

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 15/13
For Consideration by
the Metro Planning Committee on 25.10.2013

DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA” SITE
AT THE NORTH WEST KOWLOON RECLAMATION AREA SITE 6

**Draft Planning Brief for the “Comprehensive Development Area” Site
at the North West Kowloon Reclamation Area Site 6**

1. Purpose

This paper is to seek:

- (a) Members’ views on the draft planning brief (PB) for the proposed comprehensive development at the North West Kowloon Reclamation Area Site 6 (NWKR Site 6) zoned “Comprehensive Development Area” (“CDA”) on the approved South West Kowloon Outline Zoning Plan No. S/K20/28 (the OZP); and
- (b) the Metro Planning Committee’s (the Committee) agreement that the draft PB at **Appendix I** is suitable for consultation with the Sham Shui Po District Council (SSPDC).

2. The Site and Its Surroundings

- 2.1 The NWKR Site 6, with an area of about 4.49 ha, is bounded by Sham Mong Road, Tonkin Street West, Hing Wah Street West and West Kowloon Highway (**Plan 1 in Appendix I**). Majority of the site is currently held under temporary Government land allocation (TGLA) to the Highways Department (HyD) as works area to facilitate the construction of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL); whilst the eastern portion is largely occupied by a temporary public transport interchange (PTI) under the management and maintenance of the Transport Department (TD) and HyD. A small part of the eastern portion is held under TGLA to HyD as works area. The southern part of the site is above the earth-mounded tunnel of the Mass Transit Railway (MTR) West Rail alignment, and the northern part of the site lies above the alignment of XRL which is under construction.
- 2.2 The surrounding areas comprise mainly residential and GIC uses. Hoi Lai Estate, St. Mary’s Church Mok Hing Yiu College and S.K.H. St. Andrew’s Primary School are to the west of the site at Hing Wah Street West and Hoi Lai Street. To the south of the Site is the Cheung Sha Wan Wholesale Food Market (CSWWFM) Phase 2 site (which is zoned “Other Specified Uses” annotated ‘Cargo Working Area, Wholesale Market and Industrial – Office’ on the OZP). To the north along Sham Mong Road comprises a cluster of low to medium-rise Government, Institution or Community (GIC) facilities and a “CDA” site currently occupied by godowns. The MTR Nam Cheong Station is located to the east (**Plans 1 to 3 in Appendix I**).

3. Planning Intention and Development Restrictions

- 3.1 The planning intention of the “CDA” zone, as stated in the Notes of the OZP, is for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 3.2 As stipulated in the Notes of the OZP, the site is subject to a maximum domestic PR of 6.5 and a non-domestic PR of 1.5. The Explanatory Statement (ES) of the OZP states that the site is designated for proposed public rental housing (PRH) development.

4. Land Aspect

The Site is on Government land under TGLAs for temporary works area (to facilitate the construction of XRL and Government works) and temporary PTI.

5. Background

- 5.1 The Site was first zoned “CDA” on the draft South West Kowloon OZP No. S/K20/5, which was gazetted on 24.4.1998. The site was confirmed for PRH development in 2007, which was then stipulated in the ES for the “CDA” site on the OZP (No. S/K20/23) since 29.5.2009.
- 5.2 On 25.6.2009 and 1.9.2009, the Housing Department (HD) and the Planning Department (PlanD) consulted the Sham Shui Po District Council (SSPDC) on the proposed comprehensive development at NWKR Site 6 (comprising four PRH blocks, one hectare (ha) of public open space (POS) and an open PTI with a maximum building height of 120mPD producing about 2,400 units). In view of strong public objections, the SSPDC did not support any public and private residential development and suggested that the site should be used for GIC or open space uses and the case should be brought to the SSPDC meeting again.
- 5.3 On 29.6.2010, PlanD and HD submitted a joint DC Paper consulting the SSPDC regarding the revised scheme and a draft PB of NWKR Site 6 (comprising three PRH blocks, one ha of POS and an open PTI with a maximum building height of 120mPD producing about 2,000 units). HD proposed an alternative scheme to retain two PRH blocks at NWKR Site 6 and to swap one PRH block to the site zoned “Government, Institution or Community” (“G/IC”) at Fat Tseung Street West (reserved for development of a Government complex comprising mainly indoor sports centre, district library and wet market) with the affected planned facilities reprovisioned within NWKR Site 6 (**Plans 1 and 3 in Appendix I**). Most SSPDC members maintained their previous views of objecting to the PRH development and reiterated their previous request for community facilities to be provided at NWKR Site 6. After the DC consultation, the proposed development scheme and draft planning brief were under review by HD and PlanD.

- 5.4 On 5.3.2013, HD and PlanD consulted SSPDC on a revised preliminary development proposal for NWKR Site 6 (comprising five PRH blocks, 1 ha of POS, a partly covered PTI and two GIC blocks with a maximum building height of 120mPD providing about 2,800 units). Majority of SSPDC members had no objection to the proposed PRH development.
- 5.5 The said DC paper also included the recommendation on rezoning the Fat Tseung Street West site from “G/IC” and “Open Space” (“O”) (currently occupied by a 5-a-side soccer pitch) to “Residential (Group A)” (“R(A)”) for Home Ownership Scheme (HOS) development (**Plans 1, 3 and 4 in Appendix I**) with the affected existing/planned facilities reprovisioned at NWKR Site 6. The SSPDC had no objection to the recommendation on rezoning the Fat Tseung Street West site for HOS development.
- 5.6 Since March 2013, a lot of public comments on the proposed RPH development at NWKR Site 6 have been received. While those support consider that the proposed PRH development can help address the shortage of public housing flats, there are adverse comments from residents of The Pacifica, The Liberte, Banyan Garden and Aqua Marine (known as the ‘Four Little Dragons’), some Legislative Councillors and SSPDC members, the Sham Shui Po Planning Concern Group and Green Sense. HD also conducted a community engagement workshop on 9.7.2013 to collect local and stakeholders’ views on the proposed PRH development at NWKR Site 6 and the proposed HOS development at Fat Tseung Street West.
- 5.7 Major views received from the public as well as those solicited during HD’s community engagement workshop have been considered and incorporated in the draft planning brief where appropriate. In gist, the public views are as follows:
- (a) the proposed development at NWKR Site 6 would generate adverse air ventilation and visual impacts to Sham Shui Po district;
 - (b) lack of supporting facilities including transportation and GIC facilities;
 - (c) too many PRH developments in Sham Shui Po district;
 - (d) inadequate public consultation;
 - (e) the proposed PRH development could help address the severe housing need in the society; and
 - (f) the proposed GIC facilities within NWKR Site 6 should be completed in an early manner for public enjoyment.

6. **Draft PB**

- 6.1 A draft PB for NWKR Site 6 is prepared at **Appendix I** in accordance with the planning intention for the “CDA” zone, the development restrictions on the OZP, and having regard to topography, surrounding land uses and public comments received. The PB sets out the intended uses, development parameters, and the planning and design requirements to facilitate the preparation of a Master Layout Plan (MLP) submission by the future applicant to the Board. The major requirements are highlighted below.
- 6.2 According to HD’s intention, the site is intended to be developed in a comprehensive manner for PRH development with retail facilities (including wet market stalls), GIC

facilities (including indoor sports centre, library and social welfare facilities), one ha of POS and a PTI (partly covered).

Development Parameters

- 6.3 The “CDA” site has a gross site area of about 4.49 ha¹ (**Plan 3 in Appendix I**). The net site area for PR calculation is about 2.88 ha after excluding 1 ha POS, the open-air portion of the PTI, the ventilation building of XRL and the open-air portion of the proposed public road connecting Sham Mong Road as shown in **Plans 2 and 6 in Appendix I**.

Urban Design and Landscape Requirements

- 6.4 A number of urban design considerations should be adopted for the future development on the Site. These include adoption of variation in building profile and building heights; minimize the extent and adopt stepped terrace design to the podium and provision of a 22m wide non-building area (NBA) aligning with Fat Tseung Street West to enhance visual and air permeability (**Plan 3 in Appendix I**). In addition, a visual impact assessment (VIA), an air ventilation assessment (AVA) and an urban design concept plan with brief description on the key urban design principles adopted should be included in the MLP submission to ensure better air ventilation and visual permeability. Having regard to the building height profile of the existing and planned high-rise residential developments (such as Fu Cheong Estate, ‘Four Little Dragons’ and MTR Nam Cheong Station development) as well as the land requirements for NBA and 1 ha of POS, it is considered that a maximum building height of 140mPD for the Site is compatible with its visual context and can be allowed.
- 6.5 A Landscape Master Plan (LMP), setting out the greening proposal, should be prepared and submitted as part of the MLP submission at the planning application stage. A minimum greening ratio of 30%, based on the net site area, should be provided with half of which at-grade for the development (excluding the greening part of the POS). Existing trees within the NWKR Site 6 should be preserved at their original locations as far as possible. A comprehensive landscape proposal should be prepared to soften the building mass and integrate the existing trees as far as possible into the development in order to minimize the adverse impact on the existing landscape character and resources. Greening opportunity should be optimized to create a quality green setting for the enjoyment of local residents and enhancing the greenery of the area.

Open Space Provision

- 6.6 POS of not less than 1 ha, to be located at grade as far as possible, should be provided for public enjoyment. An open space with not less than 0.15 ha for a 5-a-side soccer pitch should be provided to LCSD’s satisfaction for reprovisioning of the existing one at Fat Tseung Street West (**Plans 3 in Appendix I**) to be affected by the proposed HOS development. Private open space of not less than 1m² per person should be provided to serve the residents of the proposed PRH development. The POS should be managed and

¹ The gross site area (i.e. the “CDA” zone boundary on the OZP) has covered part of the earth mounds at the southern boundary of the Site.

maintained by HD, while the 5-a-side soccer pitch should be handed over to LCSD for management and maintenance upon completion.

GIC Facilities

- 6.7 To facilitate the development of HOS housing at Fat Tseung Street West (**Plan 1 in Appendix I**), the planned GIC facilities (comprising mainly indoor sports centre, district library, reserve stack for Hong Kong Central Library and wet market) will be affected. FEHD has been consulted and confirmed that they do not consider there is a need to retain the wet market as a planned facility at Fat Tseung Street West as they have no plan to build new market therein or have reprovisioning arrangement for the nearby temporary market. Hence, the planned facilities affected except the wet market will be reprovisioned within NWKR Site 6. These facilities (i.e. an indoor sports centre with minimum NOFA of 2,809m², a district library with minimum NOFA of 2,885m² and the reserve stack for Hong Kong Central Library with minimum NOFA of 7,263m²) should be provided in the proposed development to the satisfaction of the Director of Leisure and Cultural Services (DLCS). The arena of the indoor sports centre should be flexibly used for community activities with a seating capacity of about 1000.
- 6.8 The following social welfare facilities with not less than the specified floor space should be provided in the proposed development to the satisfaction of the Director of Social Welfare (DSW):
- (a) an Integrated Children & Youth Services Centre (NOFA of 631m²);
 - (b) a 50-place Day Activity cum 50-place Hostel for severely mentally handicapped persons (total NOFA of 980m²);
 - (c) a 60-place Special Child Care Centre cum 60-place Early Education and Training Centre (total NOFA of 511m²);
 - (d) a 120-place Integrated Vocational Rehabilitation Services Centre (NOFA of 654m²);
 - (e) a 50-place Hostel for moderately mentally handicapped persons (NOFA of 534m²); and
 - (f) a 30-place Supported Hostel for mentally and physically handicapped persons (NOFA of 355m²)
- 6.9 The GIC facilities and social welfare facilities should be designed and constructed by HD and handed over to DLCS and DSW respectively for management and maintenance upon completion. The floor space of the GIC facilities should be included in the non-domestic GFA calculation.

Education Facilities

- 6.10 A kindergarten with minimum 6 classrooms (i.e. GFA of 840m² approximately) should be provided to serve the population generated by the proposed development, and accountable for the calculation of non-domestic GFA.

Retail and Commercial Facilities

- 6.11 A market for wet and/or dry goods with minimum 60 stalls should also be provided to serve the future residents of the proposed developments as well as the residents in the vicinity. The market should be designed, constructed, managed and maintained by HD. All retail and commercial facilities will be regarded as non-domestic use and accountable for the calculation of non-domestic GFA.

Transport Requirements

- 6.12 A comprehensive Traffic Impact Assessment (TIA) shall be conducted by the applicant to the satisfaction of the Commissioner for Transport (C for T). The requirements and methodology of the TIA should be agreed with C for T before its commencement. Should there be any improvement measures required for alleviating the identified adverse traffic impacts arising from the proposed development, HD shall be responsible for the design, implementation and associated costs to the satisfaction of C for T. The TIA should be submitted together with the MLP for the Board's consideration.
- 6.13 Adequate transport infrastructures (including a PTI and footbridges) should be provided to improve the connectivity and accessibility of the Site with the surrounding developments. The existing temporary PTI will be modified to a permanent facility. The management and maintenance arrangement of the PTI is subject to the agreement of C for T. The modification works should be coordinated with concerned departments including TD, HD, HyD and the Mass Transit Rail Company Limited (MTRCL). Any footbridge/road/junction improvements proposed in the TIA should be designed by HD to the satisfaction of C for T.
- 6.14 The provision of ancillary car parking spaces and loading/unloading bays for the proposed development should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), and to the satisfaction of the C for T. All parking and loading/unloading facilities should be incorporated as part of the MLP submission.

Environmental, Drainage, Sewerage and Waterworks Requirements

- 6.15 An environmental assessment (EA) should be prepared and submitted as part of the MLP submission at the planning application stage and submitted together with the MLP for consideration, to examine any possible environmental problems that may be caused to or by the proposed development during and after construction, and the proposed mitigation measures. It is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impacts from the nearby pollution sources. The EA report should be completed to the satisfaction of the Director of Environmental Protection (DEP). Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of DEP.
- 6.16 There are existing box culverts and drains within the Site. No structure or support for any structure shall be erected within the drainage reserves (DR). In addition, free access to the box culverts and drains shall be maintained at all times for the purpose of carrying out routine inspection and maintenance of the drains. The extent of the existing DR is

shown in **Plan 2 in Appendix I**. Sufficient capacity of the existing drainage system shall be ensured for the proposed development.

- 6.17 A sewerage impact assessment (SIA) should be carried out by HD to examine any possible sewerage problems that may be caused by the proposed development and the proposed mitigation measures. The SIA should be submitted together with the MLP for the TPB's consideration. All the proposed sewerage upgrading works shall be implemented by HD to current Government standards at their own costs.

7. Consultation

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

- (a) Secretary of Education;
- (b) Architectural Services Department;
- (c) Civil Engineering and Development Department;
- (d) Environmental Protection Department;
- (e) Home Affairs Department;
- (f) Leisure and Cultural Services Department;
- (g) Social Welfare Department;
- (h) Commissioner for Transport;
- (i) Water Supplies Department; and
- (j) Urban Design and Landscape Section, Planning Department

- 7.2 The following Government departments have no comment on the draft PB:

- (a) Buildings Department;
- (b) Drainage Services Department;
- (c) Electrical and Mechanical Services Department;
- (d) Food and Environmental Hygiene Department;
- (e) Fire Services Department;
- (f) Government Property Agency;
- (g) Highways Department;
- (h) Lands Department; and
- (i) Commissioner of Police

8. Way Forward

Subject to Committee's agreement, PlanD will consult the SSPDC on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the Committee for further consideration and endorsement.

9. Advice Sought

Members are invited to consider the draft PB at **Appendix I**, and agree that the draft PB is suitable for consultation with the SSPDC.

10. Attachments**Appendix I** Draft Planning Brief for the “Comprehensive Development Area”
Site at the North West Kowloon Reclamation Area Site 6

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| - Plan 1 | Location Plan |
| - Plans 2 and 3 | Site Plan |
| - Plan 4 | Aerial Photo |
| - Plan 5 | Site Photos |
| - Plan 6 | Development Concept Plan |

**PLANNING DEPARTMENT
OCTOBER 2013**

**Draft Planning Brief for the “Comprehensive Development Area” Site
at North West Kowloon Reclamation Area (NWKR) Site 6**

Item	Particulars	Remarks
A. Background Information		
1. Location	The site is located at the northern part of South West Kowloon. It is bounded by Sham Mong Road, Tonkin Street West, Hing Wah Street West and West Kowloon Highway.	Plans 1, 2 and 3
2. OZP Zoning and Planning Intention	<p>“Comprehensive Development Area” (“CDA”) subject to a maximum domestic plot ratio (PR) of 6.5 and a maximum non-domestic PR of 1.5 as stipulated on the Approved South West Kowloon Outline Zoning Plan No. S/K20/28 (the OZP).</p> <p>The zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.</p> <p>As stated in the Explanatory Statement (ES) of the OZP, this “CDA” site is designated for proposed public rental housing development.</p>	Plans 1, 2 and 3
3. General Conditions	The Site is a piece of Government land which is currently held under temporary Government land allocation (TGLA) to the Highways Department (HyD) as works area to facilitate the construction of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) at the western portion; whilst the eastern portion is largely occupied by a temporary public transport interchange (PTI) under the management and maintenance of the Transport Department (TD) and the Highways Department (HyD). A small part of the eastern portion is held under TGLA to HyD as works area.	Plan 5
4. Surrounding Land Uses	The surrounding areas comprise mainly residential and GIC uses. Existing residential uses include Fu Cheong Estate, Hoi Lai Estate, Aqua Marine, Banyan Garden, Liberté and the Pacifica; while Government, Institution or Community (GIC) uses include 11 primary/secondary schools and the Cheung Sha Wan Wholesale Food Market.	Plan 4
B. Major Development Parameters		
5. Site Area	<ul style="list-style-type: none"> Gross Site Area: about 4.49 ha Net Site Area: about 2.88 ha 	<p>Plan 2</p> <ul style="list-style-type: none"> Net site area for development should exclude the open-air portion of the PTI, public open space (POS), the ventilation building of XRL, open-air

Item	Particulars	Remarks
		portion of public road and pedestrian pavement.
6. Proposed Uses	Comprehensive development for public rental housing (PRH) with retail, GIC facilities, one ha of POS and a PTI	Plan 6
7. Maximum PR	A maximum domestic PR of 6.5 and a maximum non-domestic PR of 1.5	<ul style="list-style-type: none"> Calculated on the basis of net site area.
8. Maximum BH	140mPD (at main roof level)	<ul style="list-style-type: none"> Stepped height profile should be incorporated to minimize adverse air ventilation, visual and environmental impacts.

C. Planning Requirements

9. Urban Design Considerations	<p>The development scheme should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> variation in building heights, in particular, lower building height profile should be adopted in the northwestern portion of the site along Hing Wah Street West and Sham Mong Road; maximize gaps between GIC and domestic blocks to enhance visual and air permeability of the Site; a non-building area (NBA) of approximately 22m wide aligning with Fat Tseung Street West to enhance visual and air permeability of the Site (Plan 3); minimize the extent and adopt stepped/terrace design of podium particularly along Sham Mong Road and Hing Wah Street West as far as possible so as to reduce podium bulk and to create a more pleasant pedestrian street environment; A visual impact assessment should be prepared to demonstrate that the building height and design of the proposed development would minimize any adverse impact on the surrounding area; To ensure that the proposed development will not induce adverse impact on pedestrian wind environment, an Air Ventilation Assessment (AVA) should be prepared and submitted as part of the MLP submission at the planning application stage. The AVA should take into account major proposed/committed developments in the surrounding area to address the potential cumulative air ventilation impact; 	<ul style="list-style-type: none"> The intention for the designation of NBA is to provide air/visual corridor(s) above ground and development is permitted below ground. To enhance connectivity within Site 6 and surrounding areas, minor structures for footbridge connection and open-sided protective shelter on and over the NBAs may be allowed. In preparing the visual impact assessment, reference should be made to the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the TPB (TPB PG-NO. 41). Quantitative AVA should be conducted with focus to ensure that the inner urban area would not be adversely affected due to the proposed development. If the NBA alignment needed to be amended, a detailed quantitative AVA should be conducted to demonstrate no adverse impact would be generated. The requirement set out in the Housing, Planning and Lands Bureau Technical Circular No. 1/06 and Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment
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Item	Particulars	Remarks
	<ul style="list-style-type: none"> an urban design concept plan with brief description on the key urban design principles adopted in the development scheme, taking into account the Urban Design Guidelines in Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG), should be provided in the Master Layout Plan (MLP) submission to the Town Planning Board (TPB); and the layout and disposition of the GIC, social welfare and domestic blocks and podium should be sensitively designed and subject to the requirements identified in the VIA and AVA for the Site to achieve better visual and air permeability. 	<p>should be observed.</p> <ul style="list-style-type: none"> In the MLP submission to the Town Planning Board, the project proponent is required to demonstrate that the development, including the design of the carpark, can comply with the Sustainable Building Design Guidelines promulgated by the Government.
10. Open Space Provision	<ul style="list-style-type: none"> not less than 1 ha public open space (POS) should be provided for public enjoyments; not less than 1 m² local open space per person should be provided for the residents of the development; and reprovisioning the open space with not less than 0.15 ha (for a 5-a-side soccer pitch) for convenient public enjoyment from the site at the junction of Fat Tseung Street West and Ying Wa Street to the Leisure and Cultural Services Department's (LCSD) satisfaction (Plan 3). 	<ul style="list-style-type: none"> The POS should be provided at grade as far as possible. The POS should be managed and maintained by HD upon completion. The 5-a-side soccer pitch should be handed over to LCSD for management and maintenance upon completion. The local open space can be provided at grade or on podium level.
11. Landscape and Tree Preservation	<p>A Landscape Master Plan (LMP) setting out, inter alia, the greening proposal, should be prepared and submitted as part of the MLP submission at the planning application stage, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> create a comprehensive landscape proposal to soften the building mass and integrate the existing trees as far as possible into the development in order to minimize the adverse impact on the existing landscape character and resources; preserve the existing tree within the site as far as possible at their original locations; greening opportunity should be optimized to create a quality green setting. A minimum coverage of 30% greenery based on the Net Site Area shall be adopted (excluding the greening part of the proposed POS) (Plan 3). Minimum half of the greening should be provided at grade while the remainder can be at ground, podia and rooftops. optimize the opportunity for greening and tree planting whilst maximizing the waterfront and 	<ul style="list-style-type: none"> A tree survey report and a tree preservation proposal should be included in the LMP submission. A minimum of 3 trees per 100m² of the total green coverage should be provided. Reference should be made to the "Environment, Transport and Works Bureau Technical Circular (Works) No. 3/2006: Tree Preservation".

Item	Particulars	Remarks
	<p>open views. Landscape planting at street level, on podium/roofs and vertical greening on facades should be provided. Planning the edges and terraced design with greening should be applied to the podium;</p> <ul style="list-style-type: none"> provide landscape treatment to the earth-mounds at the southern end facing West Kowloon Highway and the associated retaining structures by Housing Department (HD); provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees and street furniture) to improve pedestrian environment, provide a friendly pedestrian setting and create a strong sense of place; and create a quality landscape setting for the enjoyment of local residents and enhancing the greenery of the area. 	
12. GIC / Social Welfare Facilities	<p>A minimum floor space (m²) for the following GIC / social welfare facilities:</p> <p><i>GIC facilities:</i></p> <ul style="list-style-type: none"> an Indoor Sports Centre (with NOFA of 2,809m²) a District Library (with NOFA of 2,885m²) a Reserve Stack for Hong Kong Central Library (with NOFA of 7,263m²) <p><i>Social welfare facilities:</i></p> <ul style="list-style-type: none"> an Integrated Children & Youth Services Centre (ICYSC) (with NOFA of 631m²) a 50-place Day Activity (DAC) cum 50-place Hostel for severely mentally handicapped persons (HSMH) (with total NOFA of 980m²) a 60-place Special Child Care Centre (SCCC) cum 60-place Early Education and Training Centre (EETC) (with total NOFA of 511m²) a 120-place Integrated Vocational Rehabilitation Services Centre (IVRSC) (with NOFA of 654m²) a 50-place Hostel for moderately mentally handicapped persons (with NOFA of 534m²); and a 30-place Supported Hostel for mentally and physically handicapped persons (with NOFA of 355m²) 	<ul style="list-style-type: none"> Actual provision, composition and standards of the facilities are subject to the agreement of relevant Government departments/authorities. The GIC and social welfare facilities should be handed over to the DLCS and DSW respectively for management and maintenance upon completion. The planned GIC facilities are for re-provisioning from the site at the junction of Sham Mong Road and Fat Tseung Street West to NWKR Site 6 (Plan 3). The arena of the indoor sports centre should be flexibly used for community activities with a seating capacity of about 1000. All GIC and social welfare facilities will be regarded as non-domestic uses and accountable for the calculation of non-domestic GFA.
13. Retail and Commercial Facilities	<p>A market for wet and/or dry goods with minimum 60 stalls should be provided.</p>	<ul style="list-style-type: none"> The market should be designed, constructed, managed and maintained by HD. All retail and commercial facilities will be regarded as non-domestic use and accountable for the calculation

Item	Particulars	Remarks
		of non-domestic GFA.
14. Education Facilities	A kindergarten with minimum 6 classrooms (GFA of approximately 840m ²) should be provided.	<ul style="list-style-type: none"> Accountable for the calculation of non-domestic GFA.
15. Car Parking, Loading and Unloading Provision	Provision of loading/unloading facilities in accordance with Chapter 8 of the HKPSG and subject to the Traffic Impact Assessment.	<ul style="list-style-type: none"> Provision for commercial and residential uses should be to the satisfaction of Transport Department (TD). Provision for GIC and social welfare facilities: <ol style="list-style-type: none"> 2 lorry/coach parking spaces and 5 car parking spaces (including disabled car parking) for indoor sports centre; 2 car parking spaces and 3 coach parking spaces for district library; 2 goods vehicle L/UL bays for district library; 2 goods vehicle L/UL bays for reserve stack of Central Library; 1 45-seater bus parking space for the 60-place Special Child Care Centre, 60-place Early Education and Training Centre; and 1 lorry parking space for the 120-place Integrated Vocational Rehabilitation Services Centre.
D. Other Technical Requirements		
16. Traffic and Transport Aspects	<ul style="list-style-type: none"> A Public Transport Interchange (PTI) should be provided within the Site. Provision of adequate traffic infrastructures (including footbridges) to improve the connectivity and accessibility of the site to/from surrounding developments. A Traffic Impact Assessment (TIA) should be prepared and submitted as part of the MLP submission at the planning application stage. Any road/junction improvements proposed in the assessment should be designed by the project proponent to the satisfaction of Commissioner for Transport (C for T). 	<ul style="list-style-type: none"> The modification works of the existing temporary PTI on site should be coordinated with concerned departments including HD, HyD, TD and MTRCL. The management and maintenance arrangement of the PTI is subject to the agreement of C for T.

Item	Particulars	Remarks
17. Environmental Aspect	<p>An Environmental Assessment (EA) should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to address the potential environmental impacts associated with the proposed development, in particular the noise and the air quality impacts from the nearby pollution sources. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department (EPD).</p>	<ul style="list-style-type: none"> • In the design and disposition of the building blocks, due regard should be given to protecting noise sensitive receivers, i.e. GIC and domestic blocks, through various measures such as setback and self-protective building design. • Potential noise issues including road traffic noise, rail noise, fixed plant noise (including noise from the XRL ventilation building), noise from the nearby land uses and the proposed PTI should be assessed in the EA. • Potential air quality issues including vehicular emission and odour from nearby odour sources (such as the Cheung Sha Wan Sewage Pumping Station Access Chamber) should be addressed in the EA.
18. Drainage and Sewerage Aspects	<ul style="list-style-type: none"> • A Sewerage Impact Assessment (SIA) should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to assess any potential sewerage impacts that may be caused by the proposed development to the local and nearby sewer system. All the proposed sewerage upgrading works shall be implemented by the project proponent to current Government standards at their own costs. • The project proponent shall ensure that the existing drainage system has sufficient capacity for the proposed development. 	
19. Water Services Aspect	<p>The project proponent shall bear the cost of any necessary diversion works of existing water mains affected by the proposed development. In case it is not feasible to divert the affected water mains, a waterworks reserve shall be provided to the Water Supplies Department (WSD). No structure shall be erected over this water reserve and such area shall not be used for storage purposes. The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains and all other service across, through or under it which the Water Authority may require or authorize.</p>	<ul style="list-style-type: none"> • The project proponent shall consult WSD on any necessary diversion works or provision of waterworks reserve for the existing water main within the site.
20. Geotechnical Aspect	<p>The site is within the Railway Protection Zone of West Rail and that proposed for XRL. Comments from MTRCL on the development shall be obtained.</p>	<ul style="list-style-type: none"> • Two registered slope features at the southern side of the Site which protecting West Rail

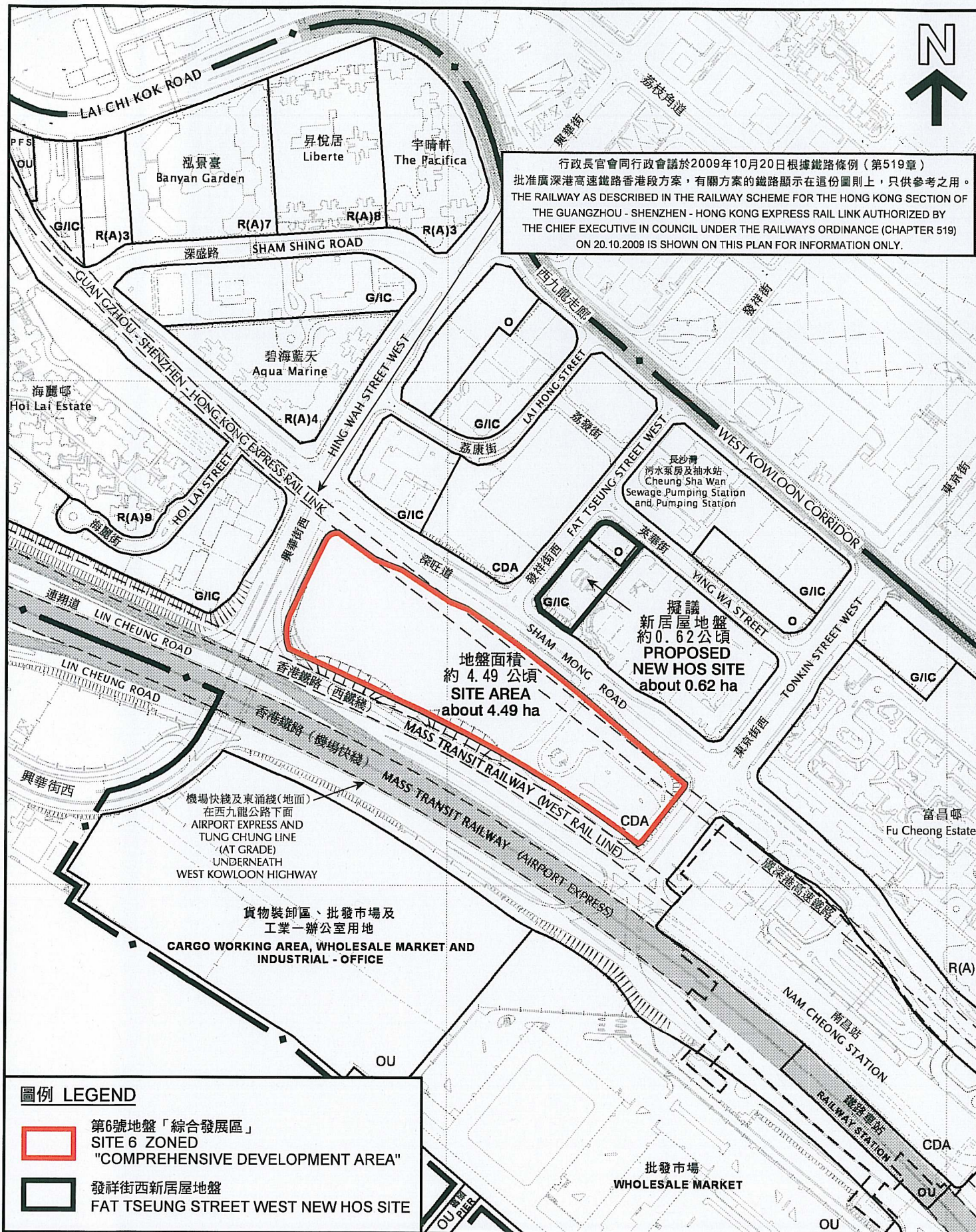
Item	Particulars	Remarks
		should be managed and maintained by HD after the completion of works. Negative skin friction induced by consolidation at this reclaimed site and the presence of buried pier structures to be taken into account in the pile foundation design.

Plan 1 Location Plan
Plans 2 and 3 Site Plans
Plan 4 Aerial Photo
Plan 5 Site Photo
Plan 6 Development Concept Plan

**PLANNING DEPARTMENT
OCTOBER 2013**



行政長官會同行政會議於2009年10月20日根據鐵路條例（第519章）批准廣深港高速鐵路香港段方案，有關方案的鐵路顯示在這份圖則上，只供參考之用。
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR THE HONG KONG SECTION OF THE GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE RAILWAYS ORDINANCE (CHAPTER 519) ON 20.10.2009 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.



圖例 LEGEND

-  第6號地盤「綜合發展區」
SITE 6 ZONED
"COMPREHENSIVE DEVELOPMENT AREA"
-  發祥街西新居屋地盤
FAT TSEUNG STREET WEST NEW HOS SITE

本摘要圖於2013年10月22日擬備，
所根據的資料為於2013年1月8日
核准的分區計劃大綱圖編號S/K20/28
EXTRACT PLAN PREPARED ON 22.10.2013
BASED ON OUTLINE ZONING PLAN No.
S/K20/28 APPROVED ON 8.1.2013

位置圖 LOCATION PLAN 西北九龍填海區第6號地盤「綜合發展區」規劃大綱 NWKR SITE 6 "COMPREHENSIVE DEVELOPMENT AREA" PLANNING BRIEF

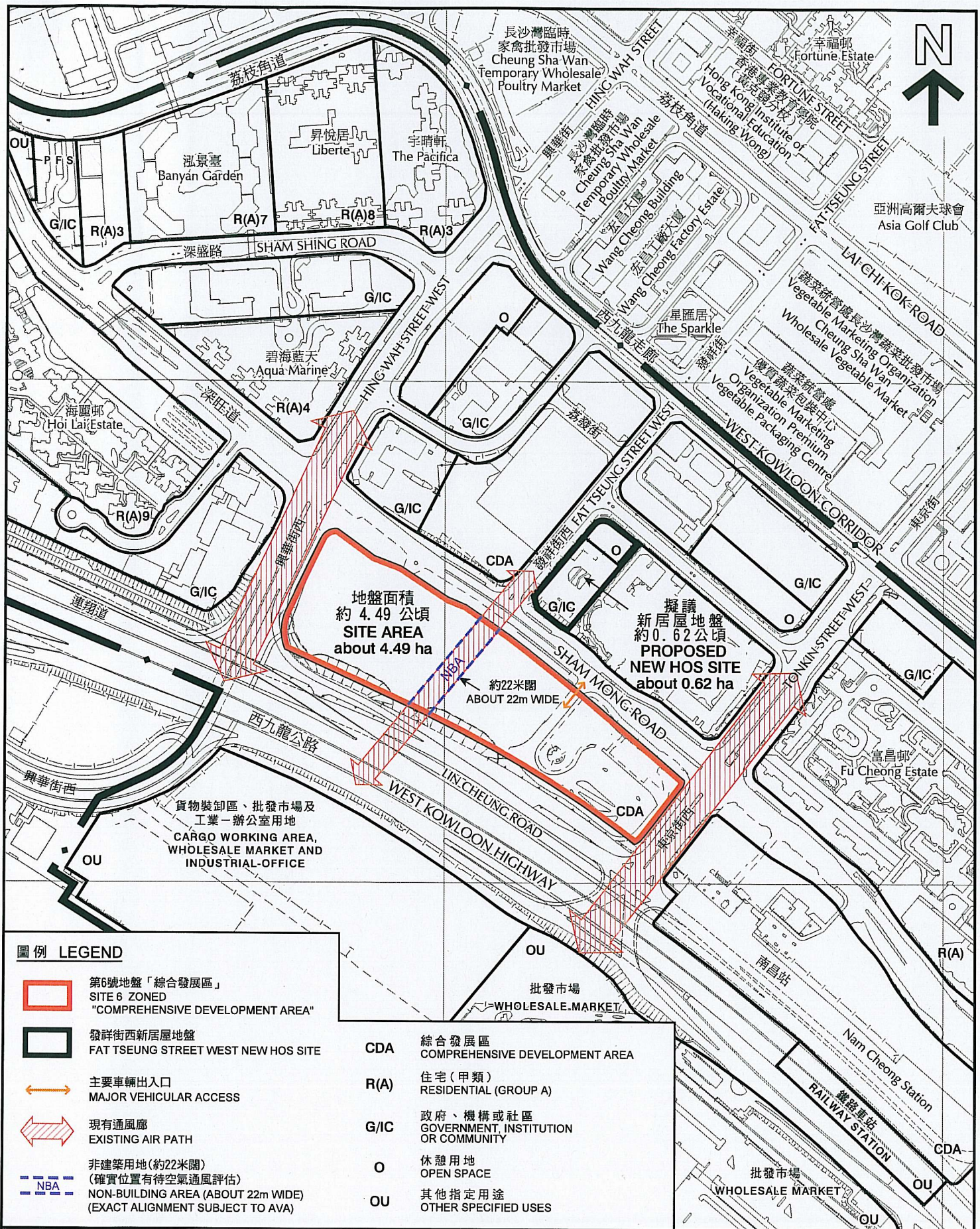
SCALE 1 : 5 000 比例尺
米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/13/2

圖 PLAN
1



圖例 LEGEND



第6號地盤「綜合發展區」
SITE 6 ZONED
"COMPREHENSIVE DEVELOPMENT AREA"



發祥街西新居屋地盤
FAT TSEUNG STREET WEST NEW HOS SITE



主要車輛出入口
MAJOR VEHICULAR ACCESS



現有通風廊
EXISTING AIR PATH



非建築用地(約22米闊)
(確實位置有待空氣通風評估)
NON-BUILDING AREA (ABOUT 22m WIDE)
(EXACT ALIGNMENT SUBJECT TO AVA)

CDA

綜合發展區
COMPREHENSIVE DEVELOPMENT AREA

R(A)

住宅(甲類)
RESIDENTIAL (GROUP A)

G/IC

政府、機構或社區
GOVERNMENT, INSTITUTION
OR COMMUNITY

O

休憩用地
OPEN SPACE

OU

其他指定用途
OTHER SPECIFIED USES

平面圖 SITE PLAN

西北九龍填海區第6號地盤「綜合發展區」規劃大綱
NWKR SITE 6
"COMPREHENSIVE DEVELOPMENT AREA"
PLANNING BRIEF

SCALE 1 : 5 000 比例尺
米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/13/2

圖 PLAN
3

本摘要圖於2013年10月22日擬備，
所根據的資料為測量圖編號
11-NW-8C/D, 13A/B/C及D
EXTRACT PLAN PREPARED ON 22.10.2013
BASED ON SURVEY SHEETS No.
11-NW-8C/D, 13A/B/C & D



主題地點
SUBJECT SITE

EXTRACT PLAN PREPARED ON 21.10.2013
BASED ON AERIAL PHOTO
No. CS40843 TAKEN ON 3.10.2012
BY LANDS DEPARTMENT

規劃署
PLANNING
DEPARTMENT



圖 PLAN

4



主題地點
SUBJECT SITE

本圖於2013年10月21日擬備，
所根據的資料為攝於2013年1月23日
的實地照片

PLAN PREPARED ON 21.10.2013
BASED ON SITE PHOTO
TAKEN ON 23.1.2013

實地照片 SITE PHOTO

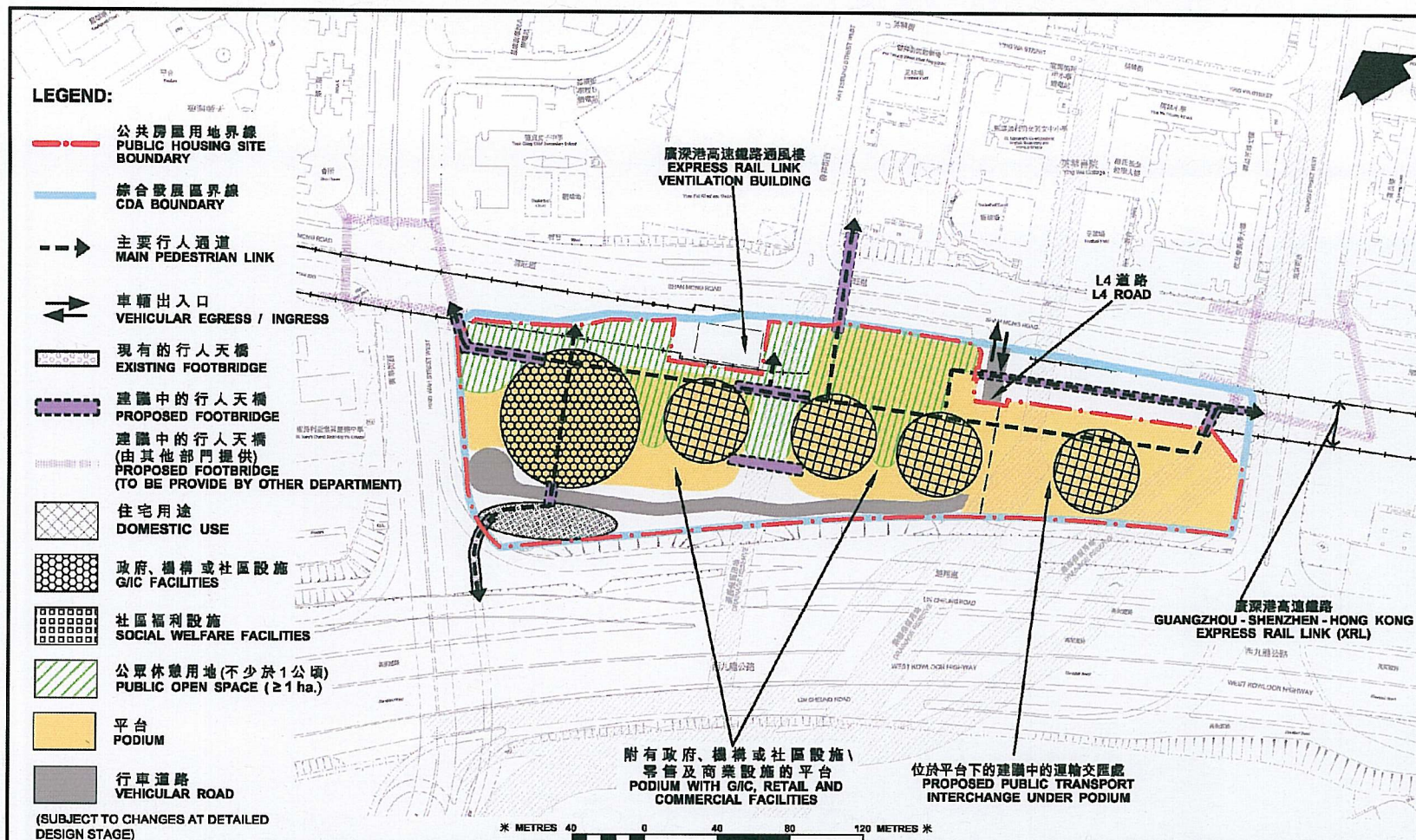
西北九龍填海區第6號地盤「綜合發展區」規劃大綱
NWKR SITE 6
"COMPREHENSIVE DEVELOPMENT AREA"
PLANNING BRIEF

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/13/2

圖 PLAN
5



西北九龍填海區第六號地盤 - 發展概念圖
DEVELOPMENT CONCEPT PLAN -
NORTH WEST KOWLOON RECLAMATION SITE 6



房屋署
HOUSING DEPARTMENT

圖五
PLAN 5

日期 DATE:
12. 9. 2013

本圖則取自圖則/分區計劃大綱編號: 11-NW-13A 及 13B
BASE EXTRACTED FROM SHT. Nos. 11-NW-13A & 13B

13_11-NW-KLN_color

本圖於2013年9月19日擬備
PLAN PREPARED ON 19.9.2013

發展概念圖 DEVELOPMENT CONCEPT PLAN
西北九龍填海區第6號地盤「綜合發展區」規劃大綱
NWKR SITE 6 "COMPREHENSIVE DEVELOPMENT AREA"
PLANNING BRIEF

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K20/13/2

圖 PLAN
6