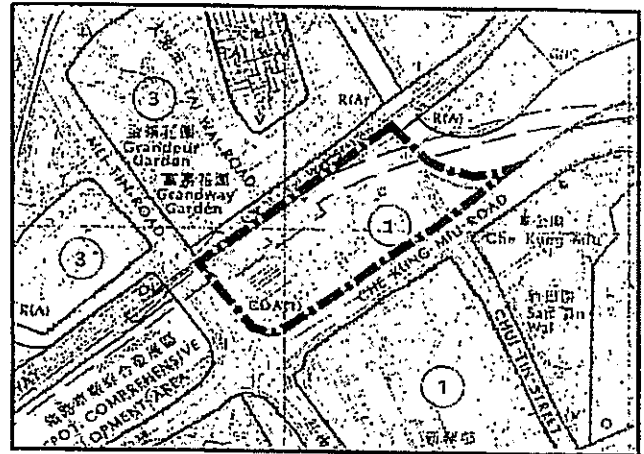


# PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (1)" AT MA ON SHAN RAIL TAI WAI STATION SITE



PLANNING  
DEPARTMENT

**PLANNING BRIEF FOR THE “COMPREHENSIVE DEVELOPMENT AREA (1)”  
AT MA ON SHAN RAIL TAI WAI STATION SITE**

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**PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
AT MA ON SHAN RAIL TAI WAI STATION SITE**

**1. Purpose of Planning Brief**

- 1.1 The purpose of this planning brief (PB) is to set out the planning parameters and development requirements for the "Comprehensive Development Area (1)" ("CDA(1)") site (the subject site) in Tai Wai, Sha Tin (**Plan 1**). The subject site is intended for a comprehensive commercial/residential development in addition to the proposed development of the Ma On Shan (MOS) Rail Tai Wai Station there.
- 1.2 This PB serves to provide guidance to facilitate the Kowloon-Canton Railway Corporation (KCRC) in the preparation of a Master Layout Plan (MLP) to be submitted to the Town Planning Board (TPB) in the manner as required under the Notes of the approved Sha Tin Outline Zoning Plan (OZP) No. S/ST/15 for the "CDA(1)" zone (**Annex A**).

**2. The Site and Its Surrounding Areas**

- 2.1 The subject site is located at Tai Wai in the south-western part of the Sha Tin New Town which is about 1 km from the Sha Tin town centre. To the north-west of the subject site is the existing East Rail Tai Wai Station which is the first station of the northbound rail-line entering into the New Territories from Kowloon. It will also be the first station of the future MOS Rail and the interchange station with the East Rail, which is now under active works for its expansion and will be put to service upon opening of the MOS Rail in 2004.
- 2.2 The subject site is bounded by the railway line of East Rail along Tsuen Nam Road in the north-west, Mei Tin Road in the south-west, Che Kung Miu Road in the south-east, and Shing Mun River Channel in the north-east. The subject site (i.e. area zoned "CDA(1)" on the OZP) comprising partly the area within the vested boundary of KCRC East Rail and largely the adjoining Government land, has a gross site area of about 5.48 ha. However, the area within the development site boundary for property development by KCRC is about 4.85 ha (**Plans 1 and 2**).

- 2.3 A minor portion of the western part of the subject site is currently occupied by part of the East Rail Tai Wai Station. The south-western part of the subject site is an existing bus terminus and a bicycle parking area while the northern part is occupied by a site office. The remaining parts of the subject site are works areas and vacant land (Plans 3 and 4).
- 2.4 The immediate neighbourhood areas are mainly dominated by residential developments. To the north and north-east of the subject site across the Shing Mun River Channel are the Tai Wai industrial area and Man Lai Court (a private residential development). To the east of the subject site across Che Kung Miu Road are the Che Kung Temple and San Tin Wai (a village type development), whilst to its south-east is Sun Chui Estate (a public rental housing estate). To the south and south-west of the subject site are the Tin Sam Village (a village type development), Carado Garden (a PSPS development) and the future MOS Rail Tai Wai Depot (with proposed residential development above) which is currently under construction. To the west and north-west of the subject site are Holford Garden (a PSPS development), Grandway Garden (a PSPS development), Grandeur Garden (a private residential development) and Tai Wai Village (a village type development) (Plans 2 to 4).

### 3. Development Opportunities and Constraints

- 3.1 With its locational and topographical advantage, the subject site is endowed with a number of development opportunities as outlined below:
- being situated at a prominent location of the Tai Wai area, the future comprehensive development at the subject site would possibly serve as the focal point and landmark of the area;
  - the subject site commands high accessibility. It is currently served by the East Rail Tai Wai Station and a number of franchised bus routes running along Che Kung Miu Road and Mei Tin Road. Apart from the existing bus terminus, there are also maxicab and taxi lay-by facilities right next to the East Rail Tai Wai Station. The locality is also well served by bicycle tracks, which form part of the integrated bicycle network covering the whole Sha Tin New Town;

- the subject site will be the interchange station of the East Rail with the future MOS Rail. The MOS Rail will further enhance the accessibility of the site and provide efficient link to other parts (e.g. the Ma On Shan areas) of the Sha Tin New Town; and
- the adjoining Tai Wai Depot site of the MOS Rail offers an opportunity for comprehensive integration with the proposed development at the subject site.

3.2 Notwithstanding, the flexibility in the provision of various facilities as well as the layout, design and disposition of the building blocks at the subject site are constrained by the following (**Plan 5**):

- non-building areas above station roof, rail viaduct and drainage reserve;
- potential traffic and rail noise impacts from Mei Tin Road, Che Kung Miu Road, existing East Rail and future MOS Rail ;
- no foundation works allowed at the adjoining East Rail embankment;
- setback allowance for future road curb alignment of Che Kung Miu Road widening; and
- the proposed Che Kung Miu Road Flyover to the south of the site.

#### **4. Land Use Proposals and General Development Principles**

- 4.1 The “CDA(1)” site is intended for mixed residential and retail development above podium with government, institution or community (GIC) uses as well as public transport facilities.
- 4.2 The various land uses within the subject site should be developed in a comprehensive manner with due regard to the overall environmental and traffic conditions as well as the urban design considerations. The proposed comprehensive development should facilitate the provision of GIC facilities, transport facilities including adequate car-parking and loading/unloading spaces as well as local open space and recreational facilities to serve the residents of the proposed property development and/or the local population.

- 4.3 Special attention should be given to the appropriate integration and linkages of the “CDA(1)” development with the surrounding areas in particular the planned development at the neighbouring Tai Wai Depot site, and the existing developments in the vicinity such as Tin Sam Village, Sun Chui Estate and Man Lai Court. Due regard should also be given to the integration of the proposed MOS Rail Tai Wai Station with the public transport interchange (PTI) at ground level of the subject site and the property development above.
- 4.4 In general, the design of the development should aim at providing a high quality design for establishing a landmark in Tai Wai.

## 5. Planning Parameters

### Development intensity

- 5.1 As stipulated in the Notes of the OZP (Annex A), the proposed property development at the subject site shall not result in a domestic gross floor area (GFA) in excess of 219,090 m<sup>2</sup> and a total GFA in excess of 253,590 m<sup>2</sup>. Public transport facilities, railway station development, railway depot development, schools and other GIC facilities as required by the Government, ancillary plant-room, ancillary car-parking and loading/unloading facilities, recreational facilities ancillary to residential use, caretakers’ office and caretakers’ accommodation shall be excluded from the calculation of the GFA for the purpose of the above restrictions. Minor relaxation of the stated restrictions, based on the merits of individual development proposals, may be considered by the TPB on application under section 16 of the Town Planning Ordinance.
- 5.2 The key planning parameters for the proposed development at the subject site are set out below:

Development site area	48,458 m <sup>2</sup>
Total GFA	Maximum 253,590 m <sup>2</sup>
Domestic GFA	Maximum 219,090 m <sup>2</sup>
Non-domestic GFA (i) (not GFA accountable) -- School Residents' Club (ii) (GFA accountable) -- Retail Two kindergartens*	10,530 m <sup>2</sup> (a primary school) <sup>#</sup> 6,572 m <sup>2</sup> (about 3% of total domestic GFA) (total: 34,500 m <sup>2</sup> ) 33,390 m <sup>2</sup> Each of 555 m <sup>2</sup> (each with 5 classrooms)*
Recreational facilities	Swimming pool, facilities provided in residents' club and landscaped garden
Transport interchange facilities	A public transport interchange at G/F
No. of residential units	About 3,040 (assumed average flat size of 72 m <sup>2</sup> )
Population	About 8,510 (assumed 2.8 persons per flat)
Open space provision	Not less than 8,510 m <sup>2</sup>

Note: <sup>#</sup> *The GFA is subject to change as per the requirements of the Education Department (ED) in accordance with the latest schedule of accommodation for standard design primary schools and to meet the site requirements as given in the Hong Kong Planning Standards and Guidelines.*

\* *One kindergarten is for the proposed property development at the subject site, whilst the other kindergarten is the required provision for the proposed property development at the Tai Wai Depot site (which is now proposed to be reprovisioned at the subject site).*

### Residential development

- 5.3 To allow flexibility in the design of the proposed development, there is no restriction on the mix of flat sizes. Based on an assumed average flat size of 72 m<sup>2</sup> and average persons-per-flat ratio of 2.8, the number of residential units and population are 3,040 and 8,510 persons respectively. Should there be substantial increase in flat number and population (more than 10%), submission of additional impact assessment studies in respect of the proposed increase to the satisfaction of concerned Government departments should be undertaken. There should also be a corresponding pro-rata adjustments in the provision of ancillary facilities (including GIC facilities, vehicle parking spaces, open space, etc).

### Commercial development

- 5.4 A main shopping centre should be planned with convenient connections to the MOS Tai Wai Station and its associated public transport interchange to create a district focal point. There should also be supplementary retail facilities of smaller scale to serve the neighbourhoods. Market facilities including wet market facilities for convenient purchase of daily needs of the local population should be provided by the developer. Opportunities for pedestrian connections between the retail facilities and the adjacent residential developments such as the existing Sun Chui Estate and Tin Sam Village and the future proposed comprehensive residential development at Tai Wai Depot site should be provided.

### GIC facilities

- 5.5 The provision of GIC facilities within the subject site should be in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) or as required by relevant Government departments. It is stipulated in the Schedule of Planning Requirements at Annex B.
- 5.6 As required by the Director of Education (D of E), a primary school of 10,530 m<sup>2</sup> GFA and two 5-classroom kindergartens each of 555 m<sup>2</sup> GFA (all GFAs are subject to revision in accordance with the latest standard schedule of accommodation approved by the D of E) should be provided on the subject site.



The primary school site should have a minimum area of 6,200 m<sup>2</sup> and a minimum width of 65m as stipulated in the HKPSG. The two kindergartens, which will be commercial operations, shall be accountable for GFA calculation for the purpose of the GFA restrictions stipulated in the Notes of the OZP pertaining to this site. In determining the location and layout of the primary school and the kindergartens, due consideration should be given to site constraints in terms of land area requirement, vehicular access, and minimization of disturbance to local residents, in particular the potential rail noise impacts from the East Rail bridge above Shing Mun River Channel. Locations and dates of completion of the primary school and the two kindergartens are subject to the agreement of the D of E.

- 5.7 As advised by the Director of Food and Environmental Hygiene (DFEH), it is necessary to provide toilet facilities within the subject site to cater for the needs of the commuters using the PTI. To meet the need of its potential users, the public toilet should be located in close proximity to the PTI and be easily accessible by the public from the PTI. The proposed public toilet will be funded by the Government, and the location, scale and date of completion of the toilet are subject to the agreement of the DFEH.

#### Open space and landscape framework

- 5.8 According to the HKPSG, a minimum open space provision of 1m<sup>2</sup> per person should be provided within the proposed development. Assuming a total population of 8,510 will be accommodated in the proposed development, a minimum of 8,510 m<sup>2</sup> open space should be provided. Consideration should be given by the developer to provide more local open space. The open space should be constructed, managed and maintained by the developer.
- 5.9 The developer is required to submit a Master Landscape Plan to illustrate the detailed landscape proposal and open space and other amenities to be provided to the satisfaction of the Director of Planning. Apart from the landscape proposal at the podium floor of the proposed development, the landscape proposal should also include landscape treatments such as street tree planting along footpaths adjacent to the subject site. Local open space and amenity areas should be linked up by comprehensive walkways with landscape treatment. These should form part of the MLP submission to the TPB for consideration and approval.

## 6. Urban Design Considerations

- 6.1 In drawing up the layouts for the proposed comprehensive development, the developer should ensure that the design of the resultant development would be innovative, aesthetically pleasant, and help promote a sense of community with the provision of landmark building in Tai Wai, by taking due account on the following considerations.

### Integration with the Tai Wai Depot Site

- 6.2 The two development schemes at the subject site and the adjacent Tai Wai Depot site should be well integrated in urban design terms. Since the development at the Tai Wai Depot site has been in a more advanced stage of implementation, consideration of the development on the subject site should take account of the layout and building design of the Tai Wai Depot site to achieve a coherent and integrative development form.

### Building heights

- 6.3 The layout of the scheme should be responsive to the natural topography of the area. As the subject site is right in the middle of a valley with mountains on both sides, it is preferable to have variations in building heights within the site. Whilst some taller buildings can be erected as part of the site to form a focal point of the residential feature, prudent control on their building height is still required to avoid adverse visual impacts and the remaining buildings should be lower in height. Gradation is necessary to avoid too great a contrast with the feature tower.

### Disposition and design of building blocks and landscape aspect

- 6.4 Instead of a linear layout of building blocks of similar heights, the distribution of building blocks could be in the form of clusters, and a mixture of high, medium and low-rise buildings is preferred. Moreover, lift/tank room rooftop design of the building blocks should integrate these features into the overall concept.

- 6.5 The disposition and design of building blocks should take into account the noise impact and the possible adverse air quality impact from the surrounding existing and planned road and rail networks and the proposed MOS Rail. Non-noise sensitive uses such as car-parks, retail and community facilities could be used as buffers between residential blocks and rail/major roads.
- 6.6 Consideration should be given to position the building blocks in such a way to make use of the non-building area for open space and landscaping. Opportunity should also be taken to include the river margin landscape, path design and their implementation in the landscaping works in order to make general improvements.

#### View corridors

- 6.7 View corridors should be created as many as practicable to minimize the wall effect of the proposed residential development above podium and to mitigate the visual effect of bisecting the valley at Tai Wai into two parts (Plan 6).

#### Podium

- 6.8 Terraced podium is recommended to create better streetscape, and the design of podium should avoid massiveness and provide interesting treatment.

#### Visual impact on the surrounding areas

- 6.9 Due regard should be given to the impact of the development on the Che Kung Temple, which is a local landmark.
- 6.10 A visual impact assessment should be provided to demonstrate and identify the visual impacts of the subject development on the visually sensitive receivers of the surroundings. Proper mitigation measures should be provided to minimize the adverse visual impacts of the subject development.

## 7. Transport Requirements

- 7.1 The design guidelines stated in the Transport Planning and Design Manual should be followed in the planning of vehicular access, PTI, pedestrian and cycling facilities. Moreover, all buildings, open spaces, pedestrian circulation and public transport facilities should be designed to cater for the needs of the disabled in accordance with current legislation.
- 7.2 Proposals for all major transport facilities and networks to be provided within the subject site should be included in the MLP submission.

### Traffic impact assessment

- 7.3 A comprehensive Traffic Impact Assessment (TIA) report, including pedestrian flow analysis, is required to address the traffic impacts of the proposed development on the surrounding road and rail networks taking account of the existing and planned developments at the time of population intake of the subject site and in the years of 2006 and 2011. The traffic impacts on the affected roads should also be examined as a basis for the design of road junctions, internal roads and public transport interchanges, as well as proposals for any necessary traffic management measures. The TIA report should be provided to the satisfaction of the Commissioner for Transport (C for T) and should form part of the MLP submission to the TPB for consideration and approval.

### Public transport interchange (PTI)

- 7.4 A PTI should be provided at ground level of the subject site in proximity to the MOS Rail Tai Wai Station. Subject to relevant traffic and transport studies undertaken by KCRC and advice from the C for T, the PTI should be designed to include franchised bus bays, green minibus bays, taxi stands and general pick up/ drop off bays. In addition, other facilities as may be required by the C for T should also be provided within the PTI.

#### Vehicle parking and loading/unloading/lay-by facilities

- 7.5 The provisions of vehicle parking spaces and loading/ unloading bays/ lay-bys for various uses including GIC facilities should be in accordance with the standards as set out in the HKPSG and given in the Schedule of Planning Requirements at **Annex B**, and to the satisfaction of the C for T. Details of the vehicular access arrangements, layout and arrangements of parking and loading/ unloading/ lay-by facilities, including public car-parking spaces and a lay-by at Chui Tin Street, should also be provided to the satisfaction of C for T. In addition, one parking space for police use to facilitate the traffic or local police when carrying out operational duties in the vicinity should be provided within the subject site in close proximity to the PTI. The location of this parking space is subject to the agreement of the Commissioner of Police and the C for T.

#### Pedestrian circulation

- 7.6 Pedestrian circulation system, including proposed footbridges or elevated walkway connections to the proposed comprehensive residential development at the Tai Wai Depot site and to the existing footbridge system above the roundabout of Che Kung Miu Road/ Mei Tin Road, should be incorporated as part of the MLP submission (**Plan 7**). A direct pedestrian linkage to the existing Sun Chui Estate across Che Kung Miu Road should be provided. Pedestrian connections/footbridges from the subject site should be provided by the developer to serve the local community to facilitate safe and convenient pedestrian movements in key activity areas within the "CDA(1)" site and the surrounding areas. In addition, the developer should consider to enhance the pedestrian linkage between the proposed development and Man Lai Court, particularly the existing footbridge across Shing Mun River Channel. Direct pedestrian access to the entrance(s) of the MOS Rail Tai Wai Station (**Plan 7**) from the neighbouring developments should also be provided. All the footbridges and elevated walkways should be designed, constructed and maintained to effectively connect to ground level by lifts and/or escalators. All the pedestrian linkages up to the PTI should be open to the public at all times. Relevant Government departments should be consulted to ensure that the alignments, levels and connection points of the footbridges and walkways are acceptable. The width of the pedestrian walkways and vertical connections

with the MOS Rail Tai Wai Station should take due account of the likely volume of pedestrian flow to and from the station. Provision and construction of the footbridges for the "CDA(1)" site should tie in with the occupation of the proposed development.

#### Cycling facilities

7.7 Provision of a cycle track system and cycle parking facilities within the subject site is required. This system should be designed to connect the subject site to the cycle track network of the Sha Tin New Town.

### **8. Utility/Drainage/Sewerage Services Requirements**

8.1 To ensure that the basic infrastructural facilities are provided to the standards and requirements of concerned Government departments, impact assessments for both the existing and planned infrastructure, including drainage, sewerage, water supply, electricity, telephone and gas, for the subject site and its adjoining areas are required.

8.2 The Sha Tin Sewage Treatment Works (STSTW) would only have spare treatment capacity for the proposed development after the commissioning of its Stage III Phase 2 upgrading works. Population intake of the proposed development should only commence after the commissioning date of the STSTW Stage III Phase 2 upgrading. According to the Drainage Services Department, the commissioning date is currently scheduled for mid-2005.

8.3 Existing utilities affected by the proposed development should be diverted as necessary by the developer as part of the development. The design for new utility system and any diversions of, or new connections to, an existing system should be agreed with the relevant works departments and worked out in consultation with the concerned public utility organizations. If the diversion of the two existing sludge pipes is required, the proposed works should be approved by the Water Supplies Department and should not affect the daily operation of the sludge plant at Sha Tin Water Treatment Works. The diversion cost should be borne by the developer.

8.4 New drains and sewers from the development site should be connected to the Government storm water drains and sewers. The new drainage and sewerage connections and/or any works proposed to improve the existing drainage and sewerage systems in association with the proposed development should be carried out by the developer to the satisfaction of the Director of Drainage Services and the Director of Territory Development.

## 9. Environmental Requirements

9.1 A detailed environmental assessment (EA) is required to address the environmental impacts that may affect, or be caused to or by the proposed development, covering amongst others, air, noise, waste (solid and liquid), the means of their mitigation, and the monitoring and post-project audit requirements of the proposed developments to the satisfaction of the Director of Environmental Protection (DEP).

9.2 As the site is located very close to a bridge section of open railway across the Shing Mun River Channel, the proposed residential development is potentially affected by rail noise from the open railway section. The subject site is also affected by the open section of the existing East Rail to its north and the future MOS Rail. The developer should identify appropriate mitigation measures at source (i.e. at rail) and on-site (i.e. at the residential development) or revise the development scheme so as to meet the relevant requirements of the HKPSG (i.e. the Noise Control Ordinance).

9.3 Also, the site is affected by the traffic noise from the existing Che Kung Miu Road and Mei Tin Road and the future Che Kung Miu Road Flyover. Noise mitigation measures should be provided within the proposed development to the satisfaction of the DEP. This may include setbacks and/or noise barriers to reduce exposure of the proposed development at the site to traffic noise from the surrounding roads.

9.4 Facilities for a comprehensive refuse collection system should be provided and maintained within the subject site to the satisfaction of the DFEH. Sufficient refuse collection facilities should be provided as part of the development. Vehicular access to refuse storage chamber will be required with adequate ingress and egress for refuse collection vehicle(s) customarily used by the collection authority to facilitate refuse collection to be carried out within the development to minimize environmental nuisance.

## **10. Implementation Programme**

An implementation programme together with a phasing plan is required to indicate the timing for the construction of the residential and commercial developments, the open space and landscape treatment, GIC facilities, PTI, cycle parking area, footbridges, other transport/pedestrian facilities, associated utilities and other necessary infrastructures and how these will interface with the construction of the railway station. In particular, subject to the confirmation from the C for T, the new PTI should not be commissioned in phases in order to make it available upon the commissioning of the MOS Rail in 2004, and the PTI should also not be affected during construction of the proposed residential and commercial developments. Subject to the agreement of the C for T, the area of the new PTI which is extended to the existing PTI area should be commissioned in a later stage after the decommissioning of the existing PTI.

## **11. Master Layout Plan Submission**

11.1 The MLP should be submitted to the TPB for consideration and approval in accordance with section 4A(2) of the Town Planning Ordinance.

11.2 The MLP should contain all appropriate information as required under the Remarks in the Notes for the "CDA(1)" zone of the approved Sha Tin OZP No. S/ST/15 (Annex A) to demonstrate clearly how the requirements stated in this PB will be complied with. It should be prepared in accordance with the "Town Planning Board Guidelines for Submission of the Master Layout Plan under section 4A(2) of the Town Planning Ordinance" (TPB PG-No. 18).





**SUBJECT SITE**

**LOCATION PLAN**

PLANNING BRIEF FOR  
THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
AT MA ON SHAN RAIL TAI WAI STATION SITE

**PLANNING  
DEPARTMENT**



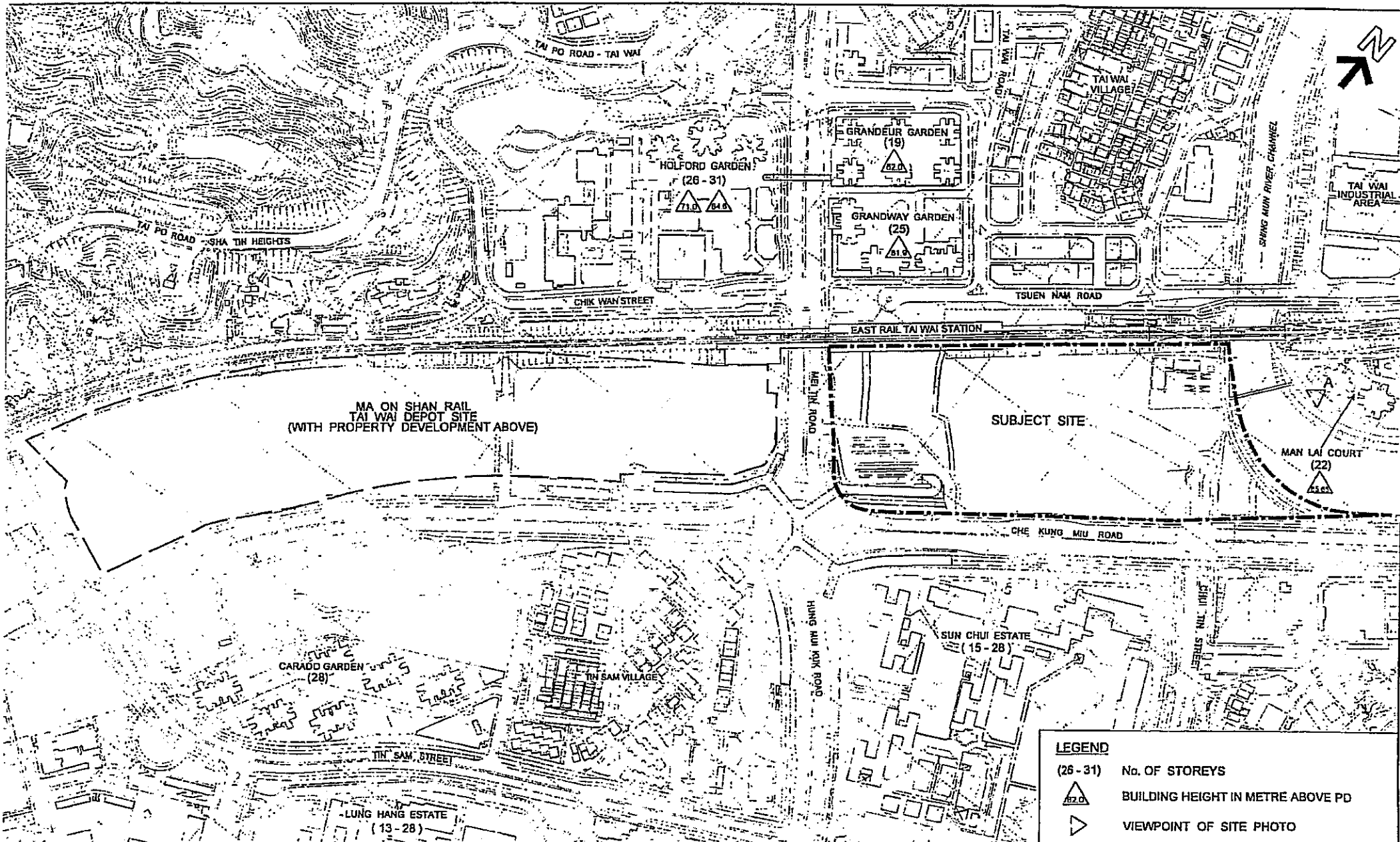
EXTRACT PLAN PREPARED ON 15-11-2001  
BASED ON SHA TIN OUTLINE  
ZONING PLAN No. S/ST/15  
APPROVED ON 25-9-2001

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**M/ST/01/28B**

**PLAN  
1**

- 11.3 The MLP should be supported by an explanatory statement which should contain appropriate explanation of the development proposals including such basic information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design and assumptions for design population, types of GIC, recreational and open space facilities including responsibility for their construction cost, operation/management and maintenance, vehicular and pedestrian circulation systems including widths and levels of roads/footbridges and whether they would be handed back to the Government on completion.
- 11.4 Since the PB serves to provide guidance to facilitate preparation of an MLP for submission to the TPB, flexibility is allowed for the developer to apply for adjustment of the development parameters with technical justifications including various impact assessments within the limits of the maximum GFA as stipulated under the Notes of the OZP. On the other hand, there is also a provision for minor relaxation of the GFA restriction under the Notes for the "CDA(1)" zone subject to TPB's approval of the application for the proposed relaxation.
- 11.5 A copy of the MLP, if approved by the TPB, shall be deposited in the Land Registry and shall be available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.



LEGEND	
(26 - 31)	No. OF STOREYS
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▷	VIEWPOINT OF SITE PHOTO


**SUBJECT SITE**  
(FOR IDENTIFICATION ONLY, EXACT  
BOUNDARY SUBJECT TO SURVEY)

EXTRACT PLAN PREPARED ON 15-11-2001  
BASED ON SURVEY SHEETS No. 7-SW-15C,  
19B, 19D, 20A, 20B, 20C & 20D

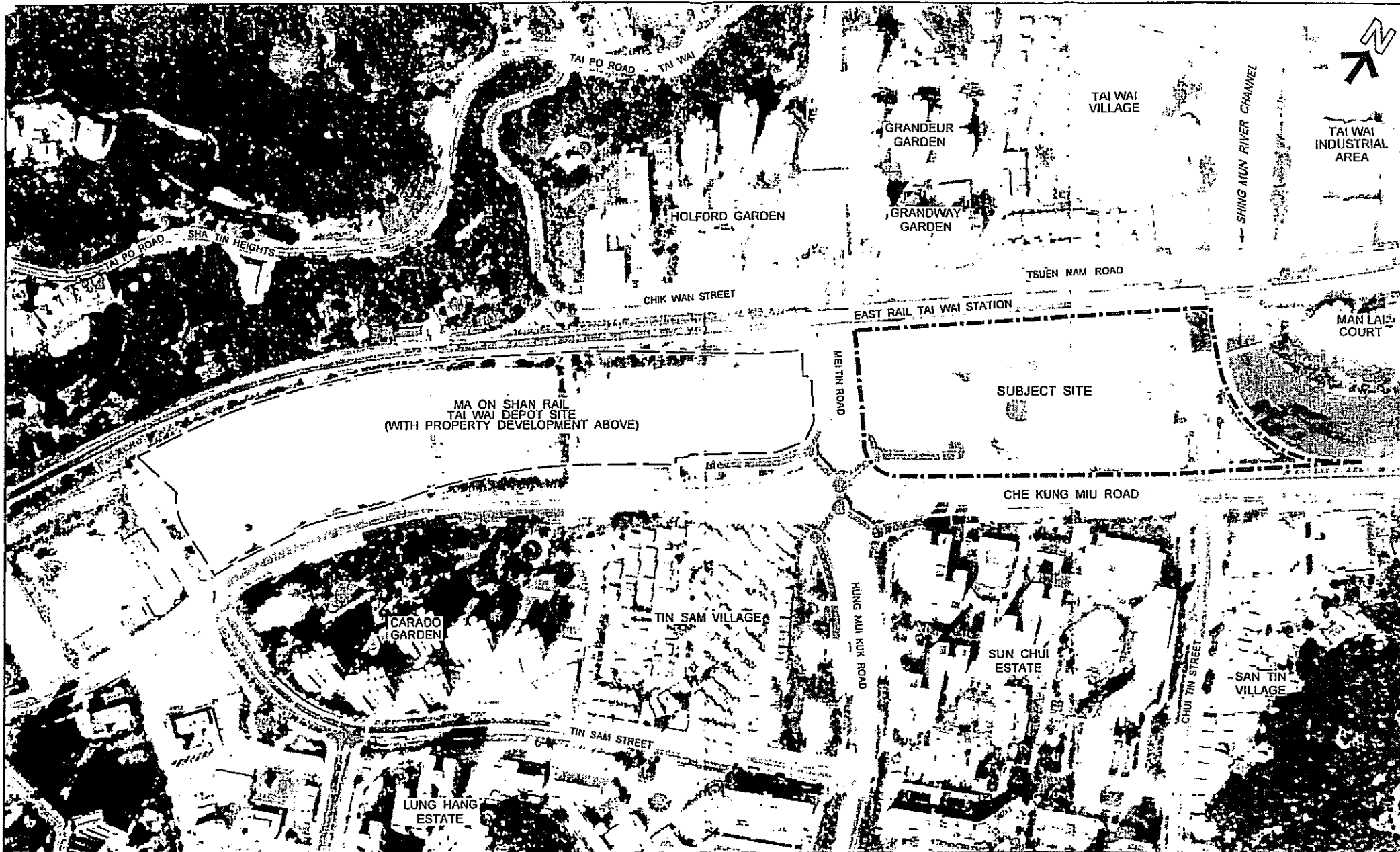
**SITE PLAN**  
PLANNING BRIEF FOR  
THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
AT MA ON SHAN RAIL TAI WAI STATION SITE

SCALE 1:3 000

METRES 100      0      100      200      300 METRES

PLANNING DEPARTMENT 

M/ST/01/28B      PLAN 2




**SUBJECT SITE**  
 (FOR IDENTIFICATION ONLY, EXACT  
 BOUNDARY SUBJECT TO SURVEY)

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 BY THE LANDS DEPARTMENT.

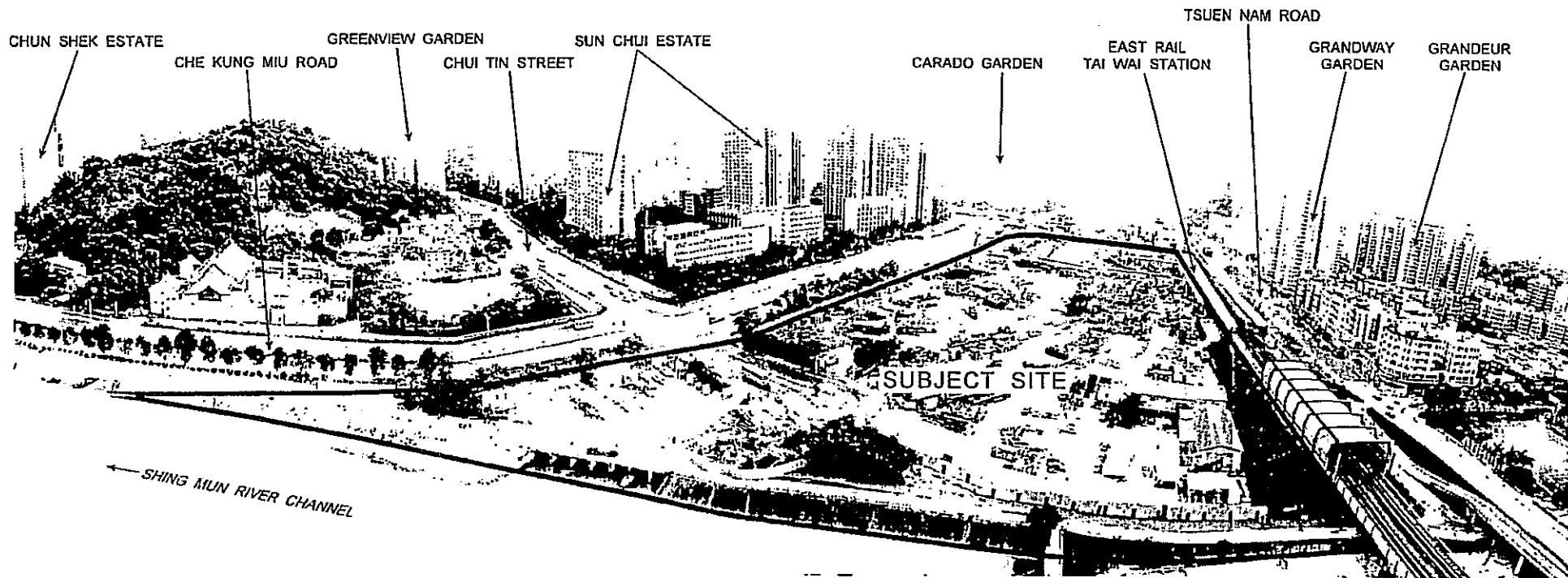
**AERIAL PHOTO**  
**PLANNING BRIEF FOR**  
**THE "COMPREHENSIVE DEVELOPMENT AREA (1)"**  
**AT MA ON SHAN RAIL TAI WAI STATION SITE**

PLANNING DEPARTMENT



M/ST/01/28B

PLAN 3



VIEW FROM POINT A ON PLAN 2

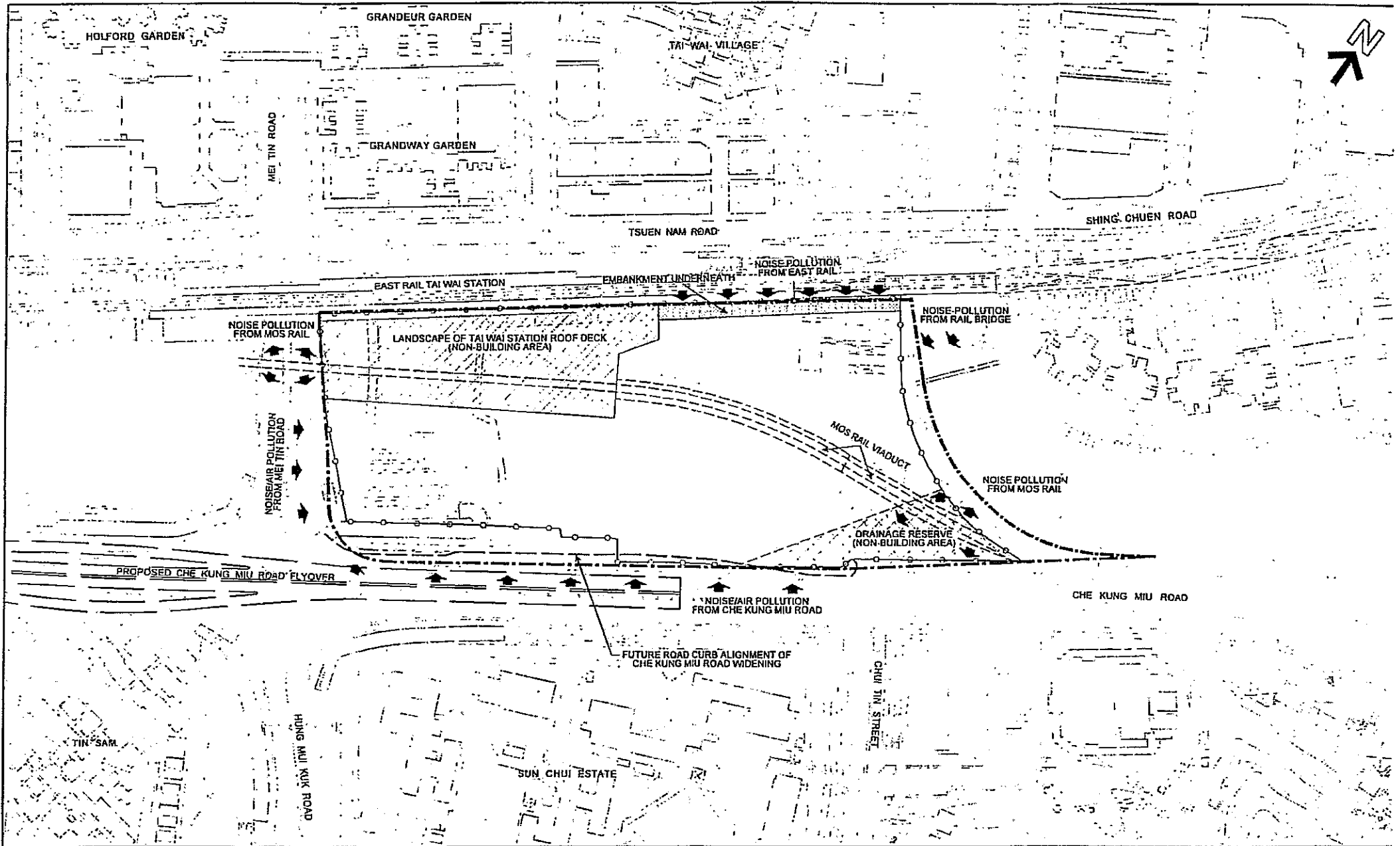
PHOTO TAKEN ON 6-9-2001

SITE PHOTO  
 PLANNING BRIEF FOR  
 THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
 AT MA ON SHAN RAIL TAI WAI STATION SITE

PLANNING DEPARTMENT 

M/ST/01/28B

PLAN 4



 **SUBJECT SITE**  
 (FOR IDENTIFICATION ONLY, EXACT BOUNDARY SUBJECT TO SURVEY)  
 **DEVELOPMENT SITE BOUNDARY**

EXTRACT PLAN PREPARED ON 15-11-2001  
 BASED ON SURVEY SHEETS No.  
 7-SW-15C, D & 7-SW-20A, B & C

**DEVELOPMENT CONSTRAINTS**

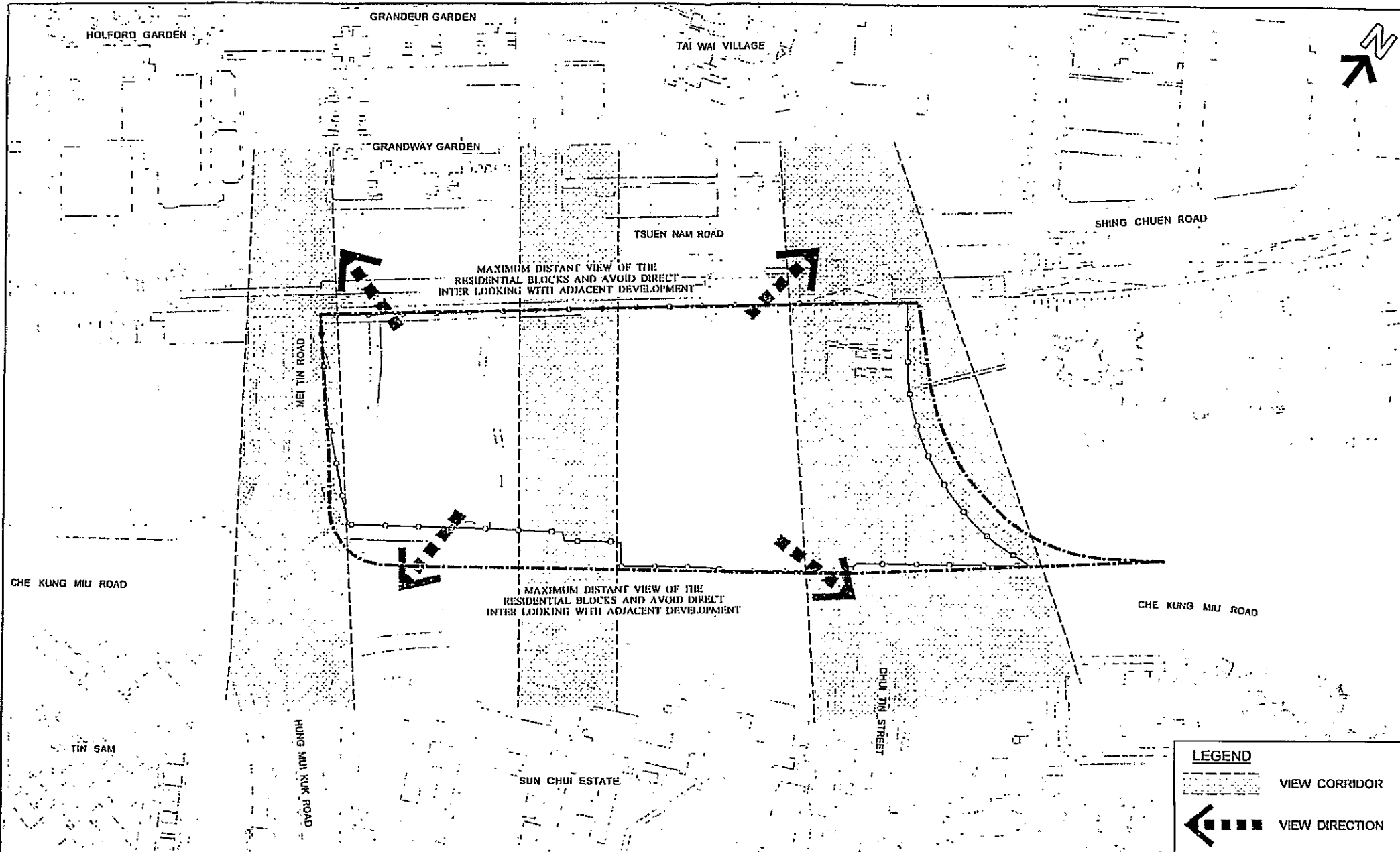
PLANNING BRIEF FOR  
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 AT MA ON SHAN RAIL TAI WAI STATION SITE

METRES 40 0 40 80 120 160 METRES  
 SCALE 1:2 000


PLANNING DEPARTMENT 


M/ST/01/28B

PLAN 5



**LEGEND**

 VIEW CORRIDOR

 VIEW DIRECTION

 **SUBJECT SITE**  
(FOR IDENTIFICATION ONLY, EXACT BOUNDARY SUBJECT TO SURVEY)

 **DEVELOPMENT SITE BOUNDARY**

EXTRACT PLAN PREPARED ON 15-11-2001  
BASED ON SURVEY SHEETS No.  
7-SW-15C, D & 7-SW-20A, B & C

**URBAN DESIGN FRAMEWORK**

PLANNING BRIEF FOR  
THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
AT MA ON SHAN RAIL TAI WAI STATION SITE

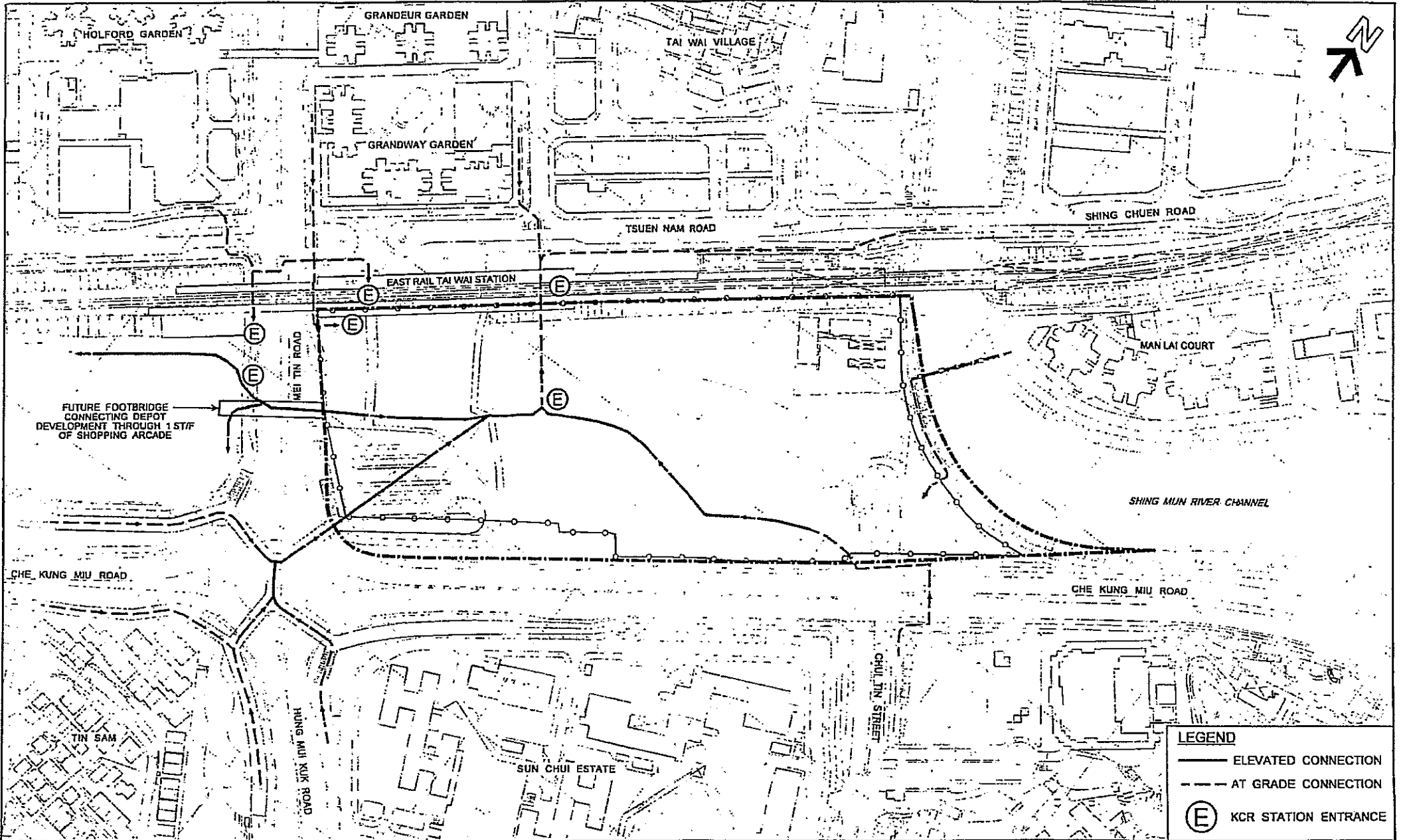
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PLANNING DEPARTMENT 

M/ST/01/28B

PLAN 6



**LEGEND**

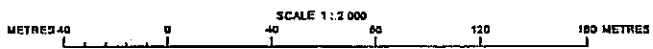
- ELEVATED CONNECTION
- - - AT GRADE CONNECTION
- (E) KCR STATION ENTRANCE

 **SUBJECT SITE**  
 (FOR IDENTIFICATION ONLY, EXACT BOUNDARY SUBJECT TO SURVEY)  
 **DEVELOPMENT SITE BOUNDARY**

EXTRACT PLAN PREPARED ON 15-11-2001  
 BASED ON SURVEY SHEETS No.  
 7-SW-15C, D & 7-SW-20A, B & C

**PEDESTRIAN CIRCULATION ROUTE DIAGRAM**

PLANNING BRIEF FOR  
 THE "COMPREHENSIVE DEVELOPMENT AREA (1)"  
 AT MA ON SHAN RAIL TAI WAI STATION SITE



PLANNING DEPARTMENT 

M/ST/01/28B

PLAN 7



COMPREHENSIVE DEVELOPMENT AREA (1)

Column 1  
Uses always permitted

Column 2  
Uses that may be permitted with or  
without conditions on application  
to the Town Planning Board

Ancillary Car Park  
Bank  
Barber Shop  
Beauty Parlour  
Broadcasting, Television and/or Film Studio  
Clinic/Polyclinic  
Commercial Bathhouse  
Educational Institution  
Exhibition or Convention Hall  
Fast Food Shop  
Flat  
Government Refuse Collection Point  
Government Use (not elsewhere specified)  
Hotel  
House  
Market  
Massage Establishment  
Money Exchange  
Off-course Betting Centre  
Office  
Pawn Shop  
Petrol Filling Station  
Photographic Studio  
Place of Public Entertainment  
Place of Recreation, Sports or Culture  
Police Reporting Centre  
Post Office  
Private Club  
Private Swimming Pool  
Public Car Park  
Public Convenience  
Public Library  
Public Transport Terminus or Station  
Public Utility Installation  
Railway Depot  
Railway Station  
Religious Institution  
Residential Institution  
Restaurant  
Retail Shop  
School  
Service Trades  
Showroom excluding Motor-vehicle  
Showroom  
Social Welfare Facility  
Staff Quarters  
Utility Installation for Private Project

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)

Remarks

- (a) Pursuant to Section 4A(2) of the Town Planning Ordinance, an applicant for permission for development on land designated "Comprehensive Development Area (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
1. The areas of proposed land uses, the nature, positions, dimensions and heights of all buildings to be erected on the area;
  2. The proposed total gross floor areas for various uses, total number of flats and flat sizes;
  3. The details and extent of Government, institution or community, public transport interchange and recreational facilities, parking spaces and open space to be provided within the area;
  4. The alignments, widths and levels of any roads proposed to be constructed within the area;
  5. The landscaping proposals within the area;
  6. Programmes of building development in detail;
  7. An environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development and to propose mitigation measures to tackle them;
  8. A traffic assessment report to examine any possible traffic problems that may be caused by the proposed development and to propose traffic improvement schemes to tackle them;
  9. A drainage and sewerage impacts assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and to propose mitigation measures to tackle them;
  10. A visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and to propose mitigation measures to tackle them; and
  11. Any other information as required by the Town Planning Board.

The Master Layout Plan should be supported by an explanatory statement which should contain an adequate explanation of the development proposal including such basic information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of Government, institution or community facilities, and recreation and open space facilities.

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)Remarks (Cont'd)

- (b) On land designated "Comprehensive Development Area (1)", any new building(s) and/or any addition(s), alteration(s) and/or modification(s) to the existing building(s) shall not result in a total development or redevelopment in excess of the maximum gross floor areas (GFAs) as set out below:

<u>Site</u>	<u>Maximum GFA</u>
CDA(1) at East Rail Fo Tan Station and the Adjoining Area	208,600m <sup>2</sup> (the maximum domestic GFA shall not exceed 191,100m <sup>2</sup> )
CDA(1) at Ma On Shan Rail Tai Wai Station and the Adjoining Area	253,590m <sup>2</sup> (the maximum domestic GFA shall not exceed 219,090 m <sup>2</sup> )
CDA(1) at Ma On Shan Rail Sha Tin Tau Station	90,655 m <sup>2</sup>

The following shall be excluded from the calculation of the gross floor area for the purpose of the above restrictions : public transport facilities, railway station development, railway depot development, schools and other Government, institution or community facilities as required by the Government, ancillary plant-room, ancillary carparking and loading/unloading facilities, recreational facilities ancillary to residential use, caretakers' office and caretakers' accommodation.

- (c) Minor relaxation of the stated restrictions, based on the merits of individual development proposals, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**“Comprehensive Development Area (1)”**  
**at Ma On Shan Rail Tai Wai Station Site**  
**Schedule of Planning Requirements**

Development Site Area: 4.85 ha

Design Population: 8,510 persons

Facilities	HKPSG Requirements	Requirements on Site	Remarks
<b>1. <u>Open Space and Recreation Facilities</u></b>			
(a) Local Open Space	10 ha per 100,000 persons	8,510 m <sup>2</sup>	Minimum provision as per the design population.
(b) Indoor Games Hall/ Indoor Recreation Centre (IRC) (Type A)	1 per 15,000 to 24,999 persons	--	--
(Type B)	1 per 25,000 to 49,999 persons	--	DLCS advises that the 2 existing IRCs (Type B) in Mei Lam Estate and Hin Keng Estate have spare capacity to cope with increase in population of the area in the short term.
(Type C)	1 per 50,000 to 64,999 persons	--	There is a planned IRC (Type C) in Planning Area 24D near Chun Shek Estate to cope with future demand.
(c) Sports Complex	1 per 200,000 to 250,000 persons	--	DLCS advises that the 2 existing sports complexes, one in Sha Tin (at Yuen Wo Road) and the other in Ma On Shan (at Sai Sha Road), can cope with demand.
<b>2. <u>Education</u></b>			
(a) Secondary School	1 whole day classroom for 45 persons aged 12 –18	15 classrooms	Demand will be met by the proposed secondary school at the adjacent Tai Wai Depot site.
(b) Primary School	1 whole day classroom for 32.5 persons aged 6 –11	17 classrooms	Required provision of 1 primary school as advised by D of E.
(c) Nursery and Kindergarten	1 bi-sessional classroom for 67 persons aged 3-5	4 classrooms	Required provision of 1 kindergarten of 5 classrooms as advised by D of E. 1 additional kindergarten of 5 classrooms is required to re-provision the proposed kindergarten at the Tai Wai Depot site. Location and timing of completion are subject to the agreement of D of E.

Facilities	HKPSG Requirements	Requirements on Site	Remarks
<p>3. <u>Fire &amp; Police Stations</u></p> <p>(a) Fire Station</p> <p>(b) Sub-Divisional Police Station/ Police Post</p>	<p>Provision depends on graded response time determined by fire risk category system.</p> <p>Generally 1 standard divisional station is provided for 1 fire division. Provision of standard sub-divisional station and non-standard station depends on local needs.</p> <p>No set standard. To be determined in the light of local factors and other considerations.</p>	<p>--</p> <p>--</p>	<p>1 existing fire station near Tin Sam.</p> <p>1 additional fire station is proposed in Planning Area 4C.</p> <p>1 existing divisional police station near Tin Sam.</p>
<p>4. <u>Ambulance, Medical &amp; Health Service</u></p> <p>(a) Ambulance Depot</p> <p>(b) Hospital</p> <p>(c) Clinic/ Health Centre</p>	<p>Provision depends on the requirement of accommodation for ambulances to give an emergency coverage of 10 minutes and 20 minutes in urban/ new towns and rural areas respectively. The number of ambulances required depends on the projected population distribution and the projected incidence rate of an area.</p> <p>5.5 beds/1,000 persons</p> <p>1 clinic/ health centre for every 100,000 persons</p>	<p>--</p> <p>47 beds</p> <p>--</p>	<p>1 existing ambulance depot in Tin Sum Fire Station.</p> <p>1 additional ambulance depot is proposed in Planning Area 4C.</p> <p>Provision to be addressed on a regional basis.</p> <p>1 existing clinic in Planning Area 25. 2 additional clinics are proposed in Planning Areas 2B and 4C.</p>

Facilities	HKPSG Requirements	Requirements on Site	Remarks
<p>5. <u>Community Facilities</u></p> <p>(a) Community Hall</p> <p>(b) Library</p> <p>(c) Post Office</p>	<p>To be determined on need basis, having regard to community aspirations and other relevant considerations</p> <p>1 / 200,000 persons</p> <p>- Post offices should be provided so that large concentrations of population have access to facilities within 0.8km from where they live or work.</p> <p>- 1 for a population of not less than 30,000 persons</p>	<p>--</p> <p>--</p> <p>--</p>	<p>There are 4 existing community halls at Hin Keng Estate, Lung Hang Estate, Chun Shek Estate and Sun Tin Wai Estate. According to DHA, The proposed community hall in Planning Area 4D (which has already taken into account the development in the vicinity of Tai Wai and the resulting population increase) can also serve residents in the Tai Wai area.</p> <p>According to DLCS, public library provision is considered on a "district" basis, i.e. the entire Sha Tin district. Tai Wai residents can be served by the existing Sha Tin Public Library (major library) and Lek Yuen Public Library (small library), both are in the vicinity of Tai Wai and easily accessible by major transportation. There are also 3 mobile libraries which stop at Mei Lam Estate, Sun Chui Estate and Hin Keng Estate. 2 new district libraries, namely Ma On Shan and Yuen Chau Kok Public Library, are under planning in Sha Tin and are scheduled for completion by mid 2004 and to start works in early 2005 respectively.</p> <p>There are 3 existing post offices in Sun Chui Estate, Mei Lam Estate and Hin Keng Estate. PMG advises that the Tai Wai area is considered well served by the existing provision.</p>
<p>6. <u>Social Welfare Facilities</u></p> <p>(a) Day Nursery (Child Care Centre)</p>	<p>100 aided places per 20,000 persons</p>	<p>43 places</p>	<p>1 additional day nursery is proposed in Planning Area 4C/38A.</p>

Facilities	HKPSG Requirements	Requirements on Site	Remarks
(b) Children and Youth Centre	1 / 20,000 to 30,000 persons	--	A centre of integrated team (for main service target of children and youth) is proposed at the Tai Wai Depot site.
(c) Social Centre for the Elderly	1 / 2,000 elderly persons aged 65 and above	--	Service to be provided by the existing social centre for the elderly at Man Lai Court.
(d) Day Care Centre for the Elderly	1 / 17,000 elderly persons aged 65 and above	--	Service to be provided by the existing social centre for the elderly at Man Lai Court.
(e) Home for the Aged	15 places per 1,000 elderly persons aged 65 and above	--	Service to be provided by the proposed residential care home for the elderly at the Tai Wai Depot site.
(f) Care and Attention Home	17 places per 1,000 elderly persons aged 65 and above	--	Service to be provided by the proposed residential care home for the elderly at the Tai Wai Depot site.
(g) Family Services Centres	1 / 150,000 persons	--	Service to be provided by the 4 existing family services centres (2 at Citylink Plaza, 1 at Grand Central Plaza and 1 at Sha Kok Estate).
<b>7. <u>Parking and Loading/ Unloading Facilities</u></b>			
(a) Public car- parking spaces	No set standard	--	C for T advises that among all the car-parking spaces provided at the subject site, a total of 250-300 car-parking spaces should be for public use and this can address the need of the surrounding areas. Final provision subject to the agreement of C for T.
(b) Car-parking for the property development			
* Residential	1 space per 4-7 flats	435 – 760 spaces	KCRC initially proposed 507 nos. Final provision subject to the agreement of C for T.
* Visitors	5 spaces per block	5 times the no. of blocks	KCRC initially proposed 45 nos. Final provision subject to the agreement of C for T.
* Retail	1 space per 200-300m <sup>2</sup> of GFA	115 – 173 spaces	KCRC initially proposed 173 nos. Final provision subject to the agreement of C for T.

Facilities	HKPSG Requirements	Requirements on Site	Remarks
* Motorcycle parking spaces	5 to 10 % of the total provision for private cars	30 – 98 spaces	KCRC initially proposed 68 nos. Final provision subject to the agreement of C for T.
* Bicycle parking spaces	No set standard	--	KCRC initially proposed 330 nos. Final provision subject to the agreement of C for T.
(c) Loading/ unloading bays for the property development			
*Residential	1 bay for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	To accord with total no. of blocks	KCRC initially proposed 9 nos. Final provision subject to the agreement of C for T.
* Retail	1 bay for every 800 to 1,200 m <sup>2</sup> or part thereof, of GFA	29 – 43 bays	KCRC initially proposed 44 nos. Final provision subject to the advice of C for T.
(d) Car-parking for the primary school	1 space for every 4 to 6 classroom	5-8 spaces	Final provision subject to the agreement of C for T.
(e) Loading/ unloading bays/ Lay-bys for primary school	1 lay-by for taxis and private cars for every 2 to 3 classrooms; Min. 3 lay-bys for school buses	10-15 laybys	Final provision subject to the agreement of C for T.
(f) Car-parking for kindergarten	0 – 1 space per 4 to 6 classrooms	1 for each kindergarten	Final provision subject to the agreement of C for T.
(g) Loading/ unloading bays/ Lay-bys for kindergarten	1 lay-by for taxis and private cars for every 5 to 8 classrooms; Min. 2 lay-bys for school buses	1 lay-by for taxis and private cars, 2 lay-bys for school buses for each kindergarten	Final provision subject to the agreement of C for T.
8. <u>Market Facilities</u>			
Market Stalls	40 – 45 stalls / 10 000 persons	--	Provision of market facilities in the retail portion of the property development. Nature and scale of provision subject to the developer's consideration.