow over reliance on air conditioning systems. They often find comfort in fresh, natural winds that provide a sense of connection with the environment. The gentle breeze and ventilation not only contribute to their physical comfort but also enhance their overall well-being. Considering the preferences and needs of the elderly, it is beneficial to prioritize designs that facilitate natural ventilation and maximize the utilization of fresh air, creating a pleasant and health-promoting living environment for them.

4.4.2.2 The building form places a strong emphasis on promoting good natural ventilation by incorporating internal north-south and east-west wind corridors concept. To achieve this, each dormitory grid is equipped with window either facing the east, south or west directions, while window are positioned at the ends of the corridors facing either north or west. This arrangement facilitates the steady flow of fresh air and enables effective cross-ventilation throughout the building, ensuring a continuous supply of clean and breathable air. As external winds blow from various directions, they permeate the building, creating a gentle breeze that circulates through the interior spaces. This natural ventilation system not only contributes to maintaining a comfortable and pleasant living environment but also reduces the dependence on mechanical ventilation systems. It promotes potential energy savings and environmental sustainability.

4.4.2.3 The provision of good natural ventilation enhances the overall comfort and enjoyment of the elderly. The constant supply of fresh air and the ability to open windows in their living spaces allows them to connect with the surrounding environment, experience natural outdoor elements, and enjoy the benefits of natural sunlight and views. It is beneficial for the well-being and respiratory health of the elderly.

##### **4.4.3 Landscaped Terrace**

4.4.3.1 Regular engagement in outdoor activities in the natural environment enables the elderly to benefit from the fresh air and sunlight, which has a positive impact on their physical and mental well-being. These activities serve as an incentive for increased movement and exercise, leading to improved muscle strength, enhanced flexibility, and better balance. The natural setting provides a conducive environment for physical activity, contributing to overall fitness and health in the elderly.

4.4.3.2 The design of a terrace on 1/F provides the elderly with a direct connection to nature, a tranquil space for relaxation, opportunities for physical activity, and an

aesthetically pleasing environment. These aspects contribute to their physical and mental well-being and overall mood, creating a fulfilling and enjoyable living experience for the elderly.

4.4.3.3 It offers a tranquil space where the elderly can relax, unwind, and engage in activities that promote stress reduction. They can take leisurely walks, practice gentle exercises, or simply sit and enjoy the peaceful surroundings, providing a healing and calming experience. It also promotes physical activity among the elderly. They can engage in exercises that contribute to their overall health and fitness. This visually appealing environment with well-designed green spaces and seating areas enhances the ambiance of the premises, creating a pleasant and enjoyable living environment for the elderly.

#### 4.4.4 Private Garden for Senior Hostel

4.4.4.1 Space that promotes meaningful activities and supports a fruitful and fulfilling lifestyle is crucial for the elderly in retirement age. A private garden design is provided in each of the Senior Hostel with the intention to give them a sense of ownership and responsibility.

4.4.4.2 The private garden provides them a purposeful activity as they take care of the plants and tend to the garden. They can witness the results of their efforts and take pride in nurturing the plants, which brings a sense of accomplishment and fulfillment. Engaging in gardening also requires them to acquire knowledge and skills related to plant care, soil management, and gardening techniques. As they continuously learn and improve their gardening abilities, it provides a sense of personal growth and achievement. Overcoming challenges and mastering new skills in gardening enhances their self-esteem and contributes to their sense of accomplishment.

4.4.4.3 They can also design their gardens to express their creativity. They can choose plants with different colors and textures and arrange them in aesthetically pleasing ways. Transforming an empty space into a vibrant and visually appealing garden brings them a deep sense of pride and fulfillment. Through nurturing activities, witnessing growth and acquiring new skills can greatly enhance their fulfillment, well-being and overall satisfaction with their living environment.

### 4.5 **Proposed New Vehicular Access**

4.5.1 The Development Site does not abut onto a specified street. The Applicant intends to lay and form a new vehicular access at the western side. The proposed new vehicular access connecting the Development Site to the Tsui Sing Road covers a total area of about 1,240 m<sup>2</sup> on government land.

4.5.2 It is designed as a 6m-wide vehicular access and 1.5m-wide footpath on right-hand side. As part of the new vehicular access is sandwiched between the private land Lot 256 on its east and the permitted burial grounds on its west, that part of vehicular access can only maintain at about 3.4m-wide. It is proposed to have the passing-bays design as a mitigation measure. The proposed ingress or egress to and from the Development Site is proposed between the points X and Y through Z for the passage of motor vehicles. Please note that the proposed vehicular access will not include any area of the permitted burial grounds and adjacent private lots. As shown in **Appendix 3 – New Vehicular Access Design Proposal**, some slopes will be affected. Limited excavation and filling will be involved.

#### **4.6 Proposed Lease Considerations**

- 4.6.1 It is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a land exchange to effect the proposed composite development and the grant of additional Government land to facilitate the access to the Tsui Sing Road. (Please refer to **Figure 3 – Proposed Regrant Plan**):
- 4.6.2 The exact coordinates for the lot boundary, points XYZ and points ABC will be provided and verified with the District Lands Office at the land grant stage.

## **5. PLANNING AND DEVELOPMENT JUSTIFICATIONS**

### **5.1 In Line with Planning Intention**

- 5.1.1 The planning intention of the subject “G/IC” zone is primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 5.1.2 The subject “G/IC” zone has long been used as a brownfield site for temporary open storage use. Upon development, the proposed composite RCHE and Senior Hostel development could phase out the existing incompatible and non-conforming uses. GIC facilities are the dominant uses accounting for about 94.9% of the total GFA, with the remaining 5.1% for Senior Hostel. It can also improve environmental quality of the areas in terms of air quality, open space, landscaping and greenery ratio. The proposed development is considered generally in compliance with the planning intention of “G/IC” zone.

### **5.2 Compatible with Surrounding Area**

- 5.2.1 As aforementioned in Section 2, the surroundings of the Development Site are predominantly occupied by temporary structures and village houses in the immediate nearby area and high-rise residential buildings in the outer vicinity. The proposed composite development mainly comprises dormitories and health care services which would not create any incompatibility impacts to the ambiance. It could provide residential care home services and residential units to the elderly and to the local community, and regularize a more orderly development pattern with the surroundings which included mainly villages house.
- 5.2.2 The proposed composite development with landscaping could further phase out the existing non-conforming temporary use and structure, which is not permissible under either Column 1 or Column 2 of the subject OZP. With the prime location of the Development Site where it is easily accessible via public transportation, the proposed composite development could also make the best use of the Development Site to serve the local community.

### **5.3 Complying with the TPB PG-NO. 16**

- 5.3.1 The proposed composite development follows the guidelines by setting aside a portion of the development for the Senior Hostel, without disrupting the regular operations of the permitted RCHE. The proposed Senior Hostel has been allocated its space in a manner that allows for the smooth coexistence and efficient functioning of both facilities. In terms of land use, it is compatible with the RCHE on the same site and blend well with the surrounding which is predominantly domestic in nature. The development would be integrated orderly into the existing urban landscape without causing any significant conflicts or disturbances.

## **5.4 In Line with Government Policy**

5.4.1 The proposed composite development is not only in line with the planning intention of the subject “G/IC” zone serving the needs, but also in immediate response to the policy intention to provide more bedspaces of purpose-built RCHE by developers in new private developments to meet the pressing demand as well as to promote “ageing in place as core, institutional care as back-up” objective.

### **5.4.1.1 Provide Elderly Housing Option in New Private Development**

5.4.1.1.1 As abovementioned in Section 3.4, there are different planned types of elderly accommodation but lack of a quality elderly accommodation provided by the private sector to support for elderly of different needs and capabilities. The proposed composite development echoes with the policy to strengthen the role of private sector for the provision of wider range of elderly accommodation options with services and support in the market so as to meet the demand for purpose-built elderly accommodation with quality integrated care services.

### **5.4.1.2 Provide RCHE Premises in New Private Development**

5.4.1.2.1 The need to continuously allocate resources to strength and enhance elderly services is highly recognized by the society and the government. As abovementioned in Section 3.2.3, the supply of private RCHE places is crucial in the market which provided 70% of the total RCHE bedspaces. There are about 17,349 elderlies being waitlisted for subsidized long term care services with normal waiting time at an average of 10-14 months. The proposed composite development, providing sufficient bedspaces (a range of 380–420) and quality RCHE environment, could help address the immediate shortfall for elderly facilities.

## **5.5 Addressing the Demand for Quality Private RCHE in Tin Shui Wai New Town**

5.5.1 The total population of Yuen Long District (including TSW) was 646,000 as in 2020. The projected population of TSW is anticipated to be about 320,000. There are mainly Public Housing Estates and Home Ownership Scheme flats, as well as some private housing development (eg. Kingswood Villas). It is generally a residential area with limited industrial and commercial activities.

5.5.2 Currently, there is no private RCHE in TSW. With reference to the statistics provided by the SWD, there are only three subvented RCHEs operated by Pok Oi Hospital at Tin Shui Estate, Po Leung Kuk at Tin Yan Estate and Tung Wah Groups of Hospitals at Tin Yiu Estate. They are embedded with other residential or social welfare uses within a building. For the nearest district of similar size of population of Yuen Long Town Centre, there are existing 8 subvented RCHEs and 41 private RCHEs. With huge population in TSW, there is an existing demand for and a foreseeable future demand for RCHE services for the local residents. As a matter of fact, the proposed RCHE will be the first standalone, privately funded and initiated RCHE together with the first supply of Senior Hostel in Tin Shui Wai.

5.5.3 The proposed RCHE is a purpose-built standalone building. It is anticipated to provide 380-420 bed spaces for the community with quality elderly services and alleviate the pressing local demand.



## **5.6 Appropriate Road Design Serving the Development Site**

### **5.6.1 Essential to facilitate the permitted RCHE development in “G/IC” zone**

5.6.1.1 The Application Site is situated closely to Tsui Sing Road to its north, but there is no standard and direct road access connecting it to Tsui Sing Road at present. It is currently only accessible via a local village track through the private lands (i.e., Lot 255 RP and Lot 260 in D.D. 122).

5.6.1.2 Without any proper access, the subject site will remain sterilized, which could not materialize the planning intention of the subject “G/IC” zone and result in a waste of valuable land resources that is against the government’s land supply policy. The proposed vehicular access is ancillary to and essential to the as-of-right permitted RCHE development within the “G/IC” zone.

### **5.6.2 Appropriate Scale**

5.6.2.1 To serve as a vehicular access/emergency vehicular access (EVA) for the always permitted “RCHE” use in the subject site within the “G/IC” zone, a 6m wide hard-paved road with 1.5m wide footpath on right side on the vacant Government Land branched off from Tsui Sing Road is recommended.

5.6.2.2 There is at least 4.5m clear headroom over any part of the EVA. The gradient of the EVA would not be steeper than 1:10. It is also the shortest and most direct alignment branching off Tsui Sing Road to fully comply with the current design standard of access road.

### **5.6.3 Optimal Location**

5.6.3.1 The Applicant has explored the opportunity of upgrading the existing local village track to a proper road to serve the Development Site, but no access right can be obtained from the private lot owners.

5.6.3.2 The proposed alignment has carefully considered to respect the existing site context. It is the optimal location for the proposed vehicular access with the avoidance of interfacing with the surrounding permanent structures, encroaching into the permitted burial grounds area and the “GB” zone on its west, involving extensive clearance of existing natural slope and any private lands as far as practicable. The Applicant intends to lessen the impacts to the minimum to the natural environment and the villagers. It is also designed to occupy the minimum Government Land and to avoid creating the left-over spaces on the Government Land.

### **5.6.4 Geotechnically Feasible**

5.6.4.1 A 6m vehicular access and 1.5m pedestrian footpath are proposed to branch off Tsui Sing Road for the proper access to the Application Site shall comply to the EVA requirement. To establish the access and footpath, the relatively flat terrain adjacent to the Development Site is selected to minimize the effect to the existing geotechnical features. However, some areas will require minor site formation (cut and fill) works and precast mass concrete walls to establish safe access along the way. The tentative approach is to avoid deep excavation works and tends to minimize the disturbance of the in-situ soil. During the formation of the access road, the affected existing slope shall be closed and monitored to avoid any slope failure. The area of the cutting zone shall not encroach onto adjacent lots. The excavated material shall be stored properly within the site area for future backfilling purpose. In the final design of the access road, prohibited areas as demarcated by the government party shall be fully considered. The filling procedure shall fully comply

with the code of practice with adequate testing works. The detailed site formation design and the sequence of works of the access road shall be submitted separately upon the approval of this proposed composite development.

## **5.7 No Insurmountable Traffic Impact**

- 5.7.1 A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks (Appendix 4 refers).
- 5.7.2 The Site has good accessibility with numerous road-based public transport services provided in the vicinity. Sufficient car parking spaces to meet the operational needs of the RCHE. Besides, for the senior hostel, it complies with the transport provision under the HKPSG requirement and will provided within the Development Site.
- 5.7.3 The TIA concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

## **5.8 No Insurmountable Landscape Impact**

- 5.8.1 A detailed tree survey was conducted in October 2022 and then a comprehensive landscape impact assessment was prepared. There is no endangered tree species, “Champion” trees and “Old and Valuable” trees identified in the tree survey. A total of 24 nos. of existing tree are identified which all of them are located outside Development Site at the proposed new vehicular access on government land.
- 5.8.2 All 24 nos. of the trees are in direct conflict with the proposed new vehicular access towards the proposed development are unavoidably to be felled. Majority of the proposed fell trees are located on slope and their rootballs are technically not transplantable. Due to changes in level between the existing and the proposed layout. They are with:
  - (i) Unrecoverable health problem and are in poor condition;
  - (ii) Poor form with severe leaning trunk or imbalanced tree form;
  - (iii) Low amenity value and common species;
  - (iv) Low survival rate after transplanting.
- 5.8.3 To compensate for the loss of greenery, 24 nos. of compensatory trees are proposed for compensation. For details, please refer to **Appendix 5 – Tree Preservation and Removal Proposal & Landscape Proposal**.
- 5.8.4 As the proposed composite development in place with the proposed compensatory trees, the visual amenity and greenery would be enhanced and integrated with the surrounding rural context. Adverse landscape impact arising from the proposed composite development is not anticipated.

## 5.9 No Insurmountable Visual Impact

- 5.9.1 The Application Site is situated in an area mainly characterizing in a rural setting, comprising temporary industrial vehicle workshops, a logistic centre and carparks, and village settlements (about 1 to 3 storeys high). This rural context is transformed to an urbanised town namely Tin Shiu Wai New Town (“TSW”) in the north just across Tin Fuk Road, where medium to high density residential developments are commonly found, such as Tin Tsz Estate (about 165mPD high).
- 5.9.2 The Development Site is a low-lying land, currently occupied by a temporary shop and wholesale of construction materials with a valid planning permission (No. A/YL-PS/624) for 3 years until 8.1.2024. To its immediate east and north, three temporary structures for the same applied use are surrounded (about 1 to 2 storeys high). To the immediate west is a green knoll (namely Shan Tsai Tau) for a permitted burial ground (no. YL/83) (about 31mPD). To the further south, it is a Hang Tai Tsuen (up to 3 storeys high). To the further north, it is Tin Shui Wai West Rail Substation (up to about 19mPD high).
- 5.9.3 It is intended to construct a 8-storey composite RCHE and Senior Hostel development plus 1 basement floor with an absolute BH of 30.25m. It is noted that there is no building height restriction in the OZP. The proposal is purposely designed to commensurate with the village character to avoid a very tall structure on the one hand, and to provide enough bed spaces to alleviate the pressing need of social welfare facilities on the other hand. With such design intention, the proposal has adopted several sensible design measures including a suitably 8-storey building height development to create a stepped height building profile from TSW town in the north and the villages in the south, which can avoid a monotonous built environment. A typical R.C. concrete frame structure with plain and simple façade design similar to the architectural design of the neighboring village houses will also be adopted to protect the existing built character.
- 5.9.4 The proposed 8-storey composite development (at 42.65mPD high) is mostly concealed behind the green knoll (about 30.6mPD high) to its west. Coupled with a row of existing trees planted along Tsui Sing Road, it is basically not visible to the travelers passing by Tin Shai Wai Station on Tsui Sing Road at close range. At a distance crossing Tin Fuk Road at the northwest, the visual impact on the recreational users in Tin Yui Estate is anticipated to be minimal. Only the upper portion of the proposed composite development might be visible, but it would blend with the presence of the West Rail Line and the aforementioned green knoll. In a long-range distance, as the proposed composite development is of small scale, the recreational users of Tin Shui Wai Park and Hong Kong Wetland Park will hardly notice the existence of the proposed composite development upon completion. The sky view enjoyed by these visual sensitive receivers (VSR) will not be affected.
- 5.9.5 As far as the visitors along Ping Shan Nam Pak Road representing mainly the villagers of Hang Tai Tsuen are concerned, only the upper part of the proposed composite development may be visible in some angles along the Road. Tin Tsz Estate (about 165mPD high) will serve as a backdrop and the proposed composite development with 8-storey height in the middle ground will create building height variations in the neighborhood. Although it is expected that a very small amount of

green backdrop in Shan Tsai Tau may be blocked, the rooftop landscape treatment of combination of hedges and shrubs will help to soften the hardness of the building. Additionally, there are vegetations and trees in front of the Development Site, which can further alleviate the visual impact arising from the proposed composite development.

- 5.9.6 At a greater distance of about 450m southwest of the Application Site, there is a Ping Shan Heritage Trail that spans about 1.6km. The Trail meanders through Hang Mei Tsuen, Hang Tau Tsuen and Sheung Cheung Wai, connecting various traditional Chinese buildings, such as Hung Shing Temple, Kun Ting Study Hall, Tang Ancestral Hall and Yeung Hau Temple etc. The potential VSRs are the village residents and visitors. The Trail is narrow, sandwiched between village houses on both sides. The VSRs primarily focus on the historical buildings, and their visibility is constrained due to the narrowness of the Trail. At the Ping Shan Heritage Trail Car Park, the view offers a broader and more extensive range. While the proposed composite development may have a minor impact on this open sky view, the main visual disruption would come from the Tin Tsz Estate, which stands at around 165 mPD in height.
- 5.9.7 To the east of the Development Site, it is Long Tin Road, a temporary logistic centre and a cycle track in between. The traffic users such as bus passengers along Long Tin Road is transit in nature. Because of its small scale and dense vegetations largely covered along the Road, the magnitude of visual changes to them are insignificant. A Tin Shui Wai Cycling Entry/Exist hub is found in proximity. The cycle track along Long Tin Road is a major route for cyclists riding to/from Yuen Long. However, roadside plantings along the road will screen the view towards the Application Site. In light of the fact that they are kinetic in nature and there are no visual attractions other than greenery to the west of Long Tin Road, cyclists will unlikely make a temporary stop for taking rest or sightseeing along the Road, resulting in negligible visual changes.
- 5.9.8 All in all, the BH and the building bulk of the proposed composite development are visually compatible with the existing rural environment. Based on the existing landscape context and by imposing sensible building designs as described above, significant adverse visual impact because of the proposed composite development is not anticipated.

## **5.10 No Insurmountable Air Quality Impact**

### **5.10.1 Potential Chimney Emission**

- 5.10.1.1 A site visit has been conducted on 14 August 2023 to identify the potential air pollution sources in the vicinity of the Development Site. The proposed composite development is surrounded by temporary open storage operations, where no chimneys are found within 200m distance from the Development Site during the site visit. Hence, no adverse air quality impact from industrial emission is anticipated.

### 5.10.2 Potential Emission Sources

5.10.2.1 The area within a 200m distance from the site boundary is predominantly occupied by temporary shop and wholesale of construction materials. During the site visit, it was observed that these operations mainly involve loading and unloading of construction materials, with no production activities taking place. They are not expected to be a potential air or odour source. In the proposed composite development, the likelihood of generating oily fume emissions from the kitchen of the Senior Hostel is low due to its small scale. Nevertheless, to ensure minimal impact on the nearby Air Sensitive Receivers (ASRs) (i.e. the village houses of Hang Tau Tsuen), several mitigation measures will be implemented. The proposed mitigation measures include positioning the kitchen outlet in a suitable location with good ventilation to facilitate the effective dispersal of emissions without obstruction, grease filters will be adopted to trap large droplets, and induction cookers will be used instead of flame cooking stoves.

### 5.10.3 Potential Vehicular Emission

5.10.3.1 For local road traffic, with reference to the Annual Traffic Census 2022 published by the Transport Department (TD), Long Tin Road is classified as a Primary Distributor. There is a sufficient buffer distance of more than 20m from the road kerb of the Long Tin Road, to the boundary of the proposed composite development, which satisfies the recommendation in Chapter 9 of HKPSG. Moreover, the Tsui Sing Road and proposed new vehicular access on government land are situated more than 20m away from the air-sensitive uses of the proposed composite development. Therefore, no adverse air quality impact from industrial emission is anticipated. Also, the proposed new vehicular access has been provided more than 20m buffer distance to the nearby ASRs (i.e. the village houses of Hang Tau Tsuen). Please refer to **Figure 4 – 200m Study Area and Buffer Distance to Nearby Roads**.

### 5.10.4 Potential Air Impact During Construction Stage

5.10.4.1 During construction stage, construction dust and gas emissions from construction equipment and vehicles are possibly generated. Dust control measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, together with proper site management and good housekeeping, will be implemented to minimize potential air impact during construction stage. The following dust control measures are proposed to be considered to minimize dust nuisance:

- a) Wet by water spraying on (i) any dusty materials before loading and unloading; (ii) stockpile of dusty materials; (iii) area where demolition work is carried out; (iv) area where excavation or earth moving activities are carried out; and (v) any unpaved main haul road.
- b) Provide hoarding of not less than 2.4 m high from ground level along the site boundary which is next to a road or other public area.
- c) Provide effective dust screens, sheeting or netting to enclose any scaffolding built around the perimeter of a building.
- d) Cover or shelter any stockpile of dusty materials.

- e) Dispose of any dusty materials collected by fabric filters or other pollution control system in totally enclosed containers.
- f) Properly treat any exposed earth, such as by compacting or hydro seeding, within 6 months after the last construction activity.
- g) Provide vehicle washing facilities at all site exits to wash away any dusty materials from vehicle body and wheels before they leave the site.
- h) Cover any dusty load on vehicles before they leave the site.

#### 5.10.5 Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

5.10.5.1 This Regulation was implemented on 1 June 2015 to control emissions from Non-road Mobile Machinery (NRMM). Under the Regulation, NRMMs, except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by the EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

### 5.11 No Insurmountable Noise Impact

5.11.1 The existing fixed noise sources are located away from the Proposed Development and predicted fixed noise level at selected Noise Sensitive Receivers (NSRs) will comply with the relevant noise standard. The planned fixed noise sources will be located in indoor area and thus noise impact from fixed plants is expected to be minimized. Ventilation system facing NSRs nearby will be designed with proper noise mitigation measures if required. Hence, adverse fixed noise impact is not anticipated.

5.11.2 The Proposed Development will subject to traffic noise impact from the major roads nearby. With the implementation of the proposed noise mitigation (i.e., Acoustic window (baffle type)), the predicted traffic noise level at selected NSRs will comply with the relevant noise standard and adverse traffic noise impact is not anticipated.

5.11.3 Noise impact from nearby railway (i.e., Tuen Ma Line and Light Rail transit) also assessed based on best available information from MTR, approved Environmental Impact Assessment and enforced Environmental Permits. The predicted railway noise level at selected NSRs will comply with the relevant noise standard and adverse railway noise impact is not anticipated.

5.11.4 For details, please refer to the **Appendix 6 – Noise Impact Assessment**.

## 5.12 No Insurmountable Sewerage Impact

### 5.12.1 Sewerage Impact Analysis

5.12.1.1 The aim of this Sewerage Impact Analysis is to review the capacity of the existing sewerage network resulting from the proposed composite development.

### 5.12.2 Sewerage Disposal Network

5.12.2.1 According to the drainage record plans, there is no existing municipal sewerage network in the nearby area. The nearest public sewerage network is a 225mm diameter sewer (FWD1028401) to the foul manhole (FMH1025442) located to the north of the Development Site beneath Tsui Sing Road near to the Tin Shui Wai West Rail Substation.

5.12.2.2 Sewage generated from the Development Site will be discharged to the proposed sewer manhole N1 as shown in **Appendix 7 – Figure 1 - Sewerage Network and Catchments in the vicinity of the Application Site**. New sewage pipes and manholes are proposed to connect sewer manhole N1 to the existing foul manhole (FMH1025442) along the proposed new vehicular access.

### 5.12.3 Assessment Criteria

5.12.3.1 This assessment has been prepared in accordance with the guidelines and reference as follows:

- A Technical Paper of Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1.0 (GESF): - It outlines the methodology and provides guidance for estimating sewage flows in sewerage infrastructure planning. Sewage flow parameters and peaking factors are adopted.
- Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department during November 2004 to March 2005: - It is referred to determine the worker density for different economic activities and planned usage type.
- Sewerage Manual (SM) published by the Drainage Services Department (DSD) in May 2013: - It offers guidance on the planning, design, construction, operation and maintenance of public gravity sewerage system in Hong Kong.
- Relevant Drainage Record Plans obtained from the Drainage Service Department: - It shows the details of existing sewerage record.

### 5.12.4 Assessment of Sewerage Impact

5.12.4.1 For the purpose of this Sewerage Impact Analysis, a total number of 420 RCHE residents, 150 employees and 18 Senior Hostel residents have been assumed to be occupied within the proposed composite development. The wastewater generated will be contributed by the residents and employees.

5.12.4.2 Sewage from the proposed composite development will be connected to the proposed sewer manhole N1 and then conveyed to the existing foul manhole (FMH1025442) along the proposed new vehicular access. Discharge from the nearby catchment areas (Tin Shui Wai West Rail Substation, LRT Rectifier Station and North Site of the approved Transitional Housing) are included in the assessment as shown in **Appendix 7 – Figure 1 - Sewerage Network and Catchments in the vicinity of the Application Site**.

5.12.4.3 Estimated sewage flow generated from the Development Site is shown in **Table 4** below.

**Table 4 Sewage Flow Estimate**

	No. of persons	Unit Flow Factor (m <sup>3</sup> /person/day)	Catchment Inflow Factor <sup>[1]</sup>	Flow Rate (m <sup>3</sup> /day)	Contributing Population <sup>[2]</sup>	Peaking Factor <sup>[3]</sup>	Peak Flow (L/s)
RCHE resident	420	0.19 <sup>[4]</sup>	1	126.66	469.11	8	11.73
RCHE employee	150	0.28 <sup>[5]</sup>					
Senior Hostel resident	18	0.27 <sup>[6]</sup>					

Remarks:

[1] Catchment Inflow Factor=1.00 (Yuen Long) is based on CIFSUS Table-8.

[2] It is based on the equation from GESF: Contributing Population =  $\frac{\text{Calculated total average flow}}{0.27}$

[3] Peaking Factor=8 for population (including stormwater allowance) as per EPD's GESF Table T-5

[4] Unit flow factor = 0.19 (Institutional and special class) is based on EPD's GESF Table T-1

[5] Unit flow factor = 0.28 (Commercial Employee + J11) is based on EPD's GESF Table T-2

[6] Unit flow factor = 0.27 (Private R2) is based on EPD's GESF Table T-1

### 5.12.5 Overall Sewer Capacity

5.12.5.1 After calculating the cumulative flow from the Development Site and surrounding catchment areas, there is no adverse impact to the existing sewerage network. The peak flow capacity of each sewer sections is ranging from 13% to 39%. The detailed calculation on the estimated hydraulic capacity of the sewer sections is shown in **Appendix 7 – Table 1 - 4**. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development.



## 5.13 No Insurmountable Drainage Impact

### 5.13.1 Drainage Impact Analysis

5.13.1.1 The Development Site has long been occupied by a 1-2 storeys temporary structure. The entire area is paved with concrete. The peak runoff generated from the Development Site before and after development shall remain the same as 100% paved surface is assumed. The runoff from the Development Site before and after development is discharged to the existing 750-wide U-channel located to the immediately south-east of the Development Site (**See Photo and Plan 1 attached**) and shall be discharged to the public drainage system at inlet no. SIH1007504. No flooding problem is observed on the Development Site.

Plan 1: Surface Runoff



(NB: Photo taken in Oct 2022)

5.13.1.2 It is considered that there is no change in the peak runoff upon redevelopment and the runoff from the Development Site is discharged all the way down to a well-established public drainage system with sufficient capacity. Adequate drainage measures will be provided to prevent surface water running from the application site to the nearby public roads and drains subject to the later detailed design stage.

## **6. CONCLUSION**

- 6.1** This section 16 planning application is submitted to seek planning permission for a proposed composite “Social Welfare Facility (Residential Care Home for the Elderly)” (RCHE) and “Residential Institution” (Senior Hostel) development on a site currently zoned as “Government, Institutional or Community” (G/IC) in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long. The development proposal comprises a 8-storey building for RCHE and Senior Hostel uses plus 1 basement floor with a proposed new vehicular access on government land connecting the Development Site to the Tsui Sing Road.
- 6.2** This planning statement has demonstrated that the proposed composite development would facilitate redevelopment of the existing incompatible and non-conforming temporary open storage use to meet the soaring demand for residential care services and housing options for the elderly. The development proposal is fully justified on the following grounds:
- ✓ Make good use of the spade-ready GIC site to meet the societal demand;
  - ✓ Echo with the policy to strengthen the role of private sector for the provision of wider range of elderly accommodation options with services and support in the market;
  - ✓ Spacious rehabilitation area and terrace garden design;
  - ✓ In line with the planning intention of G/IC zone;
  - ✓ Not incompatible land use nature, development scale and intensity; and
  - ✓ No adverse visual, landscape, traffic, geotechnical, air, noise, sewerage and drainage impact as a result of the development proposal.
- 6.3** The proposal is comprehensively justified in terms of planning and social welfare merits. It is anticipated that the proposed composite development would not result in insurmountable impacts to the surroundings. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.