METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

MPC Paper No. 18/13 For Consideration by the Metro Planning Committee on 13.12.2013

FURTHER CONSIDERATION OF THE DRAFT PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA" SITE <u>AT THE NORTH WEST KOWLOON RECLAMATION AREA SITE 6</u>

MPC Paper No. 18/13 For Consideration by the Metro Planning Committee on 13.12.2013

Further Consideration of the Draft Planning Brief for the "Comprehensive Development Area" Site <u>at the North West Kowloon Reclamation Area Site 6</u>

1. <u>Purpose</u>

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Sham Shui Po District Council (SSPDC) 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 South West Kowloon Outline Zoning Plan (OZP); and
- (b) seek Members' endorsement of the revised draft PB at **Appendix I** for the provision of guidance for future development at the Site.

2. <u>Background</u>

2.1 On 25.10.2013, the Committee considered the draft PB for the Site at NWKR Site 6 and agreed that the draft PB was suitable for consultation with the SSPDC. A copy of the MPC Paper No. 15/13 and the minutes of the meeting are at **Appendices II** and **III** respectively.

Site Area	Gross Site Area: about 4.49 ha
	• Net Site Area: about 2.88 ha
Proposed Uses	Comprehensive development for public rental housing (PRH) with retail, GIC facilities, public open space (POS) and a public transport interchange (PTI)
Maximum Plot Ratio (PR)	• Maximum domestic PR : 6.5
	• Maximum non-domestic PR : 1.5
Maximum Building Height	140mPD
GIC Facilities	GIC facilities (Leisure and Cultural Services Department (LCSD) for management and maintenance):
	• an Indoor Sports Centre (with NOFA of 2,809m ²)

2.2 The major development parameters and planning requirements as set out in the draft PB are summarized as follows:

	• a District Library (with NOFA of 2,885m ²)
	• a Reserve Stack for Hong Kong Central Library (with NOFA of 7,263m ²)
	Social welfare facilities (Social Welfare Department (SWD) for management and maintenance):
	• an Integrated Children & Youth Services Centre (ICYSC) (with NOFA of 631m ²)
	• a 50-place Day Activity Centre (DAC) cum 50-place Hostel for severely mentally handicapped persons (HSMH) (with total NOFA of 980m ²)
	• a 60-place Special Child Care Centre (SCCC) cum 60-place Early Education and Training Centre (EETC) (with total NOFA of 511m ²)
	• a 120-place Integrated Vocational Rehabilitation Services Centre (IVRSC) (with NOFA of 654m ²)
	• a 50-place Hostel for moderately mentally handicapped persons (with NOFA of 534m ²); and
	• a 30-place Supported Hostel for mentally and physically handicapped persons (with NOFA of 355m ²)
Education Facilities	• A kindergarten with minimum 6 classrooms (GFA of approximately 840m ²) should be provided.
Retail and Commercial Facilities	• A market for wet and/or dry goods with minimum 60 stalls should be provided.
Open Space Provision	• Not less than 1 ha public open space (POS) should be provided for public enjoyments;
	• Not less than 1 m ² 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 LCSD's satisfaction.
Landscape and Tree Preservation	• 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). Minimum half of the greening should be provided at grade while the remainder can be at ground, podia and rooftops.
Car Parking, Loading and Unloading Provision	• Provision of ancillary car parking spaces and loading/unloading facilities in accordance with

	the requirements of the HKPSG and to the satisfaction of the Commissioner for Transport (C for T).
Traffic and Transport Aspects	• A Public Transport Interchange (PTI) should be provided within the Site.
	• Provision of adequate pedestrian facilities (including footbridge) to improve the connectivity and accessibility of the site to/from surrounding developments.

2.3 The SSPDC was consulted on the draft PB on 5.11.2013. Extracted draft minutes of the SSPDC meeting is at **Appendix IV** for Members' reference.

3. <u>SSPDC's views on the Draft PB</u>

3.1 SSPDC had no adverse comment on the draft PB, some expressed concerns on the provision of market stalls, transport and pedestrian facilities, and visual and environmental impacts. The views (**Appendix IV**) are summarized as follows:

Provision of More Market Stalls

- (a) In view of the existing and planned residential developments in the vicinity, the provision of minimum 60 stalls within the market for dry/wet goods in NWKR Site 6 is not adequate to serve the growing population.
- (b) A wider choice of dry/wet goods should be provided in the proposed market.

Transport and Pedestrian Facilities

- (a) Adequate transport and pedestrian facilities (including footbridge connections) should be provided to meet the growth in demand and enhance connectivity with the surrounding area.
- (b) Proper arrangement for the PTI (including temporary arrangement during the construction period) should be worked out.
- (c) When designing the PTI, attention should be given to internal air ventilation and light penetration to avoid adverse impacts on the users.

Visual Impact

As noted from Housing Department (HD)'s revised indicative development scheme (**Plan 6** at **Appendix I**), with reduction in the number of residential blocks from 5 to 4, the increase in building height might cause adverse visual impacts to the surrounding area.

Environmental Impacts

Traffic emission and noise nuisances from the nearby West Kowloon Highway should be assessed and properly mitigated.

4. <u>Responses to Comments Received</u>

The responses to the comments raised by the SSPDC members are as follows:

Provision of More Market Stalls

Having regard to the concerns of the SSPDC members, PlanD has liaised with HD on the matter. Upon review of the preliminary layout of the proposed development and the concerned retail viability study, HD responds that the minimum number of market stalls can be increased from 60 to 80. Such an increase would not impose undue constraints on the planning and design of the proposed comprehensive development.

Transport and Pedestrian Facilities

- (a) In order to ensure sufficient provision of transport and pedestrian facilities, the draft PB stipulates that a PTI should be provided at the Site and adequate provision of pedestrian facilities (including footbridges) to improve the connectivity and accessibility of the Site to/from surrounding developments. A Traffic Impact Assessment (TIA) should be submitted as part of the Master Layout Plan (MLP) submission at the planning application stage. Any road/junction improvements proposed in the TIA should be designed by the project proponent to the satisfaction of C for T.
- (b) Regarding the concerns on the adequacy of pedestrian facilities, it should be pointed out that a proposed footbridge connecting the Site with the planned Home Ownership Scheme (HOS) development at Fat Tseung Street West zoned "Residential (Group A)11" would be designed, constructed, managed and maintained by HD (Plan 6 at Appendix I). Moreover, HD should also provide footbridge connections with the existing footbridge across Lin Cheung Road (with enhancement works to link up the proposed housing site at Lin Cheung Road near the waterfront) and planned footbridges at Sham Mong Road/Tonkin Street West and Sham Mong Road/Hing Wah Street West. Connection should also be provided to link up the Site with the future footbridge from the "CDA" site at NWKR Site 4, if any. (Plans 2 and 6 at Appendix I).
- (c) According to HD's Indicative Development Concept Plan (**Plan 6** at **Appendix I**), the proposed PTI will be partially decked over for construction of a residential block on top. In view of the concern on the internal air ventilation within the PTI, it is suggested to indicate in the revised draft PB (Item 16 on Traffic and Transport Aspects) that the PTI should be provided to the satisfaction of C for T and Director of Highways. The design of the PTI should make reference to EPD's Practice Note for Professional Persons for Control of Air Pollution in Semi-confined public transport interchange.
- (d) In order to minimize any possible inconvenience affecting the public, the draft PB stipulates that modification works of the existing temporary PTI on site would be coordinated among concerned departments/organizations including the Highways Department, Transport Department and Mass Transit Railway Corporation.

Visual Impact

With regard to the concern on the visual impact from the proposed development with a maximum building height of 140mPD (as stipulated in the draft PB), the proposed building height is considered compatible with the Site's visual context and can be allowed, 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 the 22m wide non-building area and 1 ha of POS (**Plan 6** at **Appendix I**). In addition, a visual impact assessment (VIA) is required to be submitted as part of the MLP submission at the planning application stage to address potential visual impacts.

Environmental Impacts

Regarding the environmental impacts including traffic emission and noise nuisance from the nearby West Kowloon Highway, the draft PB requires the submission of an environmental assessment (EA) as part of the MLP submission at the planning application stage. The project proponent 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.

5. <u>Proposed Amendments to the Draft PB</u>

- 5.1 The views expressed by the SSPDC have already been reflected in the draft PB. Having regard to their concerns on the provision of more market stalls and the internal air ventilation within the proposed PTI, it is proposed to amend the draft PB on the following aspects:
 - (a) to increase the minimum number of stalls within the market for wet and/or dry goods from 60 to 80 stalls (under Item 13 "Retail and Commercial Facilities);
 - (b) to stipulate that a footbridge should be provided to connect the Site with the planned HOS development at Fat Tseung Street West, which should be designed, constructed, managed and maintained by HD (under Item 16 "Traffic and Transport Aspects");
 - (c) to stipulate that footbridge connections should be provided to connect the Site with the existing footbridge across Lin Cheung Road (with enhancement works to link up the proposed housing site at Lin Cheung Road) and planned footbridges at Sham Mong Road/Tonkin Street West and Sham Mong Road/Hing Wah Street West. Connection should also be provided to link up the Site with the future footbridge from the "CDA" site at NWKR Site 4, if any (under Item 16 "Traffic and Transport Aspects"); and
 - (d) to stipulate that the provision of the PTI should be to the satisfaction of C for T and Director of Highways, and the design of the PTI should make reference to EPD's Practice Note for Professional Persons for control of air pollution in semi-confined PTI (ProPECC PN 1/98) (under Item 16 "Traffic and Transport Aspects").

5.2 The revised draft PB, with amendments shown in **bold** or crossed out, is attached at **Appendix I** for Members' consideration.

6. Decision Sought

- 6.1 Members are invited to:
 - (a) note the views of the SSPDC as summarized in paragraph 3 above and detailed at **Appendix IV**; and
 - (b) endorse the revised draft PB at **Appendix I** which has incorporated the relevant proposed amendments.

7. <u>Attachments</u>

Appendix I	Revised Draft Planning Brief for the "Comprehensive Development Area" Site at the North West Kowloon Reclamation Area Site 6	
Appendix II	MPC Paper No. 15/13 (excluding the draft PB)	
Appendix III	Extract of the minutes of the MPC meeting held on 25.10.2013	
Appendix IV	Extract of the draft minutes of the SSPDC meeting held on 5.11.2013	

PLANNING DEPARTMENT DECEMBER 2013

Revised Draft Planning Brief for the "Comprehensive Development Area" Site at North West Kowloon Reclamation Area (NWKR) Site 6

	Item	Particulars	Remarks
A. F	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	"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 draft South West Kowloon Outline Zoning Plan No. S/K20/29 (the OZP).	Plans 1, 2 and 3
		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.	
		As stated in the Explanatory Statement (ES) of the OZP, this "CDA" site is designated for proposed public rental housing development.	
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. N	/lajor Development	Parameters	1
5.	Site Area	 Gross Site Area: about 4.49 ha Net Site Area: about 2.88 ha 	 Plan 2 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
		Page 1 of 7	

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	• Calculated on the basis of net site area.
8. Maximum BH	140mPD (at main roof level)	• Stepped height profile should be incorporated to minimize adverse air ventilation, visual and environmental impacts.
C. Planning Requirem	ents	
9. Urban Design Considerations	 The development scheme should take into account the following urban design considerations, where appropriate: 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 street (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; 	 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 on Air Ventilation Assessment

Item	Particulars	Remarks
	 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. 	 should be observed. 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	 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 	 The POS should be provided at grade as far as possible. The POS should be managed
	should be provided for the residents of the development; and	and maintained by HD upon completion.
	• 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 4).	 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	 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: create a comprehensive landscape proposal to soften the building mass and integrate the integrate the solution of the following landscape proposal to soften the building mass and integrate the solution. 	 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.
	 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 	• Reference should be made to the "Environment, Transport and Works Bureau Technical Circular (Works) No. 3/2006: Tree Preservation".
	 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	

Item	Particulars	Remarks
	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;	
	• 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	 A minimum floor space (m²) for the following GIC / social welfare facilities: <i>GIC facilities:</i> 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) <i>Social welfare facilities:</i> an Integrated Children & Youth Services Centre (ICYSC) (with NOFA of 631m²) a 50-place Day Activity Centre (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 534m²); and a 30-place Supported Hostel for mentally and physically handicapped persons (with NOFA of 534m²); and 	 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	A market for wet and/or dry goods with minimum 80 60 stalls should be provided.	• 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

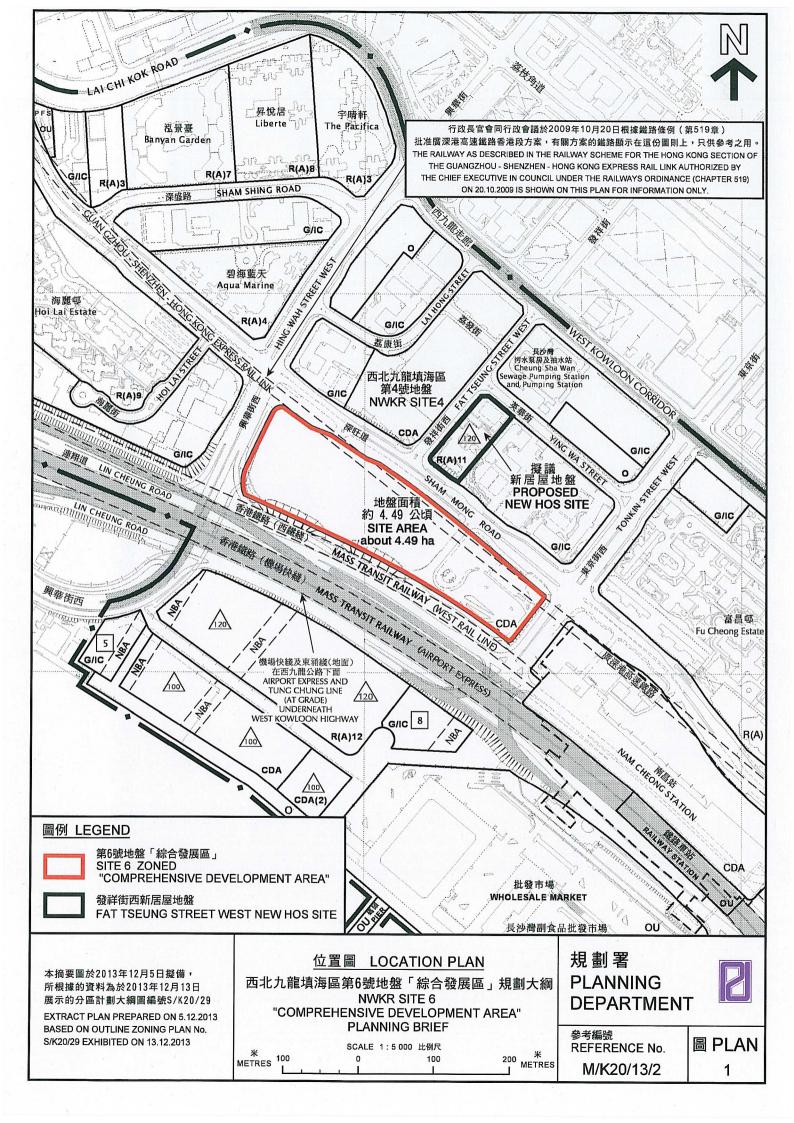
Item	Particulars	Remarks
		of non-domestic GFA.
14. Education Facilities	A kindergarten with minimum 6 classrooms (GFA of approximately 840m ²) should be provided.	• Accountable for the calculation of non-domestic GFA.
15. Car Parking, Loading and Unloading Provision	Provision of ancillary car parking spaces and loading/unloading facilities in accordance with the requirements of the HKPSG and to the satisfaction of the Commissioner for Transport (C for T), and should be submitted as part of the MLP submission at the planning application stage.	 Provision for commercial and residential uses should be to the satisfaction of Transport Department (TD). Provision for GIC and social welfare facilities: (a) 2 lorry/coach parking spaces and 5 car parking spaces (including disabled car parking) for indoor sports centre; (b) 2 car parking spaces and 3 coach parking spaces for district library; (c) 2 goods vehicle L/UL bays for district library; (d) 2 goods vehicle L/UL bays for reserve stack of Central Library; (e) 1 45-seater bus parking space for the 60-place Special Child Care Centre, 60-place Early Education and Training Centre; and (f) 1 lorry parking space for the 120-place Integrated Vocational Rehabilitation Services Centre.
D. Other Technical Re		
16. Traffic and Transport Aspects	 A Public Transport Interchange (PTI) should be provided within the Site to the satisfaction of C for T and Director of Highways. Provision of adequate pedestrian facilities (including footbridge and footbridge connections) to improve the connectivity and accessibility of the site to/from surrounding developments to the satisfaction of C for T. 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 	 The modification works of the existing temporary PTI on site should be coordinated among concerned departments / organizations including HD, HyD, TD and MTRCL. Reference should be made to EPD's Practice Note for Professional Persons for control of air pollution in semi-confined public transport interchange (ProPECC PN 1/98).
	assessment should be designed by the project proponent to the satisfaction of C for T.	• The management and maintenance arrangement of the PTI is subject to the agreement

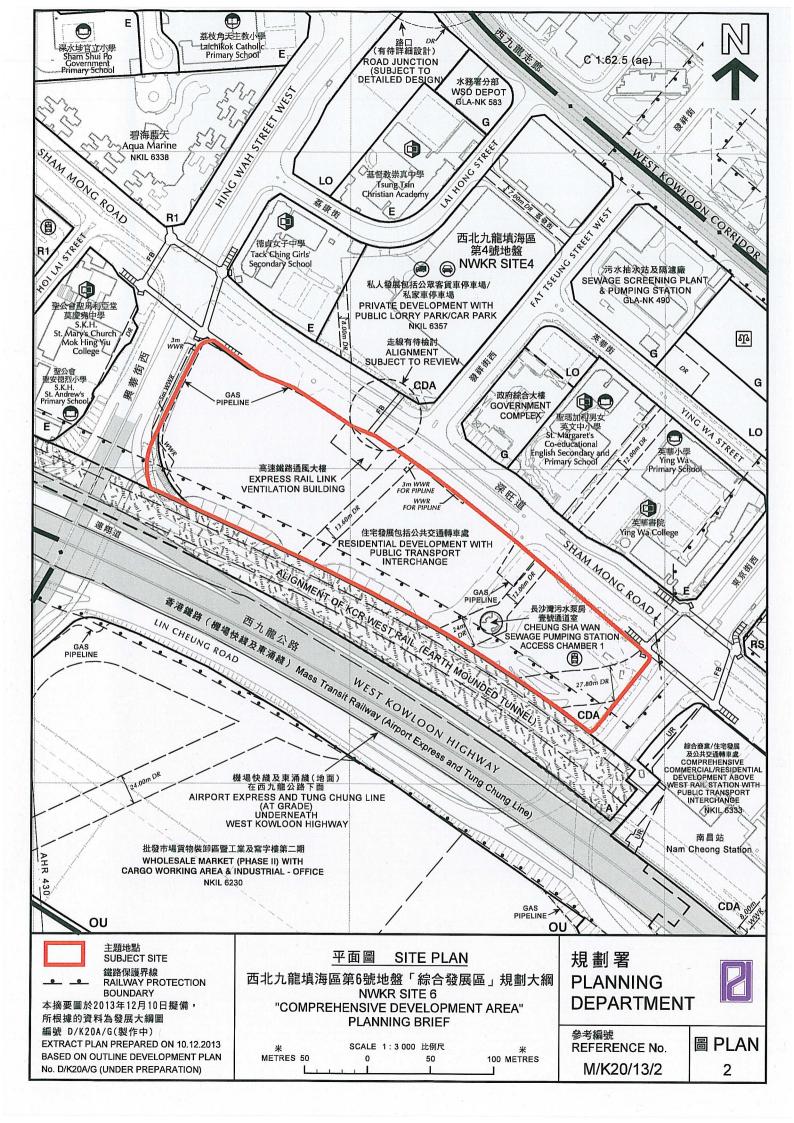
Item	Particulars	Remarks
		of C for T. • A footbridge should be provided to connect the Site with the proposed Home Ownership Scheme (HOS) development at Fat Tseung Street West. The footbridge should be designed, constructed, managed and maintained by HD.
		 Connections should be provided to link up the Site with the existing footbridge across Lin Cheung Road (with enhancement works to link up the proposed housing site at Lin Cheung Road near the waterfront) and planned footbridges at Sham Mong Road/Tonkin Street West and Sham Mong Road/Hing Wah Street West. Connection should also be provided to link up the Site with the future footbridge from the "CDA" site at NWKR Site 4, if any.
17. Environmental Aspect	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).	 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 poise (including
		 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
18. Drainage and Sewerage Aspects	 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 	Station Access Chamber) should be addressed in the EA.

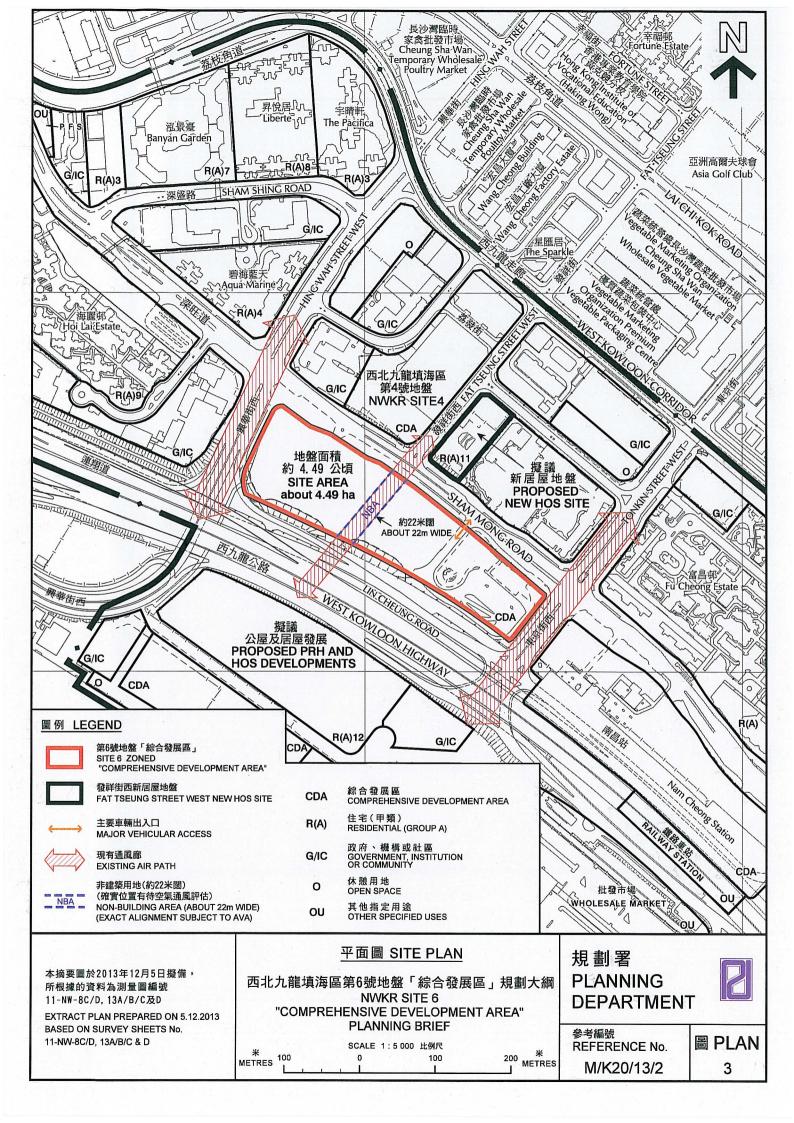
Item	Particulars	Remarks
	 development to the local and nearby sewer system. All the proposed sewerage upgrading works shall be implemented by the project proponent to current Government standards at their own costs. The project proponent shall ensure that the existing drainage system has sufficient capacity for the proposed development. 	
19. Water Services Aspect	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.	• 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	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.	• Two registered slope features at the southern side of the Site which protecting West Rail 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.

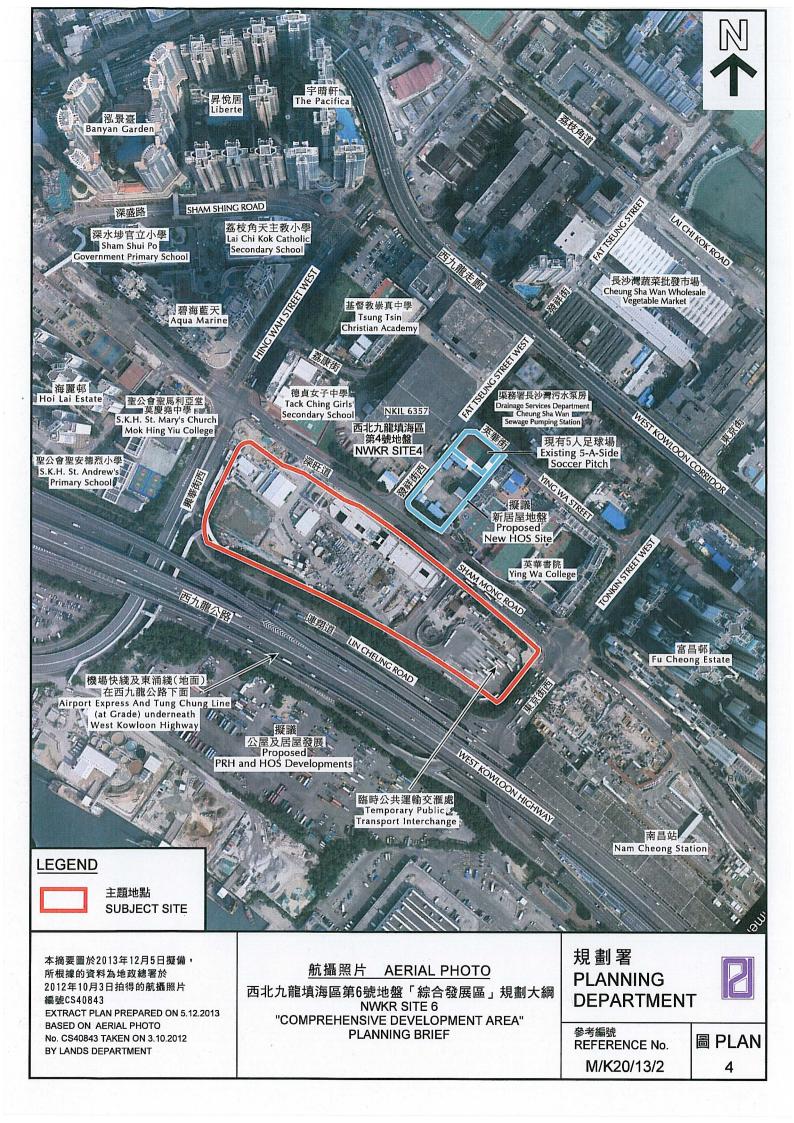
Plan 1	Location Plan
Plans 2 and 3	Site Plans
Plan 4	Aerial Photo
Plan 5	Site Photo
Plan 6	Development Concept Plan

PLANNING DEPARTMENT DECEMBER 2013

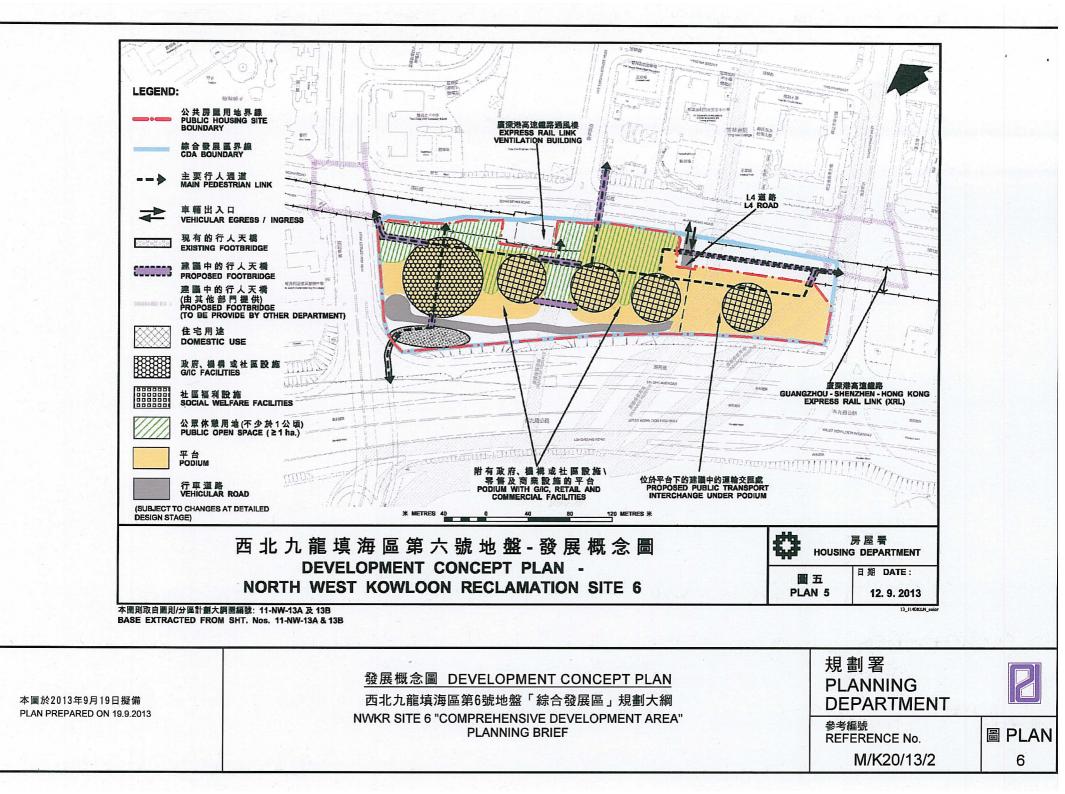












Appendix II

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 <u>AT THE NORTH WEST KOWLOON RECLAMATION AREA SITE 6</u>

MPC Paper No. <u>15/13</u> 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

1. <u>Purpose</u>

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. <u>The Site and Its Surroundings</u>

- 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. <u>Planning Intention and Development Restrictions</u>

- 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. <u>Background</u>

- 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. <u>Draft PB</u>

- 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 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 $631m^2$);
 - (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 $654m^2$);
 - (e) a 50-place Hostel for moderately mentally handicapped persons (NOFA of $534m^2$); and
 - (f) a 30-place Supported Hostel for mentally and physically handicapped persons (NOFA of $355m^2$)
- 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. <u>Consultation</u>

- 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. <u>Way Forward</u>

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. <u>Advice Sought</u>

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. <u>Attachments</u>

Appendix IDraft Planning Brief for the "Comprehensive Development Area"Site at the North West Kowloon Reclamation Area Site 6

- Plan 1 Location PlanPlans 2 and 3 Site PlanPlan 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		
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
OZP Zoning and Planning Intention	"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). 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 anticommercial traffic infractructure and	Plans 1, 2 and 3
	other constraints. As stated in the Explanatory Statement (ES) of the OZP, this "CDA" site is designated for proposed public rental housing development.	
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
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		
Site Area	 Gross Site Area: about 4.49 ha Net Site Area: about 2.88 ha 	 Plan 2 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
	Background Inform Location OZP Zoning and Planning Intention General Conditions	iackground InformationLocationThe 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.OZP Zoning and Planning"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).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.As stated in the Explanatory Statement (ES) of the OZP, this "CDA" site is designated for proposed public rental housing development.General ConditionsThe 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 (HyD). A small part of the eastern portion is held under TGLA to HyD as works area.Surrounding Land UsesThe 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, Institutio

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	• Calculated on the basis of net site area.
8. Maximum BH	140mPD (at main roof level)	• Stepped height profile should be incorporated to minimize adverse air ventilation, visual and environmental impacts.
C. Planning Requirem	ents	
9. Urban Design Considerations	 The development scheme should take into account the following urban design considerations, where appropriate: 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 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; 	 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 on Air Ventilation Assessment

Item	Particulars	Remarks
	 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. 	 should be observed. 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	 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 	 The POS should be provided at grade as far as possible. The POS should be managed and maintained by HD upon
	 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). 	 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	 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: 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 	 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
	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;	
	• 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	 A minimum floor space (m²) for the following GIC / social welfare facilities: <i>GIC facilities:</i> 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) <i>Social welfare facilities:</i> 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 534m²); and a 30-place Supported Hostel for mentally and physically handicapped persons (with NOFA of 355m²) 	 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	A market for wet and/or dry goods with minimum 60 stalls should be provided.	• 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

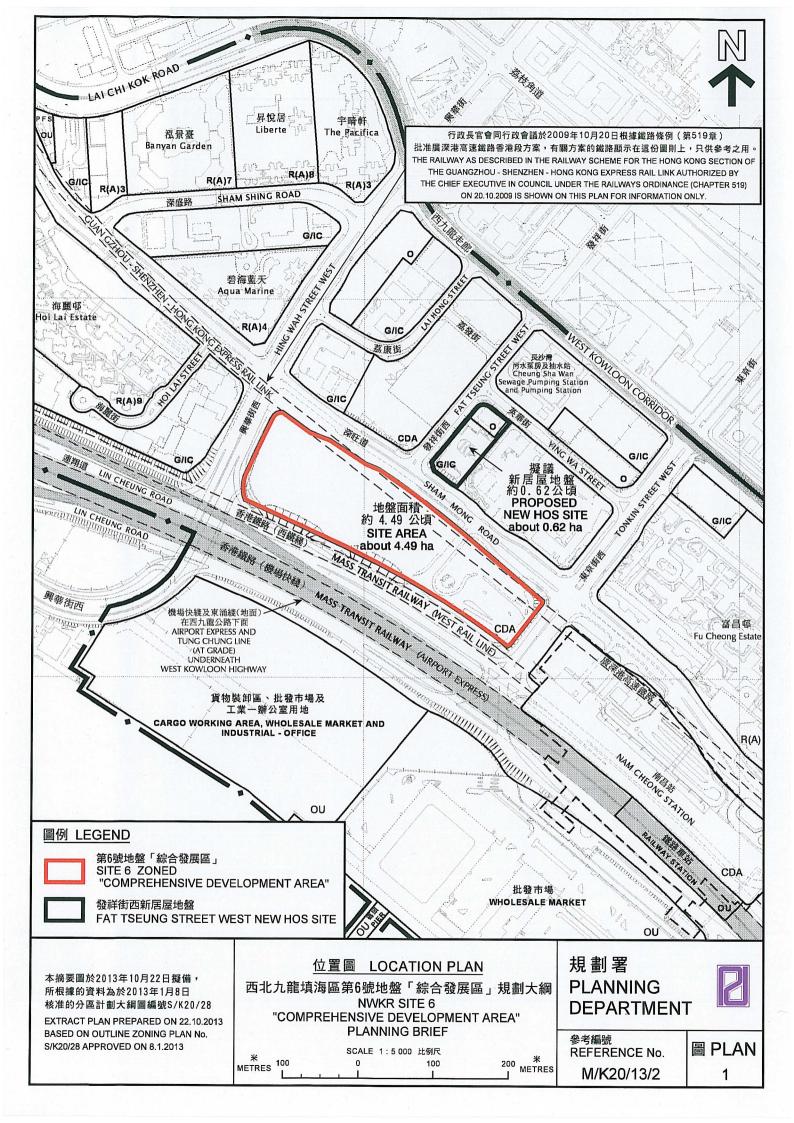
Item	Particulars	Remarks
		of non-domestic GFA.
14. Education Facilities	A kindergarten with minimum 6 classrooms (GFA of approximately 840m ²) should be provided.	• Accountable for the calculation of non-domestic GFA.
15. Car Parking, Loading and Unloading Provision	Provision of loading/unloading facilities in accordance with Chapter 8 of the HKPSG and subject to the Traffic Impact Assessment.	 Provision for commercial and residential uses should be to the satisfaction of Transport Department (TD). Provision for GIC and social welfare facilities: (a) 2 lorry/coach parking spaces and 5 car parking spaces (including disabled car parking) for indoor sports centre; (b) 2 car parking spaces and 3 coach parking spaces for district library; (c) 2 goods vehicle L/UL bays for district library; (d) 2 goods vehicle L/UL bays for reserve stack of Central Library; (e) 1 45-seater bus parking space for the 60-place Special Child Care Centre, 60-place Early Education and Training Centre; and (f) 1 lorry parking space for the 120-place Integrated Vocational Rehabilitation Services Centre.
D. Other Technical Re	auirements	
16. Traffic and Transport Aspects	 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). 	 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.

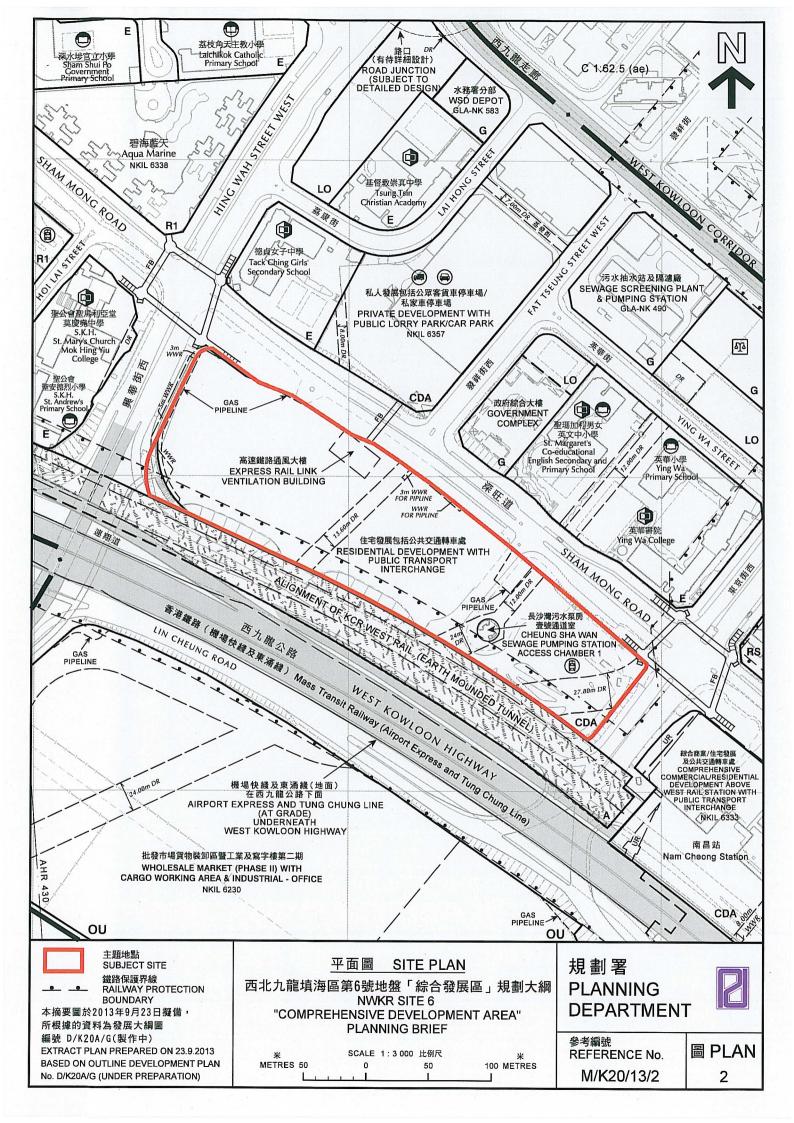
Item	Particulars	Remarks
17. Environmental Aspect	An Environmental Assessment (EA) should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to address the potential environmental impacts associated with the proposed development, in particular the 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).	 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	• 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	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.	• 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	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.	• Two registered slope features at the southern side of the Site which protecting West Rail

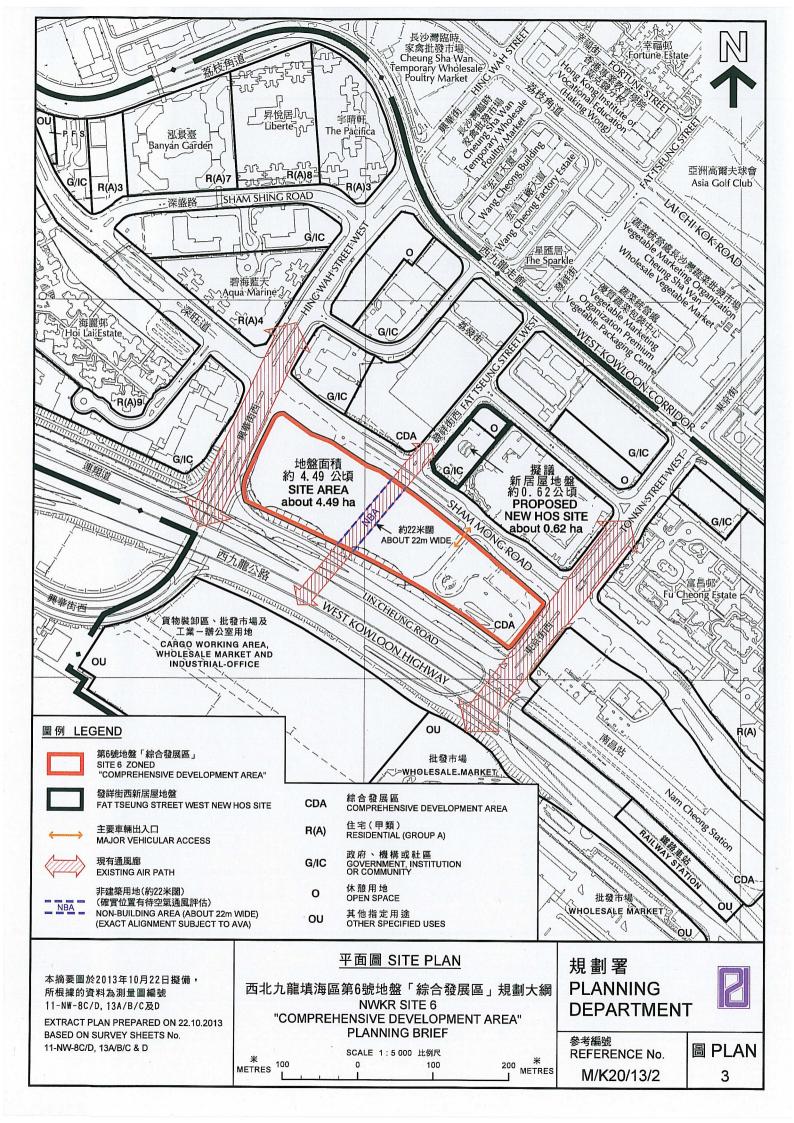
Item	Particulars	Remarks
		should be managed and maintained by HD after the completion of works. Negative skin friction induced by consolidation at this reclaimed site and the presence of buried pier structures to be taken into account in the pile foundation design.

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

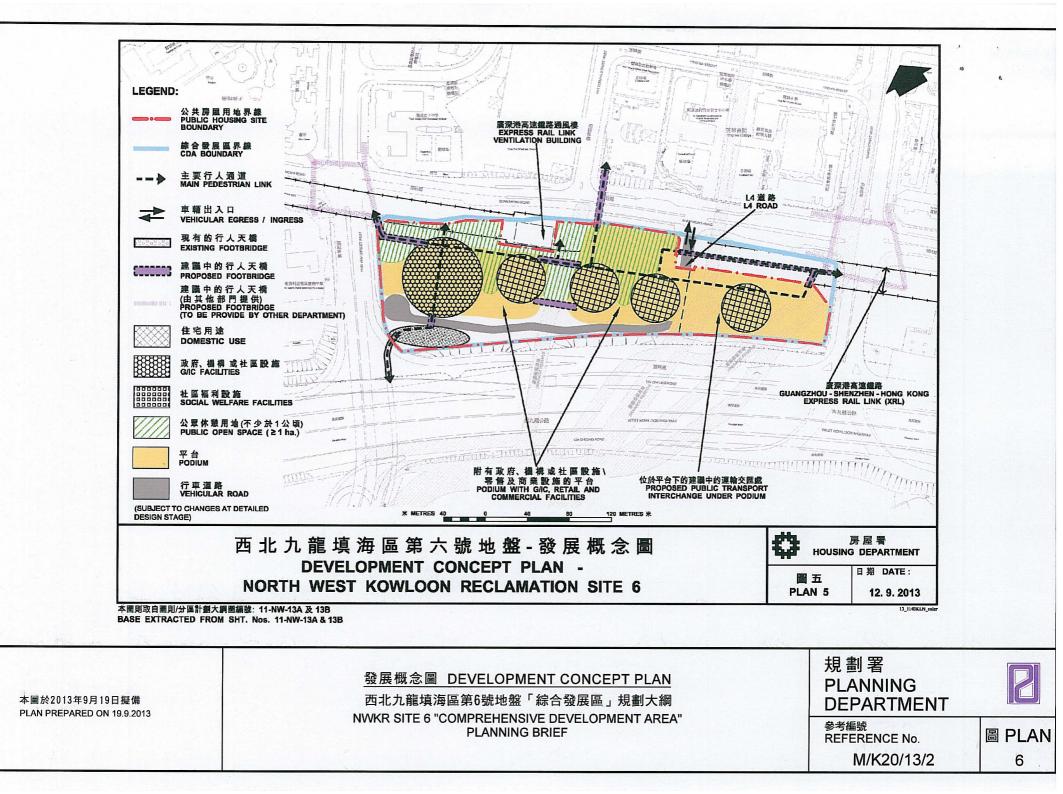












Agenda Item 6

[Open Meeting (Presentation and Question Sessions only)] Draft Planning Brief for the "Comprehensive Development Area" Site at the North West Kowloon Reclamation Area Site 6 (MPC Paper No.15/13)

44. The Secretary reported that as the subject site was proposed for public rental housing (PRH) development by the Hong Kong Housing Authority (HKHA), the following Members had declared interests in this item:

Mr K.K. Ling - as the Director of Planning	being a member of the Strategic Planning Committee (SPC) and the Building Committee of HKHA
Mr Edwin W.K. Chan - as the Assistant Director of Lands Department	being an assistant to the Director of Lands who was a member of HKHA
Mr Frankie W.P. Chou - as the Chief Engineer (Works), Home Affairs Department	being a Chief Engineer of the Home Affairs Department, which Director was a member of the SPC and Subsidised Housing Committee of HKHA
Ms Julia M.K. Lau -	being a member of HKHA and Commercial Properties Committee and Tender Committee of HKHA
Mr Dominic K.K. Lam -	having current business dealings with HKHA

45. The Committee noted that Mr Frankie W.P. Chou had tendered his apologies for being unable to attend the meeting. The Committee also considered that the interests of the other four Members were direct, and they should leave the meeting temporarily for this item.

As the Chairman had to withdraw from the meeting, the Committee agreed that the Vice-chairman should take over to chair the meeting for this item.

[Mr K.K. Ling, Mr Edwin W.K. Chan, Ms Julia M.K. Lau and Mr Dominic K.K. Lam left the meeting temporarily at this point.]

Presentation and Question Sessions

46. With the aid of a powerpoint presentation, Mr Philip Y.L. Chum, STP/TWK, presented the draft planning brief (PB) as detailed in the Paper and covered the following main points :

Background

- (a) the North West Kowloon Reclamation (NWKR) Site 6 (the Site) was first zoned "Comprehensive Development Area" ("CDA") on the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/5, which was gazetted on 24.4.1998. The Site was confirmed for PRH development and this intention had been stipulated in Explanatory Statement (ES) of OZP since May 2009. The Site remained as "CDA" on the approved South West Kowloon OZP No. S/K20/28;
- (b) the Site, with an area of 4.49 ha, was bounded by Sham Mong Road, Tokin Street West, Hing Wah Street West and West Kowloon Highway. It was a piece of government land which was mainly used as works area to facilitate the construction of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and a temporary public transport interchange (PTI);
- (c) consultations with the Sham Shui Po District Council (SSPDC) on the proposed comprehensive development at the Site were conducted on several occasions between 2009 and 2013. On 5.3.2013, the Housing Department (HD) and Planning Department (PlanD) consulted SSPDC on a revised preliminary development proposal for the Site. Majority of SSPDC members had no objection to the proposed PRH development. On

9.7.2013, HD conducted a community engagement workshop to collect local and stakeholders' views;

- (d) the major views received from the public as well as those solicited during HD's community engagement workshop had been considered and incorporated in the draft PB where appropriate. The public views collected since March 2013 were summarised as follows:
 - the proposed development at the Site would generate adverse air ventilation and visual impacts on the Sham Shui Po district;
 - to lack of supporting facilities including transportation and Government, Institution or Community (GIC) facilities;
 - too many PRH developments in the Sham Shui Po district;
 - inadequate public consultation;
 - the proposed PRH development could help address the severe housing need in the society; and
 - the proposed GIC facilities within the Site should be completed in an early manner for public enjoyment;

The Draft PB

- (e) the draft PB was to guide the proposed PRH development in the "CDA" site and to set 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;
- (f) HD intended to develop the Site 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), 1 ha of public open space (POS) and a PTI;

Major Development Parameters

(g) the gross site area was about 4.49ha and the net site area was about 2.88ha (excluding the open-air portion of the PTI, POS, the ventilation building of XRL, open-air portion of public road and pedestrian pavement). The development on the Site would be restricted to a maximum domestic plot ratio (PR) of 6.5 and non-domestic PR of 1.5, both calculated based on net site area, and a maximum building height of 140mPD;

Urban Design Requirements

- (h) a number of urban design features, including variations in building profile and building height, stepped terrace design to reduce podium bulk, and provision of a 22m wide non-building area (NBA) aligning with Fat Tseung Street West to enhance visual and air permeability were adopted;
- a visual impact assessment (VIA), an air ventilation assessment (AVA) and an urban design concept plan with brief descriptions on the key urban design principles adopted should be included in the MLP submission to ensure better air ventilation and visual permeability;

Landscape Requirements

(j) a Landscape Master Plan (LMP) should be submitted as part of the MLP submission. A minimum greenery coverage of 30% based on the net site area should be adopted (excluding the greening part of the proposed POS) with minimum half of the greening should be provided at grade. Existing trees should be preserved at their original locations as far as possible and the proposed PRH development should optimize greening opportunity;

Open Space Provision

 POS of not less than 1ha, which would be managed and maintained by HD, should be located at grade as far as possible for public enjoyment;

- an open space of not less than 0.15ha with a 5-a-side soccer pitch for reprovisioning of the existing one at Fat Tseung Street West should be provided to the satisfaction of the Leisure and Cultural Services Department (LCSD) and handed over to LCSD for management and maintenance upon completion;
- (m) private open space of not less than 1m² per person should be provided to serve the residents of the proposed PRH development;

GIC Facilities

- (n) an indoor sports centre with minimum net operating floor area (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 7,264m² should be provided in the proposed PRH development and handed over to LCSD for management and maintenance upon completion. The arena of the indoor sports centre should be flexibly used for community activities with a seating capacity of about 1,000;
- (o) an Integrated Children & Youth Services Centre with minimum NOFA of 631m², a 50-place Day Activity Centre cum 50-place Hostel for severely mentally handicapped persons with minimum total NOFA of 980m², a 60-place Special Child Care Centre cum 60-place Early Education and Training Centre with minimum total NOFA of 511m²; a 120-place Integrated Vocational Rehabilitation Services Centre with minimum NOFA of 654m², a 50-place Hostel for moderately mentally handicapped persons with minimum NOFA of 534m², and a 30-place Supported Hostel for mentally and physically handicapped persons with a minimum NOFA of 355m² should be provided in the PRH development and handed over to Social Welfare Department (SWD) for management and maintenance upon completion;

Other Facilities

(p) other facilities including a PTI, a market for wet and/or dry goods with

minimum 60 stalls, a kindergarten with a minimum of 6 classrooms (gross floor area (GFA) of approximately 840m²) should be provided in the PRH development. Ancillary car parking spaces and loading/unloading bays should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to the traffic impact assessment (TIA);

Other Technical Requirements

 (q) a TIA, an environmental assessment (EA) and a sewerage impact assessment (SIA) should be prepared and submitted as parts of the MLP submission; and

Way Forward

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

[Mr Maurice W.M. Lee arrived to join the meeting at this point.]

47. In response to a Member's question, Mr Philip Y.L. Chum said that the draft PB had been circulated to concerned government departments for comments. The relevant departments had already agreed to take up the management and maintenance responsibilities of the GIC facilities in the proposed PRH development.

48. In response to another Member's question on the compatibility of the proposed PRH development with the surrounding residential developments, Mr Wilson W.S. Chan, DPO/TWK, said that the maximum PR of 6.5 for the proposed PRH development was similar to those of other residential developments in the vicinity. All of the proposed GIC facilities would be counted as non-domestic GFA. In response to the same Member's question on whether PlanD had conducted any assessments on the environmental, urban design and air ventilation aspects for the proposed development, Mr Wilson W.S. Chan said that HD would conduct detailed assessments, including AVA, which would be submitted together with the MLP for consideration by the Committee under the requirements of the "CDA" zone.

Deliberation Session

49. After deliberation, the Committee <u>decided</u> to <u>agree</u> that the draft PB was suitable for consultation with SSPDC. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

[The Vice-Chairman thanked Mr Wilson W.S. Chan, DPO/TWK, for his attendance to answer Members' enquiries. He left the meeting at this point.]

[Mr K.K. Ling, Mr Edwin W.K. Chan, Ms Julia M.K. Lau and Mr Dominic K.K. Lam returned to join the meeting at this point.]

[Professor P.P. Ho and Mr Patrick H.T. Lau left the meeting at this point.]

Agenda Item 7

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K5/740 Proposed Shop and Services in "Other Specified Uses" annotated "Business(1)" Zone, Unit No. 1 (Namely 1A, 1B 1C, 1D and 1E) on Ground Floor, Peninsula Tower, 538 Castle Peak Road, Cheung Sha Wan, Kowloon

(MPC Paper No.A/K5/740)

Presentation and Question Sessions

50. The Secretary reported that Ms Julia M.K. Lau had declared an interest in this item as she had current business dealings with Knight Frank Petty Ltd., the consultant of the application. As Ms Julia M.K. Lau had no direct involvement in this application, Members agreed that she could stay in the meeting.

51 Mr Philip Y.L. Chum, STP/TWK, presented the application and covered the following aspects as detailed in the Paper :

Appendix IV

(d) 西北九龍塡海區第六號地盤「綜合發展區」用地的規劃大 綱擬稿(深水埗區議會文件 204/13)

2. 主席歡迎規劃署的代表出席會議。

3. <u>劉秀儀女士</u>以投影片輔助介紹文件 204/13。

 <u>黄志勇先生</u>認爲現時計劃大綱內提及的六十個街市檔位 數目不足,要求適量增加,以應付居住人數增加帶來的購物 需要。

5. <u>李祺逢先生</u>有以下意見及查詢:(i)此議題經歷長達八個月的討論,應有一個了結;(ii)現時的設計並未能令區內居民滿意;(iii)房屋署同意按區議會早前所建議,把興建的公共房屋數目減少一幢,結果令餘下座數的高度增加。此舉雖不影響總建屋量,但可能影響附近樓宇的景觀;(iv)部門有否為樓宇附近的高速公路產生的噪音對居民日後的影響作環境評估;(v)聖瑪加利男女英文中小學旁邊擬建居屋的發展進度。

6. <u>梁有方先生</u>有以下查詢及意見:(i)是次修改是否已充分 考慮區內居民的意見;(ii)政府是否有意增加街市檔位的數 目;(iii)提供有效管理的乾/濕貨街市不但有助小商戶經營, 亦爲居民提供更多更廉宜的購物選擇;(iv)街市位置應便利居 民,並需設置足夠檔位,否則難以長久經營。

7. <u>劉佩玉女士</u>對街市的檔位數目表示關注,擔心六十個檔 位未必能滿足該區人口增加所帶來的需要,並希望署方考慮 增加檔位數目,使其更多元化。另外,她希望署方讓本區有 意經營小本生意的人士可優先租用該街市的檔位,以及主動 向通州街臨時街市的檔戶查詢是否有意遷移到此街市。

8. <u>陳偉明先生</u>有以下查詢及意見:(i)規劃署及房屋署有否 邀請運輸署評估將來的交通需求;(ii)署方應於現階段加入減 低噪音的規劃措施,以減少因交通增加而產生的滋擾。 9. <u>梁文廣先生</u>查詢現時位於六號地盤內的巴士總站於施工 期間及往後的服務安排。

- 10. 沈恩良先生回應如下:
 - (i) 規劃署曾就六號地盤的擬議街市徵詢房屋署及食物環 境衞生署(食環署)的意見。擬議街市定為「零售設施」, 一併計算在「非住宅樓面面積」內。根據房屋署的初 步研究,在同時服務周邊屋苑的居民時,會提供提供 約七十七個檔位。署方會向房屋署反映議員的意見, 以期在設計上作出配合,進一步提高檔位數目。除濕 貨街市外,六號地盤內還有其他零售設施,以提供多 元化選擇。
 - (ii) 由於未清楚食環署對通州街臨時街市的檔戶有何安 排,故需要與該署商討優先讓有關檔戶申請租用六號 地盤內的街市檔位是否可行,亦需視乎房屋署能否提 供足夠檔位。
 - (iii) 六號地盤將來會設有一個公共交通交滙處,上址的臨時巴士總站將無可避免會受影響。房屋署會與運輸署緊密合作,將部分路線的總站遷移至附近路段。稍後討論的房屋署文件會提及交通安排的資料,希望盡量不影響現有服務以及減低對市民帶來的不便。
 - (iv) 規劃大綱擬稿訂下樓宇高度的指引。房屋署於本年三 月聽取區議會的意見後,已於設計內預留一個與發祥 街西對齊、闊 22 米的非建築地帶,以改善區內通風情 況。
 - (v) 署方會繼續就議員提出的意見與房屋署商討,並將修 訂後的大綱圖提交城市規劃委員會(城規會)考慮。
 - (vi) 就發祥街西項目,據悉房屋署繼續就設計與學校緊密 聯絡,希望將對學校的影響減至最低。房屋署的代表

將在下一個討論事項內交代詳情。

 <u>黄志勇先生</u>追問,沈先生剛才提及的七十七個街市檔位 仍低於規劃標準的指引,房屋署會否考慮增加。

12. <u>李祺逢先生</u>認為運輸配套方面仍有改善空間,因大綱圖內並未列出港鐵荔枝角站及南昌站的人流。將來附近屋苑全部入伙後,該地區現有的配套或未能承受交通運輸方面的壓力。

13. <u>劉佩玉女士</u>希望食環署回應遷移通州街臨時街市檔戶的 可行性。

14. 梁有方先生補充指出,世界衞生組織最近已確認車輛排出的廢氣爲致癌的其中一個因素。由於人口增加必定令該區的交通更頻繁,因此他要求署方尤其注意交通交滙處的通風設備是否足夠,以免影響居民健康。

15. 沈恩良先生回應如下:

- (i) 會向房屋署反映議員的意見,希望在設計上作出配合,進一步增加街市檔位數目。
- (ii) 會與運輸署商討加強通往港鐵荔枝角站行人設施的可 行性。
- (iii) 將來的公共交通交滙處為半開放式,部分有平台的位置除興建樓宇外,還有平台花園設施,以增加住客的休憩空間;面向東京街西的露天部分亦有利通風。

16. <u>林永康先生</u>回應表示,通州街臨時街市距離六號地盤相 對遙遠,檔戶未必願意遷往該處。

17. <u>梁有方先生</u>再次要求沈先生向有關部門反映他對有關交通交滙處通風問題的關注。

負責人/部門

 $[0,0]^{2}$

18. <u>主席</u>總結表示: (i)區議會要求有關部門研究街市檔位數 目能否滿足區內人口增加的需要; (ii)運輸配套方面,希望有 關部門研究增加行人過路設施,改善行人天橋的接駁,以應 付日後人口增加帶來往的需求; (iii)區議會希望部門及早引入 改善空氣質素及減少噪音的措施,以減低對居民的影響,亦 可考慮多運用天然光,以符合環保原則。

19. <u>李祺逢先生</u>查詢部門會否再就六號地盤徵詢區議會的意見。

20. <u>主席</u>回應表示不會。