

Planning Brief for
Tai Wo Hau Road Phases 1 & 2

Project Name	Tai Wo Hau Road Phases 1 & 2			
Date of Preparation	June 2014			
1 Site Particulars	Current Proposal			Remarks
1.1 District Location	Kwai Chung			
1.2 Site Location	Tai Wo Hau Road			
	Phase 1	Phase 2	Total	
1.3 Site Area				
1.3.1 Gross Site Area (approx.) (ha)	0.32	0.31	0.63	Subject to detailed site survey and design
1.3.2 Net Site Area (approx.) (ha)	0.32	0.31	0.63	Subject to detailed site survey and design
1.4 Existing Land Use	Vacant Land	Driving Test Centre & Vacant Land	N.A.	TD agreed in-principle to relocate the Driving Test Centre
1.5 Existing Zoning	"R(A)2"	"R(A)2"	N.A.	According to the Draft OZP No. S/KC/28
1.6 Existing Land Status	Government land			The Driving Test Centre is currently under Government Land Allocation
2 Development Parameters	Current Proposal			Remarks
2.1 Proposed Housing Type	Public Rental Housing			
	Phase 1	Phase 2	Total	
2.2 Proposed Nos. of Flats (approx.)	419	368	787	Including 113 nos. of 1P/2P flats ±10% variation is allowed for flexibility in detailed design subject to pro-rata adjustments of ancillary facilities
2.3 Design Population (approx.)	1,147	1,159	2,306	±10% variation is allowed for flexibility in detailed design subject to pro-rata adjustments of ancillary facilities
2.4 Maximum Plot Ratio	Domestic: 6 / Non-domestic: 9.5 (composite formula)			According to the Draft OZP No. S/KC/28
2.5 Maximum No. of Domestic Storeys (Building Height in mPD)	30 (160mPD)	39 (190mPD)	N.A.	Subject to detailed survey on site platform level
3 Planning Requirements	HKPSG Standards	Provision in accordance with HKPSG	Current Proposal	Remarks
3.1 Education Facilities				
3.1.1 Nursery Class & Kindergarten (no. of classrooms)	730 half-day and 250 full-day places for every 1,000 children in	1.5	0	2.47% of design population in 2019 has been adopted for this school-age group

	the age group of 3 to under 6 (assume 26 classrooms are required for every 1,000 children aged 3 to under 6)			according to the HKPSG Catered for by the existing provision nearby
3.2 Local Open Space (m ²)	1m ² per person	2,306	2,306	Subject to design population
3.3 Recreation Facilities				
3.3.1 Children's Play Area (m ²)	400m ² per 5,000 persons	185	185	Subject to design population
3.4 Social Welfare / Community Facilities (no.)				
3.4.1 Neighbourhood Elderly Centre	N.A.	N.A.	One (303 sqm. NOFA)	Requested by SWD Provision subject to confirmation on availability of government funding
3.4.2 Integrated Family Service Centre (IFSC)	N.A.	N.A.	One (604 sqm. NOFA)	Agreed by SWD NOFA requested by SWD and approved by GPA Provision subject to confirmation on availability of government funding
3.4.3 Community Facilities	N.A.	N.A.	About 250 sqm. (IFA)	Subject to HA's approval, about 250 sqm. (IFA) will be reserved within the site for community facilities
3.5 Retail & Commercial Facilities (Including Wet Market)	To be determined by HD	N.A.	0	Demand to be served by the adjacent retail facilities at Kwai Chung Estate and Kwai Shing East Estate
3.6 Parking Facilities (nos.)				As advised by SWD, parking space for welfare facilities is not required
3.6.1 Car Parking Space (Domestic)	District-based Parking Standards: Within 500m radius of rail station: 1 per 34-37 flats excl. 1P/2P flats	19-20	10	The remaining provision will be met by reserving nine car parking spaces from Kwai Chung Estate carpark, which have persistent vacancy Disabled parking included
3.6.2 Motorcycle Parking Space (Domestic)	District-based Parking Standards:	4	2	The remaining provision will be met by reserving two motorcycle parking

	Within 500m radius of rail station: 1 per 180 flats excl. 1P/2P flats			spaces from Kwai Chung Estate carpark, which have persistent vacancy
3.6.3 Light Goods Vehicle (LGV) Parking Space (Domestic)	District-based Parking Standards: 1 per 300-400 flats excl. 1P/2P flats	2-3	1	The remaining provision will be met by reserving one LGV parking space from Kwai Chung Estate carpark, which have persistent vacancy
3.6.4 Loading/ Unloading Bay (Domestic)	1 per residential block	2	2	As advised by SWD, loading/unloading bay exclusively for welfare facilities is not required. Their needs could be met by sharing the domestic bay
3.7 Public Transport Facilities				
3.7.1 Footbridge(s) and Lift Tower	N.A.	N.A.	Yes	Subject to HA's approval, footbridge(s) and a lift tower will be provided to enhance the pedestrian networks between Kwai Chung Estate, the Phases 1 and 2 and Kwai Shing Circuit
4 Technical Considerations/ Constraints	Current Proposal			Remarks
4.1 Environmental				
4.1.1 Noise	Provide mitigation measures for addressing traffic noise, as recommended in the Environmental Assessment Study (EAS)			No insurmountable problem is envisaged. HD would submit the revised EAS report to support the current proposal.
4.1.2 Air	Provide sufficient buffer distance between building blocks and existing roads			Ditto
4.1.3 Pedestrian Wind Environment	Provide one 50m-wide easterly breezeway between the building blocks of Phase 1 and Phase 2, and one 20m-wide easterly breezeway between the building block of Phase 2 and Shing Wo House of Kwai Shing East Estate, as recommended in the Air Ventilation Assessment (Initial Study)			No significant adverse air ventilation impact is envisaged Micro-climate Study to be conducted at detailed design stage
4.2 Infrastructure				
4.2.1 Drainage and Sewerage	-			As advised by DSD, DIA is not required No insurmountable problem is envisaged HD would liaise with DSD and EPD as and when necessary
4.2.2 Water Supply	-			No insurmountable problem is envisaged HD would liaise with

		WSD as and when necessary	
4.2.3 Electricity, Telephone, Gas		No insurmountable problem is envisaged HD would liaise with utility companies as and when necessary	
4.2.4 Roads/Traffic Improvement	Relocate the existing bus lay-by abutting Phase 1 to an area close to Yan Kwai House	As advised by TD, TIA is not required No major traffic impact is anticipated	
4.2.5 Geotechnical Requirement	Carry out geotechnical works for man-made slopes and retaining walls if required	As advised by GEO of CEDD, natural terrain hazard study is not required	
4.3 Urban Design, Visual and Landscape	Stepped building height of 160/190mPD is proposed to promote visual interest Building design to be compatible with the surrounding developments as far as practicable to promote visual harmony Existing trees to be preserved and integrated into the development as far as possible and at-grade amenity treatment to be provided	Visual appraisal was conducted and no significant impact is anticipated	
4.4 Greening Coverage	An overall target of 30% green coverage will be achieved as far as possible. Subject to site characteristics and constraints, at least 20% of green coverage shall be provided At-grade greening coverage as a priority with a target of at least half of the overall green coverage being at-grade	Greening opportunity to be optimized to create a quality green setting	
5 Development Programme	Current Proposal		
	Phase 1	Phase 2	
5.1 Foundation Commencement Date	2015/16	2016/17	Phase 2: Subject to timely relocation of the Driving Test Centre
5.2 Building Completion Date	2019/20	2019/20	Ditto
6 Attachments			
6.1 Location Plan			
6.2 Development Concept Plan			

Notes

- NET SITE AREA (NSA):** In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), the NSA should exclude:
- district and public open space, public recreation facilities (including those on the podium), open-air public transport terminal /interchange;
 - internal roads; and
 - natural vegetated slopes and man-made slopes (for the latter, except slopes regarded 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.
- 3. PLOT RATIO (PR):** PR should be calculated on the basis of net site area.
- 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 Nos. 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 District Planning Officer will check compliance with the HKPSG where appropriate.
- 7. RETAIL AND COMMERCIAL FACILITIES:** HD will determine the amount of retail floor space required in the development.
- 8. PEDESTRIAN WIND ENVIRONMENT:** HPLB / ETWB Joint Technical Circular Nos.1/06 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. LANDSCAPE REMARKS:**
- LOS should be suitably landscaped with facilities such as benches and shelters for the public.
 - Greening should be maximized particularly with tree planting.
 - Covered areas within open space, such as pavilions, public toilets, storage areas, pump rooms, etc., whose primary function is to provide ancillary facilities to support the main recreation use should be counted as part of the open space provision.
 - Circulation space under housing blocks, government, institution-community or commercial buildings should not be accountable, as the primary function of the area is not for active or passive recreation.
 - Ancillary pedestrian routes within open space, and ancillary roads serving an open space, should be counted as part of the open space.
 - Circulation routes such as public roads, which pass through open space are not countable, as the prime function of these routes is for vehicular use non-ancillary to the open space.

(Prepared in June 2014)

**Revised Schedule of Accommodation for Tai Wo Hau Road Phases 1 & 2
in Tai Wo Hau Road, Kwai Chung**

Items	HKPSG Standards*	Latest Approved Planning Brief/ Parameters* (15.8.2014)	Current Revision (provided in-situ)*#	Reasons for Current Change/Remarks
Transport Facilities				
Car Parking Space	Within 500m radius of rail station: 1 per 31-46 flats	District-based parking standard: Within 500m radius of rail station: 1 per 37 flats Remaining provision will be met by reserving 9 car parking spaces at Kwai Chung Estate which have persistent vacancy. Disabled parking included	1 per 31 flats 23 Disabled parking included.	Due to local request for more parking and having consulted with TD, HD is studying to provide more parking spaces by following the upper bound HKPSG parking standards.
Motorcycle Parking Space	1 per 110-250 flats	District-based parking standard: Within 500m radius of rail station: 1 per 180 flats Remaining provision will be met by reserving 2 motorcycle parking spaces at Kwai Chung Estate which have persistent vacancy.	1 per 110 flats 7	
Light Goods Vehicle (LGV) Parking Space	1 per 200-600 flats	District-based parking standard: 1 per 400 flats Remaining provision will be met by reserving 1 LGV parking space at Kwai Chung Estate which have persistent vacancy.	1 per 200 flats 4	

Note: *Excl. 1P/2P flats

#The revised parking provision is based on 839 flats, which is within the +/- 10% variation allowed by the approved planning brief.

Addendum to the Approved Planning Brief for Public Housing Development

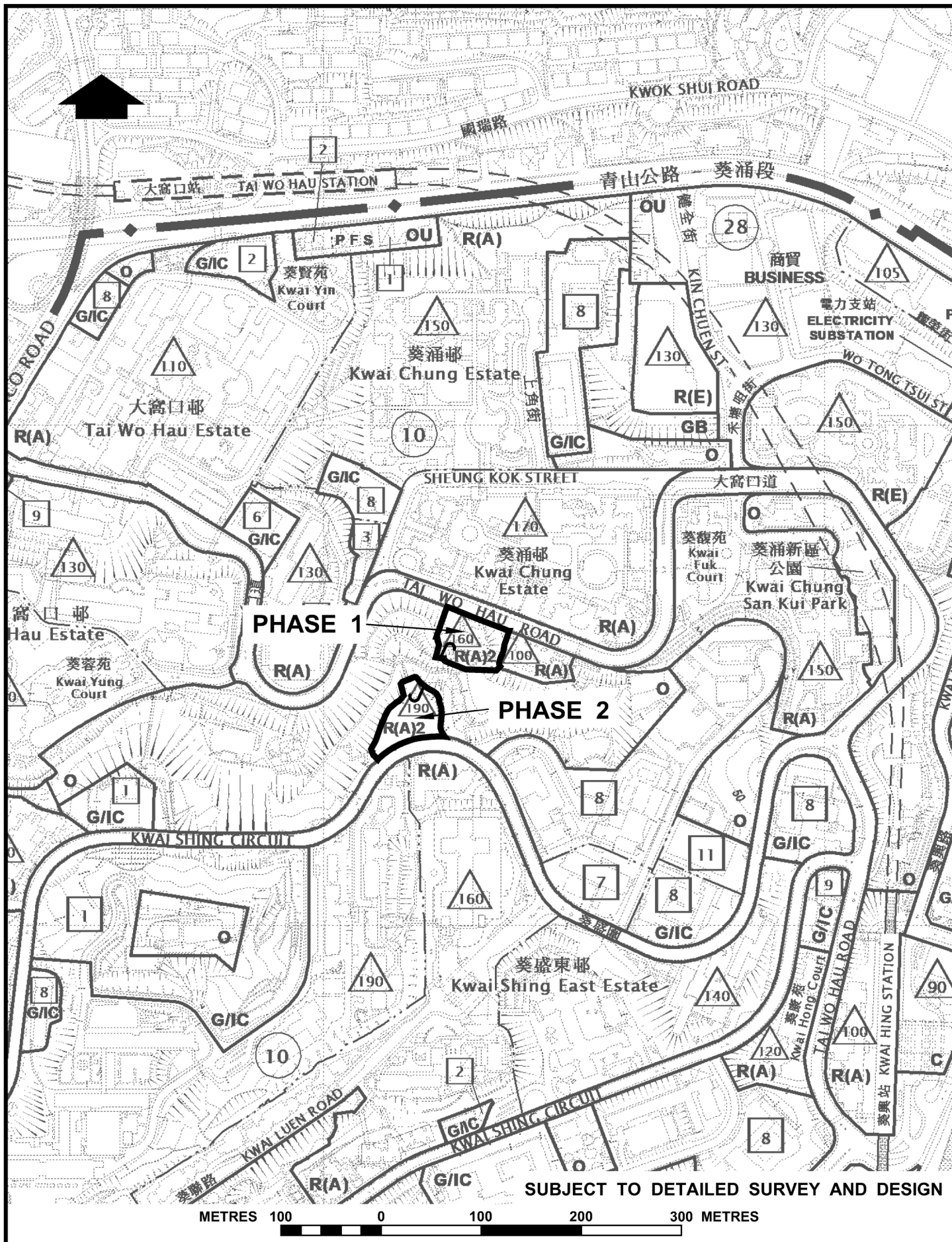
at Tai Wo Hau Road Phases 1 & 2, Kwai Chung

(January 2023)

	Approved Planning Brief (approved on 15 Aug 2014)			Amendment to Planning Brief (based on s.16 planning application approved on 13 January 2023)			Reasons for Change / Remarks
Development Parameters							
	Ph.1	Ph.2	Total	Ph.1	Ph.2	Total	
Proposed No. of Flats	419	368	787	554	383	937	Due to increase in development intensity. A ±10% deviation is allowed subject to detailed design.
Design Population (approx.)	1,147	1,159	2,306	1,254	1,316	2,570	Based on actual flat mix and the increased flat number. A ±10% deviation is allowed subject to detailed design.
Maximum Plot Ratio	Domestic: 6.0/ Non-Domestic: 9.5 (composite formula)			Domestic: 6.5 Non-Domestic: 0.62			Based on minor relaxation of plot ratio approved by the Town Planning Board on 13.1.2023.
Building Height Restriction	160 mPD	190 mPD	N.A.	160 mPD	198 mPD	N.A.	Based on minor relaxation of building height restriction of Phase 2 from 190mPD to 198mPD approved by the TPB on 13.1.2023.
Proposed Housing Type	Public Rental Housing			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 with the Hong Kong Planning Standards and Guidelines (HKPSG).
Planning Requirements							
Local Open Space (m²)	2,306			Not less than 2,570			Due to change in design population. Subject to design population.
Children's Play Area (m²)	185			Not less than 206			Due to change in design population. Facility to be integrated with open space/play areas for all age groups and persons with disabilities to foster a sense of community in public housing developments.
Neighbourhood Elderly Centre (NEC)	1 (about 303 m² NOFA)			1 (about 303 m² NOFA)			As requested by Social Welfare Department (SWD) and subject to availability of government funding and detailed design. The use of premises is subject to change to cope with the prevailing demand as stipulated by the bureaux/ departments concerned.
Integrated Family Service Centre (IFSC)	1 (about 604 m² NOFA)			-			
Special Child Care Centre (SCCC)	-			1 (about 345 m² NOFA)			
Early Education and Training Centre (EETC)	-			1 (about 212 m² NOFA)			

	Approved Planning Brief (approved on 15 Aug 2014)		Amendment to Planning Brief (based on s.16 planning application approved on 13 January 2023)		Reasons for Change / Remarks
Community Facilities (m ²)	About 250 (IFA)		About 320 (GFA)		A covered multi-purpose venue / covered play area is provided. Subject to Hong Kong Housing Authority's approval and detailed design.
Car Parking (Domestic)	10		26* (Including 1 accessible parking space)		Increased by 16 due to the change in flat no. and flat mix and based on the revised parking ratio of 1 per 31 flats, excluding 134 1P/2P flats as agreed with the Transport Department (TD). Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
Car Parking (Visitor)	-		10 (Including 1 accessible parking space)		Increased by 10 based on the revised parking ratio of 5 spaces per residential block under HKPSG and as agreed with TD. Shared-use by van-type Light Goods Vehicles or Taxis is allowed.
Motor-cycle Parking (Domestic)	2		13*		Increased by 11 based on the revised parking ratio of 1 per 62 spaces excluding 134 1P/2P flats under HKPSG and as advised by TD.
Light Goods Vehicle Parking Space (Domestic)	1		4*		Increased by 3 based on the revised parking ratio of 1 per 201 flats as advised by and agreed with TD.
Loading/Unloading (Domestic)	2		2		Based on 1 per domestic block as agreed with TD.
Parking (Welfare)	-		1 (48-seater Coach Parking Space for SCCC)		Increased by 1 as requested by SWD.
Technical Considerations/ Constraints					
Urban Design, Visual and Landscape	Stepped building height of 160/190mPD is proposed to promote visual interest.		Stepped building height of 160/198mPD is proposed to promote visual interest.		To reflect the latest scheme under s.16 planning application for minor relaxation of building height restriction from 190mPD to 198mPD. Other measures remain unchanged.
Development Programme					
	Ph.1	Ph.2	Ph.1	Ph.2	To reflect the updated development programme of the Site and subject to review.
Foundation Commencement Date	2015/16	2016/17	2022/23	2022/23	
Building Completion Date	2019/20	2019/20	2027/28	2026/27	

* The parking provision superseded the "Revised Schedule of Accommodation" attached in the approved planning brief on 15.8.2014.



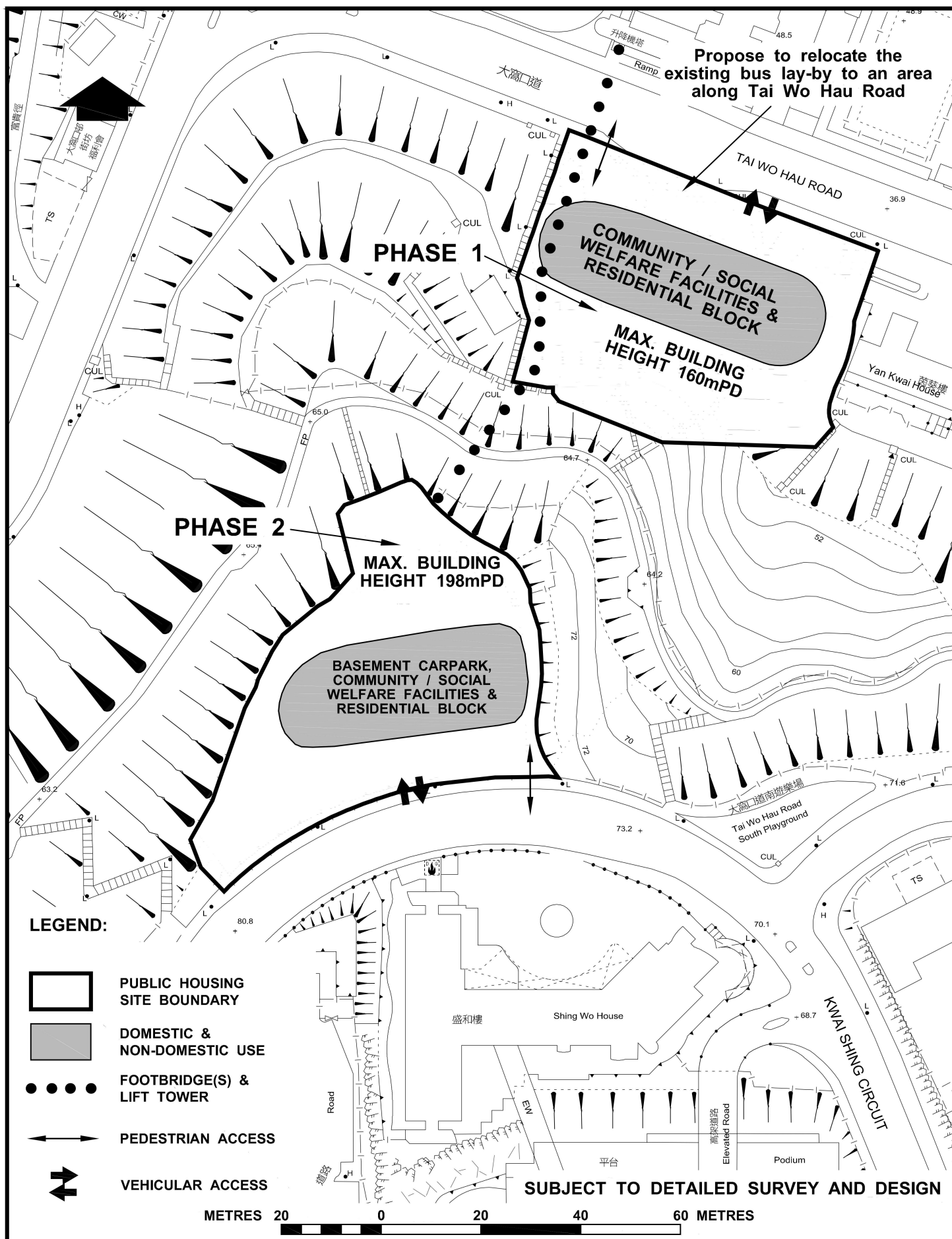
LOCATION PLAN
PUBLIC HOUSING DEVELOPMENT
AT TAI WO HAU ROAD, KWAI CHUNG



HOUSING DEPARTMENT
PLANNING SECTION

PLAN 1

DATE :
31. 1. 2023



DEVELOPMENT CONCEPT PLAN **PUBLIC HOUSING DEVELOPMENT** **AT TAI WO HAU ROAD, KWAI CHUNG**



HOUSING DEPARTMENT
PLANNING SECTION

PLAN 2

DATE :
31. 1. 2023