

PLANNING BRIEF

Project Name	Ka Wai Man Road
Date of Preparation	Amended on 8 July 2024

1 Site Particulars	Current Proposal			Remarks
	Phase 1a	Phase 1b	Phase 2	
1.1 District Location	Central and Western			
1.2 Site Location	Kai Wan Man Road, Kennedy Town			
1.3 Site Area				
1.3.1 Gross Site Area (approx.) (ha)	0.2	3.2		Subject to detailed survey, site formation works, road improvement works and agreement with Lands Department at land grant stage.
1.3.2 Net Site Area (approx.) (ha)	0.2	1.9		Subject to detailed survey, site formation works, road improvement works and agreement with Lands Department at land grant stage.
1.4 Existing Land Use	Vacant land			-
1.5 Existing Zoning	"Residential (Group A) 5" and "Green Belt"			Approved Kennedy Town and Mount Davis Outline Zoning Plan No. S/H1/24 (the OZP). Areas zoned "Green Belt" are for new access road and associated site formation works and slope.
1.6 Existing Land Status	Government land			-

2 Development Parameters	Current Proposal			Remarks
	Phase 1a	Phase 1b	Phase 2	
2.1 Proposed Housing Type	Public Housing			Flexibility should be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH) / Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance

2	Development Parameters	Current Proposal			Remarks
		Phase 1a	Phase 1b	Phase 2	
					with the Hong Kong Planning Standards and Guidelines (HKPSG).
2.2	No. of Flats (approx.)	340	2 000		A ±10% variation is allowed for flexibility in detailed design subject to pro-rata adjustment of ancillary facilities.
		Total: 2 340			
2.3	Design Population (approx.)	950	6 550		A ±10% variation is allowed for flexibility in detailed design subject to pro-rata adjustment of ancillary facilities.
		Total: 7 500			
2.4	Maximum Gross Floor Area (GFA)	120 000			According to the Notes of the OZP for the "R(A)5" zone, in determining the maximum GFA, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, etc. that are ancillary to the development may be disregarded. Any floor space that is constructed or intended for use solely as public goods vehicle park and government, institution or community (GIC) facilities etc., as required by the Government, may be disregarded.
2.5	Maximum No. of Storeys or Building Height in mPD	140mPD (Main Roof Level)	140mPD (Main Roof Level)	65mPD (western portion) 140mPD (eastern portion) (Main Roof Level)	As stipulated under the OZP.

3. Planning Requirements		HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
				Phase 1a	Phase 1b	Phase 2	
3.1	Education Facilities (No. of classrooms)						
3.1.1	Nursery Class & Kindergarten	500 half-day and 500 whole-day places for every 1,000 children in the age group of 3 to under 6	5.2	-	6		Assume 2.1% of design population aged 3-5 according to the HKPSG in 2027. As requested by Education Bureau (EDB), 6 classrooms will be provided. The use of premises is subject to change to cope with the prevailing demand as stipulated by the bureau/ departments concerned.
3.1.2	Primary School	1 whole-day classroom per 25.5 persons aged 6-11	16	Nil	Nil		To be catered by provision in the district.
3.1.3	Secondary School	1 whole-day classroom per 40 persons aged 12-17	9.3	Nil	Nil		To be catered by provision in the territory.
3.2	Local Open Space (sqm)						
3.2.1	Local Open Space	1 sqm per person	Not less than 7 500	Not less than 950	Not less than 6 550		Subject to design population.
3.3	Recreation Facilities						Subject to design population.
3.3.1	Badminton Court (no.)	1 per 8,000 persons	0.9	-	1		
3.3.2	Basketball Court (no.)	1 per 10,000 persons	0.8	-	1		
3.3.3	Table Tennis Table (no.)	1 per 7,500 persons	1	-	1		
3.3.4	Children's Play Area / Playground	400 sqm per 5,000 persons (sqm)	Not less than 600	Not less than 76	Not less than 524		Facility to be integrated with open space/play areas for all age groups and persons with disabilities to foster sense of community in public housing developments.

3. Planning Requirements		HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
				Phase 1a	Phase 1b	Phase 2	
3.4	Social Welfare / Community Facilities						<p>The proposed facilities and actual areas are subject to detailed design, confirmation on the availability of Government funding and/or public consultation to be conducted by SWD/HAD.</p> <p>The use of premises is subject to change to cope with the prevailing demand as stipulated by the bureaux/departments concerned.</p> <p>To be disregarded in determining the maximum GFA.</p> <p>A bare shell will be provided for all community and social welfare facilities.</p>
3.4.1	Residential Care Home for the Elderly (RCHE) cum Day Care Unit for the Elderly (DCU)	21.3 subsidised beds per 1 000 elderly persons aged 65 or above; 17.2 subsidised community care service (CCS) places per 1 000 elderly persons aged 65 or above, among which 40% will be provided by centre-based CCS	N/A	-	1		SWD requested to provide the new facility for a 100-place RCHE cum 20-place DCU with 2 271 sqm IFA (approx.).
3.4.2	Integrated Family Service Centre (IFSC)	1 per 100 000 to 150 000 persons	N/A	-	1		SWD requested to provide the facility with 606 sqm IFA (approx.).
3.4.3	District Elderly Community Centre (DECC) Sub-base	N/A	-	-	1		SWD requested to provide the new facility with 323 sqm IFA

3. Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
			Phase 1a	Phase 1b	Phase 2	
						(approx.).
3.4.4	Multi-disciplinary Outreaching Support Team for the Elderly (MOSTE)	N/A	-	-	1	SWD requested to provide the new facility with 277 sqm IFA (approx.).
3.4.5	One team of Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based)	17.2 subsidised community care service (CCS) places per 1 000 elderly persons aged 65 or above, among which 60% will be provided by home-based CCS	-	-	1	SWD requested to provide the new facility with 189 sqm IFA (approx.).
3.4.6	Integrated Children and Youth Services Centre (ICYSC)	1 per 12 000 persons in the 6-24 age group	-	-	1	SWD requested to provide the facility with 726 sqm IFA (approx.).
3.4.7	Others (Not sub-vented by the Government)	N/A	N/A		2	HD to reserve 355 sqm IFA (approx.) for other G/IC facilities. Actual provision subject to liaison with the parties concerned at detailed design stage.
3.5	Retail & Commercial (R&C) Facilities (sqm)					
3.5.1	Retail & Commercial IFA (sqm)	To be determined by HD	N/A	-	About 1 800 sqm IFA	Equivalent to about 3,000 sqm GFA. Retail provision subject to detailed design
3.6	Parking and Loading/Unloading Facilities (no.)	Based on previous standards when the Planning Brief was approved on 30 April 2021				Floor space to be disregarded in determining the maximum GFA.
3.6.1	Car Parking (Domestic - PRH)	Outside 500m radius of rail station: 1 per 26-40 flats excl. 1 person/ 2 persons (1P/2P) flats	46-72	-	72	To adopt 1 per 26 flats, excluding 130 1P/2P flats (approx.), as per Transport Department (TD)'s advice. Shared-use by van-type Light Goods Vehicles or

3. Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
			Phase 1a	Phase 1b	Phase 2	
						Taxis is allowed.
3.6.2 Car Parking (Domestic - SSF)	Outside 500m radius of rail station: 1 per 13 to 19 flats	18-27	27	-		To adopt 1 per 13 flats as per TD's advice. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
3.6.3 Domestic Motorcycle Parking (Domestic - PRH)	1 per 110-250 flats excl. 1P/2P flats	8-17	-	17		To adopt 1 per 110 flats, excluding 130 1P/2P flats (approx.), as per TD's advice.
3.6.4 Domestic Motorcycle Parking (Domestic - SSF)	1 per 110 flats	4	4	-		
3.6.5 Light Goods Vehicle Parking (Domestic - PRH)	1 per 200-600 flats excl. 1P/2P flats	4-10	-	10		To adopt 1 per 200 flats, excluding 130 1P/2P flats (approx.), as per TD's advice.
3.6.6 Car Parking (R&C)	PRH:1 per 200-300 sqm GFA SSF1 per 200 sqm GFA	10-15	-	75		Assuming 3000sqm GFA (retail GFA to be determined at detailed design). Based on 1 per 200 sqm GFA as per TD's advice. As per TD's requests, additional 60 ancillary private car parking spaces will be provided to meet the parking demand and lessen the local concerns. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
3.6.7 Light Goods Vehicle Parking (R&C)	N/A	N/A	-	25		As per TD's requests, 25 ancillary light goods vehicle parking spaces will be provided to meet the parking demand and lessen the local concerns
3.6.8 Visitor Car Parking (Domestic - SSF)	2-3 per residential block	2-3	3	-		To adopt 3 per residential block for SSF as per TD's request. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
3.6.9 Visitor Car Parking	N/A	N/A	-	10		There is no

3. Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
			Phase 1a	Phase 1b	Phase 2	
(Domestic - PRH)						requirement under the HKPSG. As per TD's request, 10 private car parking spaces (i.e. 5 per residential block) will be provided to meet the parking demand and lessen the local concerns. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
3.6.10 Visitor Car Parking (Social Welfare/Community Facilities)	N/A	N/A	-	30		There is no requirement under HKPSG. As per TD's request, 30 private car parking spaces will be provided to meet the parking demand and lessen the local concerns. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
3.6.11 Light Bus Parking (Welfare Facilities)	N/A	N/A	-	1		As requested by SWD, 1 no. of parking space measuring 8m(L) x 3m(W) with minimum headroom of 3.3m for the exclusive use of the RCHE cum DCU.
3.6.12 Loading/Unloading (L/UL) (Domestic - PRH)	1 per residential block	2	-	2		
3.6.13 Loading/Unloading (L/UL) (Domestic - SSF)	1 per residential block	1	1	-		
3.6.14 Loading/Unloading (L/UL) (Welfare Facilities)	N/A	N/A	-	-	1	As requested by SWD, a shared L/UL bay measuring 11m(L) x 3.5m(W) with minimum headroom of 4.7m is required, To be shared with (a) the RCHE cum DCU's private light bus and ambulance, (b) one team of HCS for Frail Elderly Persons' private light bus and (c) the MOSTE's delivery of goods, and (d) other vehicles of the

3. Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal (Location of the facilities)			Remarks
			Phase 1a	Phase 1b	Phase 2	
						development. To be located in the close proximity to the entrance of the building where the RCHE cum DCU and one team of HCS for Frail Elderly Persons located, if possible.
3.6.15 Lay-by	N/A	1	-	1	-	According to Chapter 8 of HKPSG, for kindergartens within public housing estates, the carparking provisions, taxi and private car lay-bys and loading/unloading provision should be subject to the requirements of Housing Authority. For the benefit of the user and as permitted by the scheme design, one lay-by is proposed by HD and agreed with TD.
3.6.16 Loading/Unloading (R&C)	1 per 800-1,200 sqm GFA	3-4	-	4		Assuming 3,000 sqm GFA (retail GFA to be determined at detailed design). To adopt 1 per 800 sqm GFA as per TD's advice.

4. Technical Considerations/ Constraints	Current Proposal	Remarks
4.1 Infrastructure		
4.1.1 Drainage and Sewerage	HD and Civil Engineering and Development Department (CEDD) will submit Drainage Impact Assessment (DIA) and Sewerage Impact Assessment (SIA) to Drainage Services Department (DSD)/ Environmental Protection Department (EPD) for agreement as necessary.	No insurmountable problem is envisaged.
4.1.2 Water Supply	HD and CEDD will submit Water Impact Assessment (WIA) to Water Supplies Department (WSD) for agreement as necessary.	No insurmountable problem is envisaged.
4.1.3 Electricity, Telephone, Gas	-	No insurmountable problem is envisaged. HD

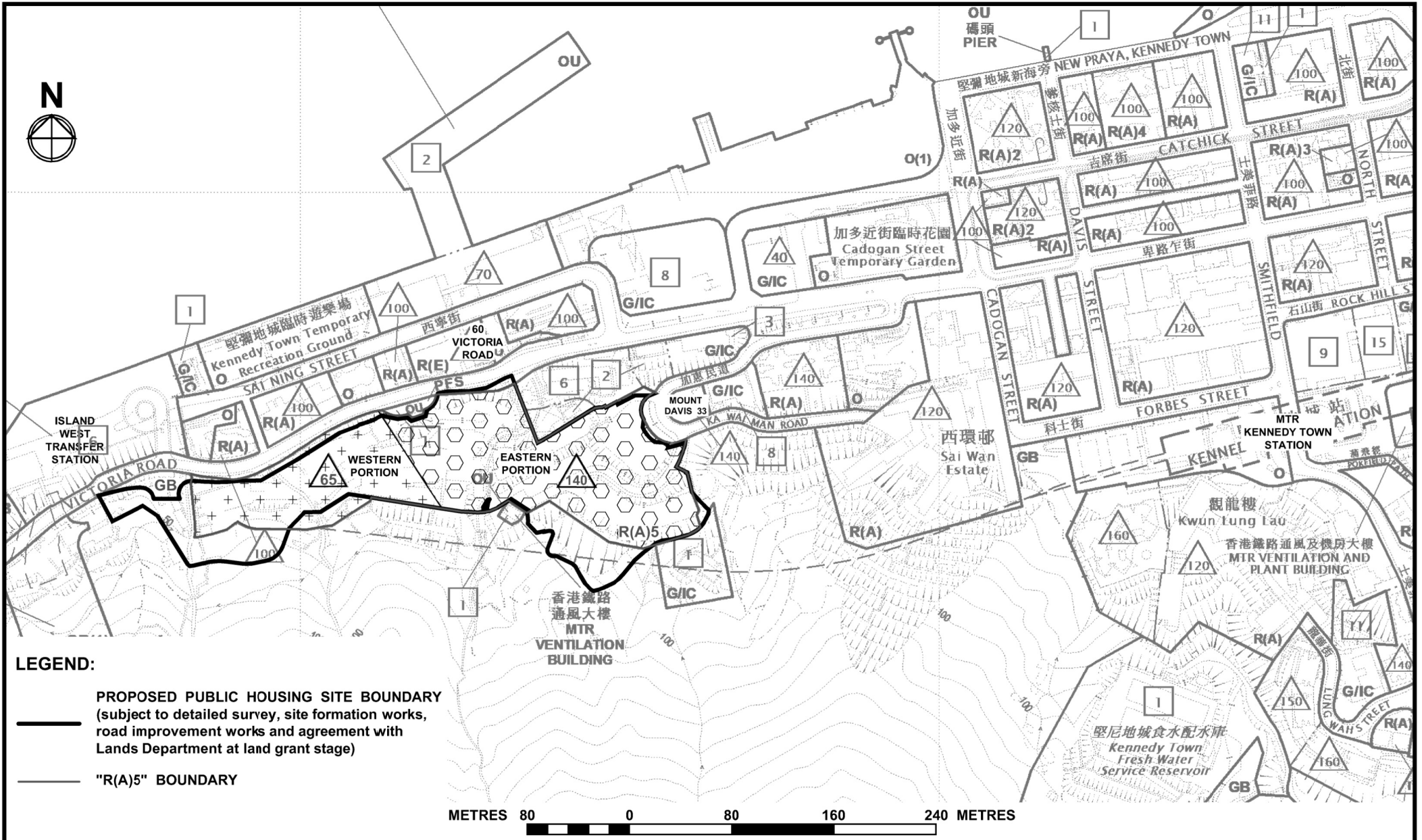
4. Technical Considerations/ Constraints	Current Proposal	Remarks
		will liaise with utility companies as and when necessary.
4.1.4 Roads/Traffic Improvement	<p>HD and CEDD to provide vehicular accesses to the site via Ka Wai Man Road and Victoria Road, respectively.</p> <p>HD to provide a layby at Ka Wai Man Road as necessary and hand over to Government upon completion.</p>	No insurmountable problem is envisaged. According to the "Traffic Review for the Land Use Proposal on the Western Part of Kennedy Town" conducted by TD in 2015, traffic generated from the proposed development would be sustainable in traffic terms, subject to implementation of traffic improvement measures by the Government as necessary. The interim measures will be reviewed to suit the traffic condition by then.
4.1.5 Geotechnical Requirement	<p>HD and CEDD will carry out site formation works for Phase 1 and Phase 2 of the proposed public housing development respectively.</p> <p>To address the natural terrain hazard issues due to the close proximity to the hill slopes of Mount Davis, CEDD will implement the required natural terrain hazard mitigation measures for Phase 2. HD and CEDD will examine other geotechnical issues as necessary.</p> <p>"Part of the site falls within the Mass Transit Railway Corporation Ltd. (MTRCL)'s Schedule Area No.3 – Railway Protection Area. The development proposal for the Site, including any design and construction work, shall comply with Development Bureau Technical Circular (Work) No. 1/2019."</p>	No insurmountable problem is envisaged. As part of the subject site falls within the railway protection boundary of the West Island Line (WIL), the long-term maintenance responsibilities of the concerned slopes near the Mass Transit Railway Corporation Ltd. (MTRCL) tunnel and vent shaft will be subject to the demarcation of the public housing site boundary and agreement with departments concerned at detailed design stage.
4.1.6 Pedestrian Connection	<p>CEDD will construct a new footbridge connecting Ka Wai Man Road and the areas to the north of Victoria Road and to the east of Sai Ning Street to enhance pedestrian connectivity and road safety.</p> <p>CEDD will explore the provision of pedestrian connection to the existing footpath to Mount Davis at the western end of the subject site as part of the site formation works at the detailed design stage.</p>	
4.2 Urban Design, Visual and Landscape	The layout and building disposition will be sensitively designed by taking into account the requirements of building height restriction, the non-building area (NBA) and the building gaps. Stepped height profile with maximum building heights of 65mPD (western portion) and 140mPD (eastern portion) is proposed which is in accordance to the building height restrictions	No significant visual impact is envisaged with the implementation of mitigation measures as far as practicable, such as appropriate façade design and treatment.

4. Technical Considerations/ Constraints	Current Proposal	Remarks
	stipulated in the OZP.	
4.3 Greening		
4.3.1 Green coverage (% of Gross Site Area)	Measures to achieve the green coverage of at least 30% will be explored as far as feasible at detailed design stage in accordance with the ES of the OZP, and with at least 20% should be considered as a minimum unless constrained by special circumstances under Chapter 4 of HKPSG.	Greening opportunities are severely limited on the subject site as much space will be taken up by internal roads and slope works due to the site constraints, including its narrow and irregular shape, steep topography and huge level difference. In view of the above, measures to achieve the target green coverage will be explored as far as feasible at detailed design stage, subject to overcoming the site specific constraints.
4.4 Environmental		
4.4.1 Noise	HD to conduct Environmental Assessment Study (EAS) for submission to EPD for agreement at detailed design stage and to implement mitigation measures as recommended in the EAS.	No insurmountable problem is envisaged.
4.4.2 Air	HD to conduct EAS for submission to EPD for agreement at detailed design stage.	No insurmountable problem is envisaged
4.4.3 Pedestrian Wind Environment	Two 15m wide building gaps above podium and one 15m wide NBA on ground level will be provided within the site. HD to conduct quantitative Air Ventilation Assessment (AVA) to further optimize the layout design as appropriate.	Changes to NBA and building gaps requirements to be supported by quantitative AVA.
4.4.4 Tree Preservation and Compensation	Subject to the final layout design of the public housing development, existing trees in good condition will be preserved as far as practicable. The trees unavoidably affected or felled will be compensated in accordance with the relevant Technical Circulars.	-

5. Development Programme	Current Proposal	Remarks
5.1 Foundation Commencement Date	Phase 1a &1b: 2022/23	-
	Phase 2: 2026/27	-
5.2 Building Completion Date	Phase 1a & 1b: 2028/29	-
	Phase 2: 2031/32	Subject to site availability to HA
6. Attachments		
6.1 Location Plan (Plan1)		
6.2 Development Concept Plan (Plan 2)		

Notes

1. **NET SITE AREA (NSA):** In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), the NSA should exclude the following for the purpose of PR/GFA calculation:
 - (a) district and public open space, public recreation facilities, free-standing schools and free-standing social welfare / community facilities, open-air public transport terminal / interchange;
 - (b) internal roads; and
 - (c) natural vegetated slopes and man-made slopes (for the latter, except slopes regraded to form developable area).
2. **NUMBER OF FLATS AND DESIGN POPULATION:** To allow flexibility in the design, $\pm 10\%$ adjustment will be allowed for the number of flats and design population together with corresponding adjustments to ancillary facilities in line with HKPSG or the requirements of client departments. If a project remains within the 10% allowance, no revision to PB and no re-submission to DipCon is necessary subject to no adverse comments from client departments on the corresponding adjustments to ancillary facilities. For schemes approved by the TPB under s.16 planning application, the changes in the number of flats should comply with the requirements as set out under the Town Planning Board Guidelines No. 36B.
3. **PLOT RATIO (PR):** PR should be calculated on the basis of NSA.
4. **MAXIMUM GFA, PR AND NUMBER OF STOREYS OR BUILDING HEIGHT:** OZP restrictions have to be specified under the Remarks column. The maximum GFA, PR and No. of storeys or building height for the current proposal should be based on the optimal development intensities of the site with reference to relevant planning studies or proposal by PlanD, or HD, with justifications instead of blanket adoption of the maximum development restrictions stipulated in the OZP.
5. **MAXIMUM NUMBER OF STOREYS OR BUILDING HEIGHT in mPD:** Should there be variations in height limits across the site, the different maximum heights in mPD at main roof level or number of storeys permitted should be indicated on a plan.
6. **PLANNING REQUIREMENTS:** The requirements of HKPSG should be complied with, where appropriate.
7. **RETAIL AND COMMERCIAL FACILITIES:** HD will determine the amount of retail floorspace required in the development.
8. **PEDESTRIAN WIND ENVIRONMENT:** HPLB / ETWB Joint Technical Circular on Air Ventilation Assessments to be referred, if appropriate.
9. **DEPARTMENTAL COMMENTS:** Following circulation, a summary of comments with responses should be included in the appendix for submission of the draft planning brief for endorsement by DipCon.
10. **FUNCTION OF PB:** PB for public housing development is to provide guidelines for project during planning and design stage. Upon project completion and with the changing needs from district and the locality, development parameters and design may alter providing such alteration is technically feasible and acceptable by concerned bureaux/departments under relevant regulations and requirements. Therefore, amendment to the approved PBs is normally not required after completion of the development.



LEGEND:

PROPOSED PUBLIC HOUSING SITE BOUNDARY
(subject to detailed survey, site formation works,
road improvement works and agreement with
Lands Department at land grant stage)

"R(A)5" BOUNDARY

METRES 80 0 80 160 240 METRES

**LOCATION PLAN
PUBLIC HOUSING DEVELOPMENT AT
KA WAI MAN ROAD, KENNEDY TOWN**




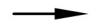

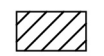








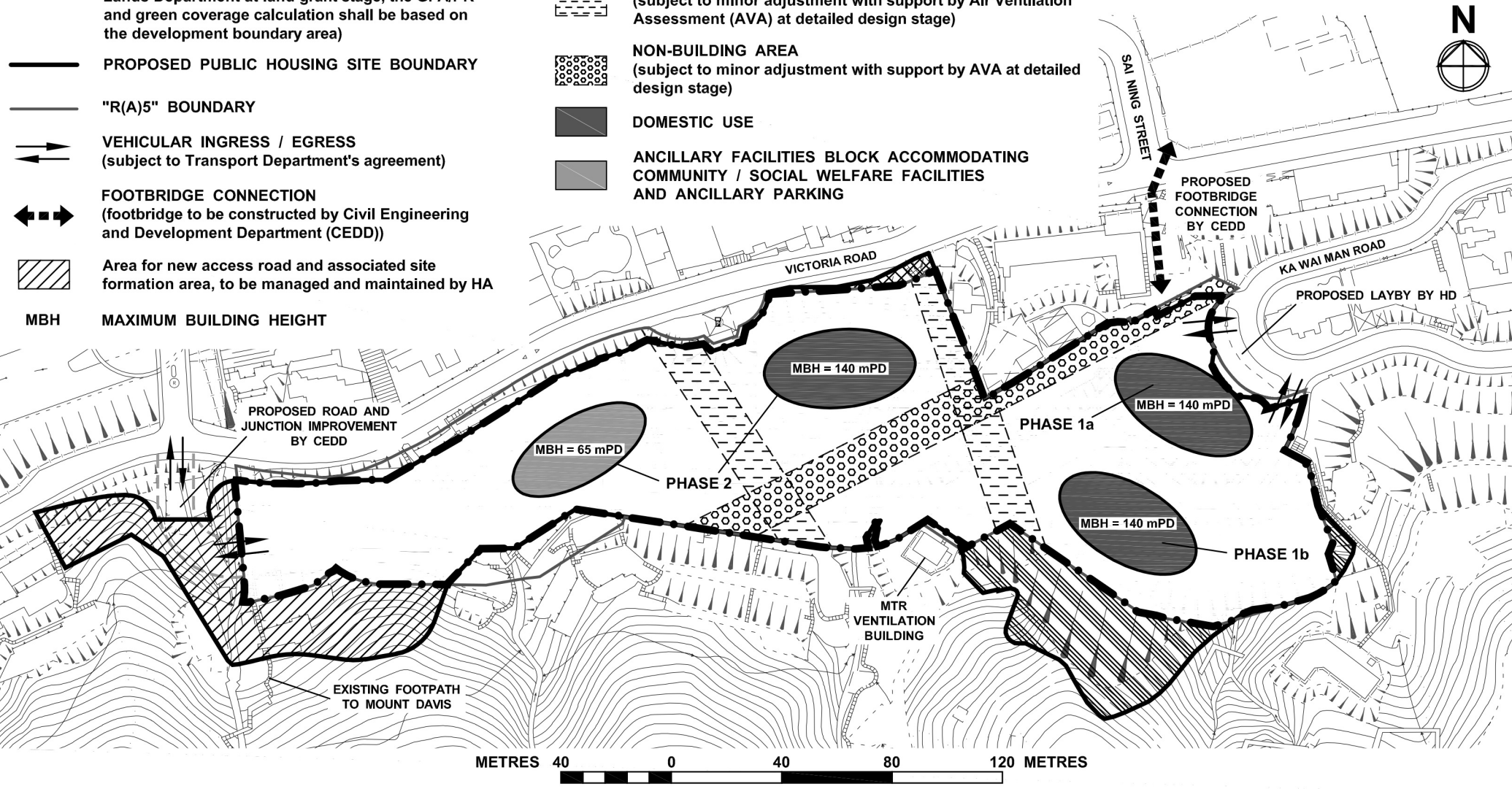
**HOUSING DEPARTMENT
PLANNING SECTIONS**

PLAN 1

**DATE :
SEP 2023**

LEGEND:

-  **PROPOSED PUBLIC HOUSING DEVELOPMENT BOUNDARY**
(Subject to detailed survey, site formation works, road improvement works and agreement with Lands Department at land grant stage, the GFA/PR and green coverage calculation shall be based on the development boundary area)
-  **PROPOSED PUBLIC HOUSING SITE BOUNDARY**
-  **"R(A)5" BOUNDARY**
-  **VEHICULAR INGRESS / EGRESS**
(subject to Transport Department's agreement)
-  **FOOTBRIDGE CONNECTION**
(footbridge to be constructed by Civil Engineering and Development Department (CEDD))
-  **Area for new access road and associated site formation area, to be managed and maintained by HA**
- MBH** **MAXIMUM BUILDING HEIGHT**
-  **Road area to be managed and maintained by HA**
-  **BUILDING GAPS**
(subject to minor adjustment with support by Air Ventilation Assessment (AVA) at detailed design stage)
-  **NON-BUILDING AREA**
(subject to minor adjustment with support by AVA at detailed design stage)
-  **DOMESTIC USE**
-  **ANCILLARY FACILITIES BLOCK ACCOMMODATING COMMUNITY / SOCIAL WELFARE FACILITIES AND ANCILLARY PARKING**
-  **Slope to be managed and maintained by HA**
Subject to change at the detailed design stage



**DEVELOPMENT CONCEPT PLAN
PUBLIC HOUSING DEVELOPMENT AT
KA WAI MAN ROAD, KENNEDY TOWN**

 **HOUSING DEPARTMENT
PLANNING SECTIONS**

PLAN 2	DATE : SEP 2023
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