

Task Force on Kai Tak Harbourfront Development

For discussion
on 23 November 2010

TFKT/04/2010

Residential Development at 1-5 Kai Hing Road, Kai Tak South (Kowloon Godown Site)

PURPOSE

This paper is intended to (i) report the status of the statutorily approved redevelopment scheme of Nos. 1-5 Kai Hing Road (Kowloon Godown) for residential purpose at the Kowloon Bay waterfront and (ii) introduce to Members of the Task Force on Kai Tak Harbourfront Development further refinements of the redevelopment scheme.

BACKGROUND

Location (Plan 1)

2. The subject site, New Kowloon Inland Lot (NKIL) Nos. 5805, 5806 and 5982, is located at Nos. 1-5 Kai Hing Road, Kai Tak South and abuts Kowloon Bay waterfront to its southeast. It has a total site area of about 1.54ha.

Land use zoning

3. The subject site is zoned as “Commercial (2)” (“C(2)”) on the Approved Kai Tak Outline Zoning Plan (OZP) (Plan No. S/K22/2) gazetted on 9.11.2007 with the following stipulations on the Notes attached to the OZP:

- “Flat” and “House” are Column 2 uses that may be permitted with or without conditions on application to the Town Planning Board.
- Maximum Plot Ratio for Non-domestic building: 9.5, or the plot ratio of the existing building, whichever is the greater.
- Maximum Plot Ratio for a domestic building or a building that is partly domestic and partly non-domestic on the site: 5.

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- Maximum Site Coverage (excluding basement): 65% or the site coverage of the existing building, whichever is the greater.
- Maximum Building Height: 100mPD, or the height of the existing building, whichever is the greater.
- A 20m wide promenade to be provided for public enjoyment.

Land Status

4. The subject site is under single ownership. According to the land leases, NKIL No. 5805 and 5806 are permitted for godown uses and NKIL No. 5982, is permitted for industrial or godown uses or cargo handling use or concrete batching use. It also has a right of access to the sea from the lot's south-eastern boundary.

Existing Land Uses

5. A major part of the subject site (NKIL Nos. 5805 & 5806) is currently occupied by Kowloon Godown Building. The rest of the subject site (NKIL Nos. 5982) is currently used as open storage/container yard.

Adjacent Land Uses

6. The subject site is located in a mixed commercial / industrial / Government uses neighbourhood which is undergoing rapid transformation.

7. The subject site directly abuts onto the harbourfront in the south-east. Immediately adjoining the subject site in the south-west is a 6-storey dangerous goods godown, known as Kerry D.G. Warehouse. Kerry has the intention to redevelop the site into commercial / residential uses. Further away are Government uses including the Immigration Services Training Centre and the Public Works Central Laboratory Building, etc.

8. To the northwest of the subject site, right across Kai Hing Road is an industrial building, Pacific Trade Centre, which is mainly used for ancillary office purposes with some premises being approved by the Town Planning Board for office use.

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9. At the junction of Kai Hing Road and Lam Chak Street, immediately opposite to the subject site is a newly erected office building by Nan Fung with a building height of 136.45mPD equivalent to 30 storeys including 2 basements.

10. The industrial lots in the Kowloon Bay Industrial Area and the Kwun Tong Industrial Area are zoned as “OU (Business)” on the Kai Tak OZP to phase out industrial uses to meet the demands from economic restructuring and improvement to the environment. A number of industrial buildings have been redeveloped into office, hotel and commercial uses.

Accessibility

11. The subject site abuts on Kai Hing Road, which is accessible from Hoi Bun Road. It is of 15-20 minutes walking distance from the Kowloon Bay MTR Station and from Ngau Tau Kok MTR Station. As shown on the Kai Tak OZP, a 20m wide promenade is required to be provided along the seaward boundary of the subject site linking the proposed “Open Space” zone along the waterfront to Hoi Bun Road for public enjoyment.

Town Planning Board’s Approval

12. At the meeting of HEC Sub-committee of Harbour Plan Review on 22.7.2009, the project proponent presented a development scheme with residential blocks having a building height of 100mPD to the members. The Sub-committee had no strong objection to the proposed residential use at the “Commercial” zone. It was noted that the overall building bulk of the proposed residential development (plot ratio 5) was better than a commercial development with a plot ratio of 9.5. Members also suggested that variations in building height of the residential towers should be considered to create a more interesting height profile.

13. In response to comments of the Sub-committee, the project proponent revised the scheme and submitted to the Town Planning Board (TPB) on 4.9.2009 a development scheme with a stepped height profile with building heights of 90.925mPD, 100mPD and 109.075mPD for the residential blocks, ascending towards Victoria Harbour to correspond to the existing height profile at the back. Some members of the community had reservation on the proposed relaxation of height restriction and the

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reverse stepped height profile with residential blocks descending towards inland. Besides, Urban Design and Landscaping Unit considered the height variation of about 10m between the residential blocks ineffective.

14. In response to their comments, the project proponent submitted a further revised development scheme to the TPB on 18.1.2010. A stepped height profile with building heights descending towards Victoria Harbour was proposed and the three groups of residential towers, having building heights of 93.8mPD, 107.45mPD and 120mPD, provided a more effective height variation. However, there are some local objections on the proposed relaxation of height restriction.

15. After reviewing the building height profile in Kai Tak and adjoining areas, Planning Department considered that it would be appropriate to maintain the building height of this site as 100mPD because the stepped height building profile would be considered in the wider area of Kai Tak, Kowloon Bay and Kwun Tong where building height bands ranging from 100mPD, 120mPD and 140mPD have been incorporated in the respective OZPs.

16. Therefore, the development scheme was further revised with all building blocks having the height of 100mPD which respects the maximum building height requirement in Kai Tak as stipulated on the OZP, and the application was approved by the TPB on 10 September 2010. The approved scheme is shown in **Annex 1**.

17. After obtaining the planning approval, the project proponent continues to endeavor to improve the approved scheme. Comments from the Task Force on Kai Tak Harbourfront Development will be sought for further refinement.

PROPOSED DEVELOPMENT

Use

18. As approved by the TPB, the development proposal is mainly for residential use with some commercial elements. In accordance with the requirements on the Outline Zoning Plan, a 20m-wide promenade along the seaward boundary of the subject site will be surrendered to the Government for public use. The proposed revised redevelopment

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scheme will consist of residential uses with about 600 sq.m of commercial area abutting the promenade, together with a flight of landing steps to facilitate the public to enjoy the harbour.

Plot Ratio and Building Height

19. Same as the approved scheme, the proposed development will have a total plot ratio of 5 (Domestic PR: 4.96, Non-domestic PR: 0.04) equivalent to a total GFA of 77,020 sq.m and has a maximum building height of 100mPD.

REFERENCE TO HARBOUR PLANNING PRINCIPLES AND GUIDELINES

Adopting a lower development intensity

20. The proposed development has a plot ratio of 5 only as compared to the usually permitted plot ratio of 9.5 for a commercial development under the C(2) zone of the Kai Tak OZP. The lower development intensity is more compatible with the scale, massing and character at this prominent location along the waterfront.

Enhancing urban design and landscape

21. The proposed development complies with the building height restriction of 100mPD which allows a stepped height building design to be formed in this part of Kowloon Bay. The residential development has a much lower plot ratio as compared to a normal commercial development permitted as of right on the OZP. It provides opportunities for better urban design in providing more visual and air ventilation permeability. It will also provide better landscape with different landscape elements at grade and on different levels to enhance the amenity of the area and the environmental quality of the area.

22. Rather than following a “grid-like” pattern, the building blocks were arranged in different angles to achieve a more interesting development layout.

23. A green coverage of not less than 25% at different levels (including 8% at covered greening areas at ground level and upper level

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and refuge/sky garden) will be provided to enhance landscape amenity.

24. Opportunities will also be taken to increasing the greening provision at the public waterfront promenade. Details of the design and planting provisions will be discussed with Leisure and Cultural Services Department (LCSD).

Enhancing visual permeability

25. The proposed residential development will provide visual corridor from various vantage points along the waterfront in Kai Tak and Kowloon Bay, as well as from Quarry Bay across the harbour.

26. Various visual corridors are provided to allow visual permeability from different angles. One visual corridor is oriented perpendicular to Kai Hing Road to improve visual access from the hinterland to the Harbour. Others allow visual permeability from Kai Hing Road to the new Kwun Tong Harbourfront Promenade.

Enhancing air ventilation

27. The visual corridors also serve well as air ventilation corridors, allowing the prevailing south / south-east wind from the sea to blow towards inland. In addition, a sky garden and void area are also provided to further enhance air ventilation above the nearby low rise podium in the area.

28. The residential development proposal will exhibit a number of environmental design features which will benefit the local area from air ventilation perspective. Ground level setbacks and wind corridors will be provided to improve air ventilation to the inner areas through Lam Chak Street and Kai Hing Road.

Enhancing accessibility to the harbourfront

29. In accordance with the stipulations on the OZP, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose upon redevelopment of the subject site. This promenade will serve as an important linkage to other parts of proposed promenade along Kowloon Bay. It also serves as an important access from Hoi Bun Road, which links the older Kwun Tong commercial/

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industrial area and Ngau Tau Kok areas, to the harbourfront. Access to the harbourfront can easily be made from Hoi Bun Road, and from the other side of the promenade where open space will be provided by the Government.

Ensuring integrated planning for a vibrant harbour

30. The project proponent will provide residential as well as reasonable scale of commercial uses within the site. A 20m-wide promenade along the harbourfront will be provided for public use. 600 sq.m of commercial area is located near the Hoi Bun Road abutting the promenade. They will provide food and beverage and retail outlets related to marine uses. A flight of landing steps will be provided and open for use by the public. This integrated planning will optimize both the uses on land and in the harbour.

31. With the provision of the 20m wide promenade, there may be opportunities to provide venue for cultural/social events and leisure/entertainment activities, subject to the agreement of LCSD.

32. With the provision of the landing steps near the commercial uses, the development will facilitate land/water enjoyment. The landing steps will be managed by the commercial uses and will be open to public use during reasonable hours from 7am to 10pm.

33. Cycling, fishing, and pet walking may be allowed at the promenade if agreed by LCSD who will take over the promenade in the future.

Enhancing connectivity of waterfront promenade

34. Currently, the waterfront in the subject site is not open or accessible to the public due to the existence of the godown building and open storage yard. The proposed residential development will give incentive for the project proponent to redevelop the site. Upon redevelopment, a 20m-wide strip of land has to be provided as public promenade. This section of promenade is vital as it will act as a public passageway linking the two adjacent open spaces to allow a continuation of the waterfront promenade to Kwun Tong and Kai Tak.

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Facilitating public enjoyment of the harbour

35. We will facilitate public enjoyment of the harbourfront at all times. The project proponent will provide the harbourfront promenade, with the design to be agreed by LCSD.

36. The promenade is open for public use at all times, possible nuisance caused by the public will be mitigated by the boundary wall and landscaping. The promenade will be constructed together with the proposed development and is expected to complete by 2015. It is the intention of the project proponent to hand it over to the Government as soon as practicable and upon Government's request. The management and maintenance costs of promenade would be born by the project proponent before handover to the Government.

Complying with traffic and environmental requirements

37. The proposed development will comply with the traffic as well as environmental requirements of the respective government departments.

38. With regard to the interface with the Kerry dangerous goods godown, our proposed development will have a 9m separation from the adjoining lot boundary, and is 15m away from the Kerry Godown building. The Risk Assessment carried out by AECOM demonstrates that the potential risk is acceptable. In fact, Kerry is also planning to redevelop the godown into residential use.

39. As the landing steps does not have an over-hanging structure, it will not affect future implementation of possible environmentally friendly transport system along the proposed waterfront promenade as delineated on the Kai Tak OZP.

40. Since the subject site is located near Kwun Tong By-pass, a number of traffic noise measures will be adopted including the self-protecting building form for the tower next to Kwun Tong By-pass, acoustics fins for the potentially noise-sensitive flats, and use of 6mm thick glass for the windows.

41. The future environmentally friendly transport system will take into consideration the approved residential development and provide

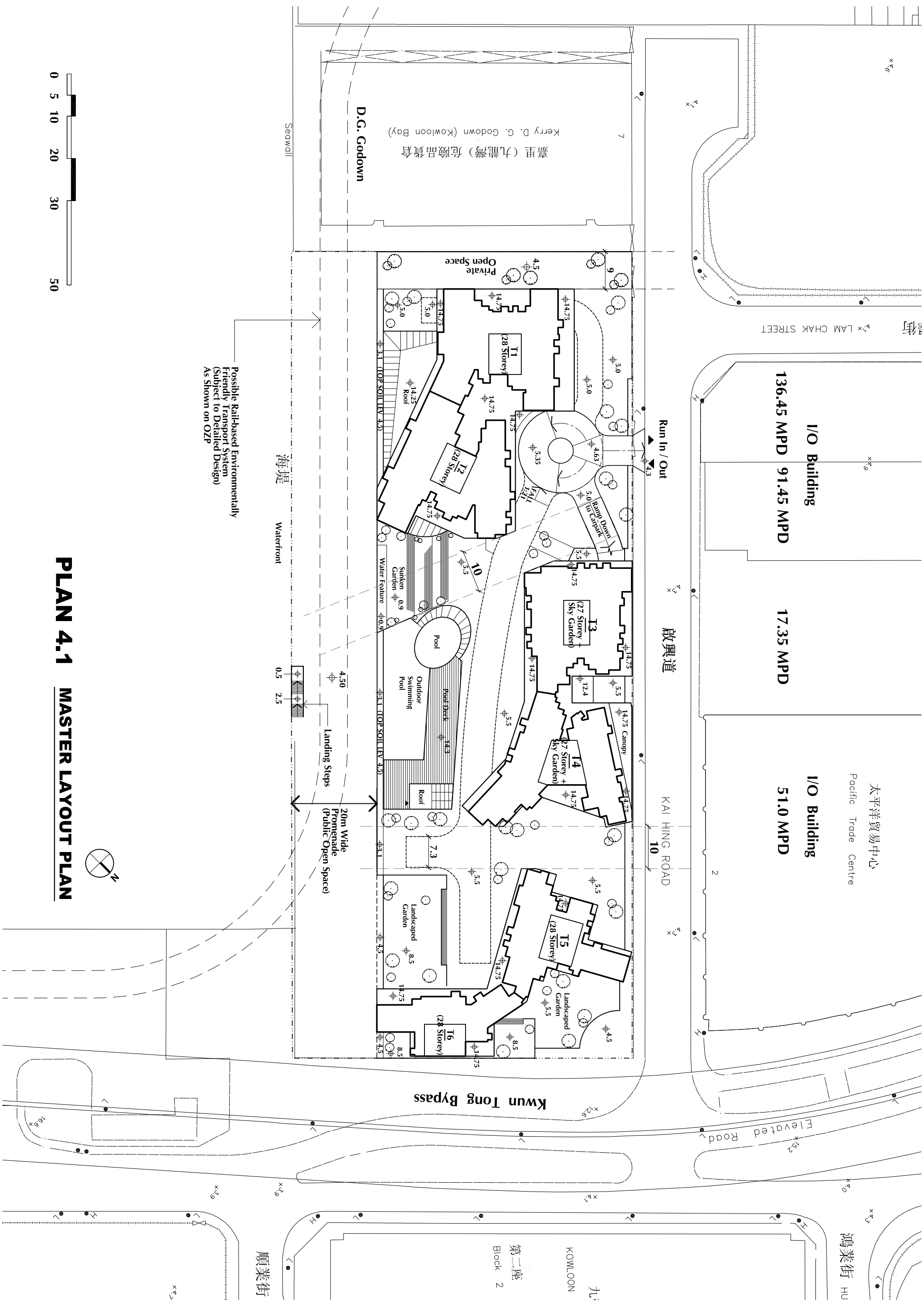
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noise mitigation measures as appropriate.

WAY FORWARD

42. The project proponent will submit an s16A application to the TPB for minor change of built form in due course.

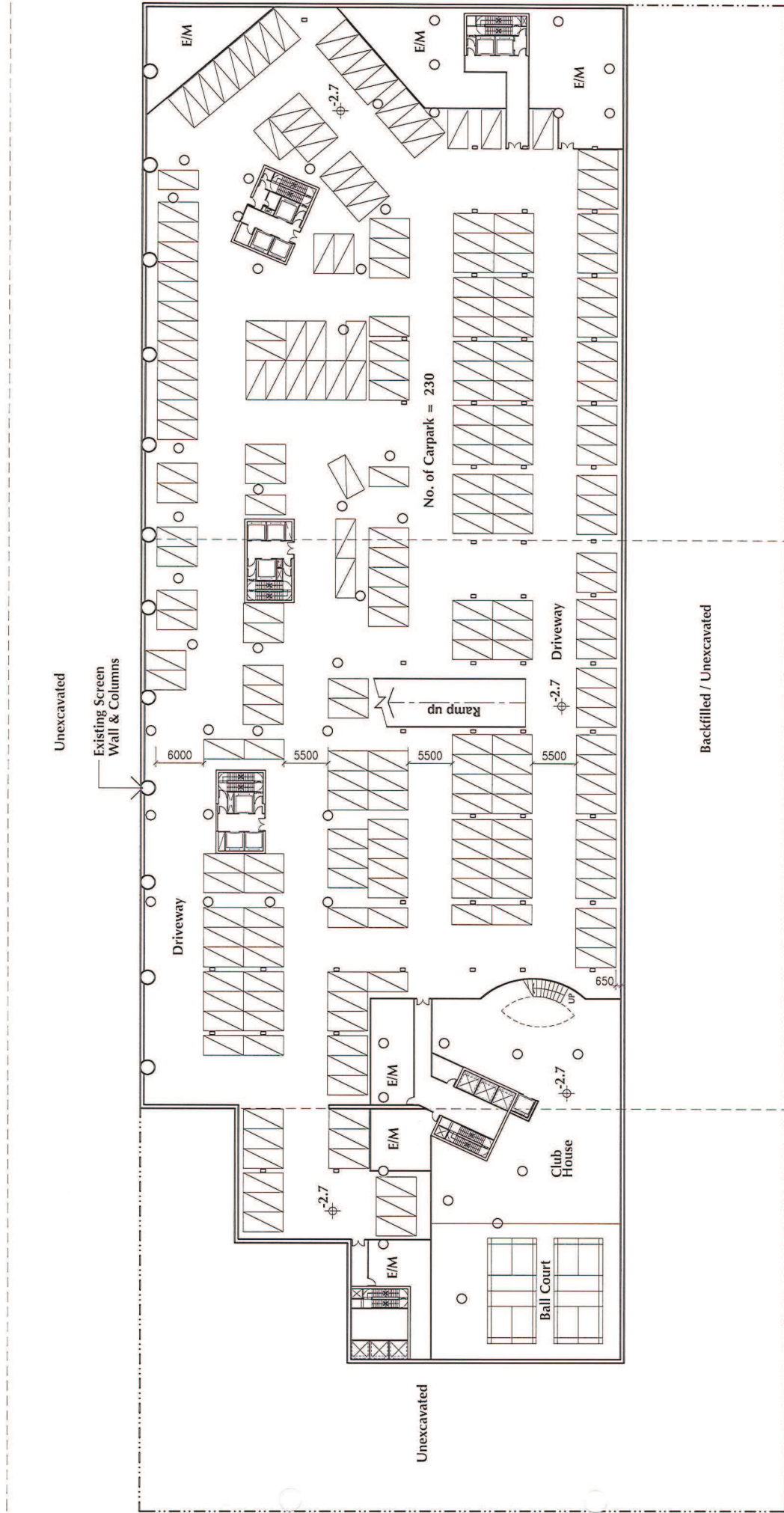
Hong Tai Yuen Limited
November 2010



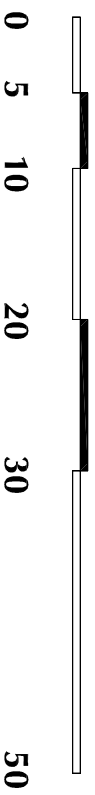
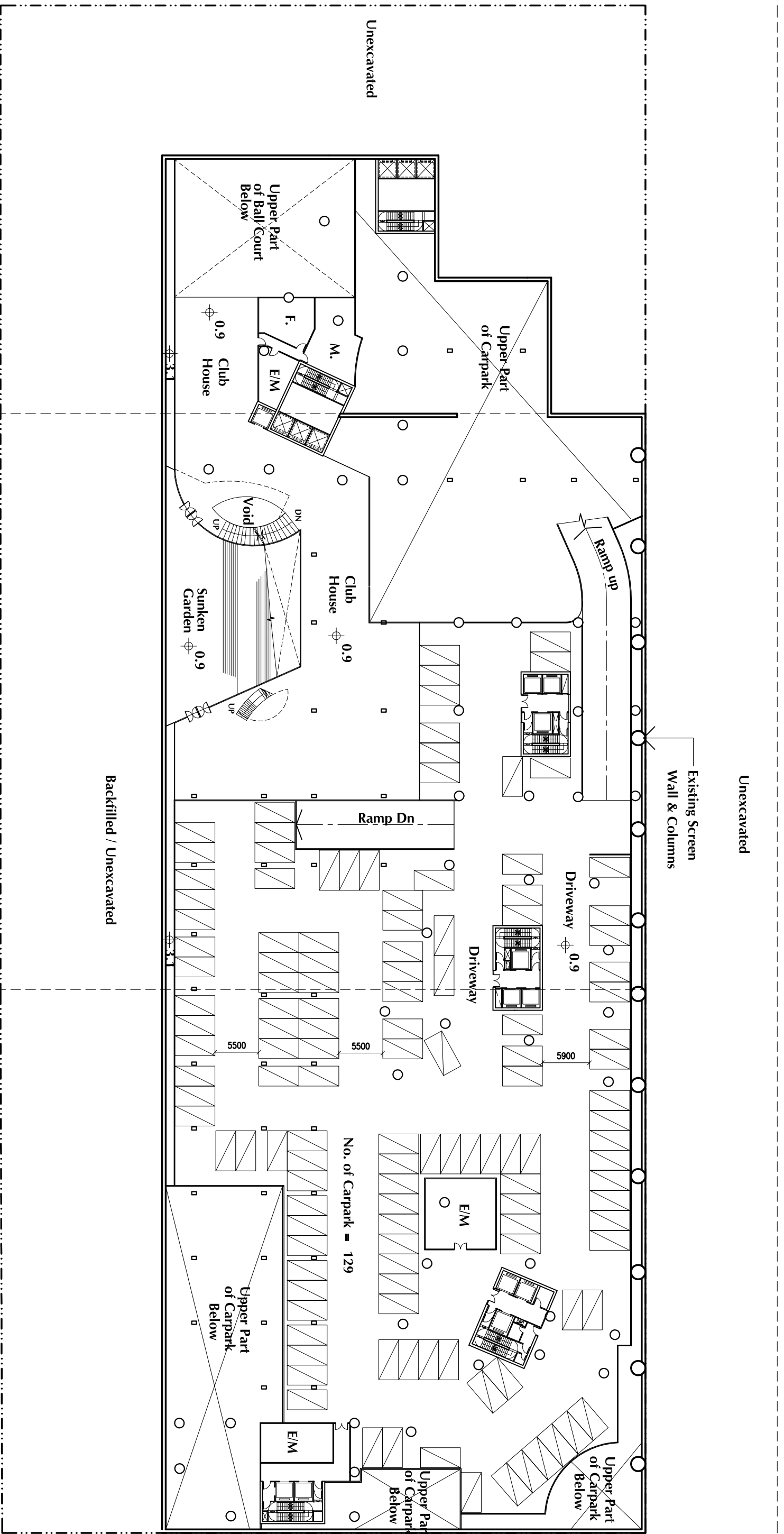
PLAN 4.1 MASTER LAYOUT PLAN



Possible Rail-based Environmentally Friendly Transport System (Subject to Detailed Design) As Shown on OZP



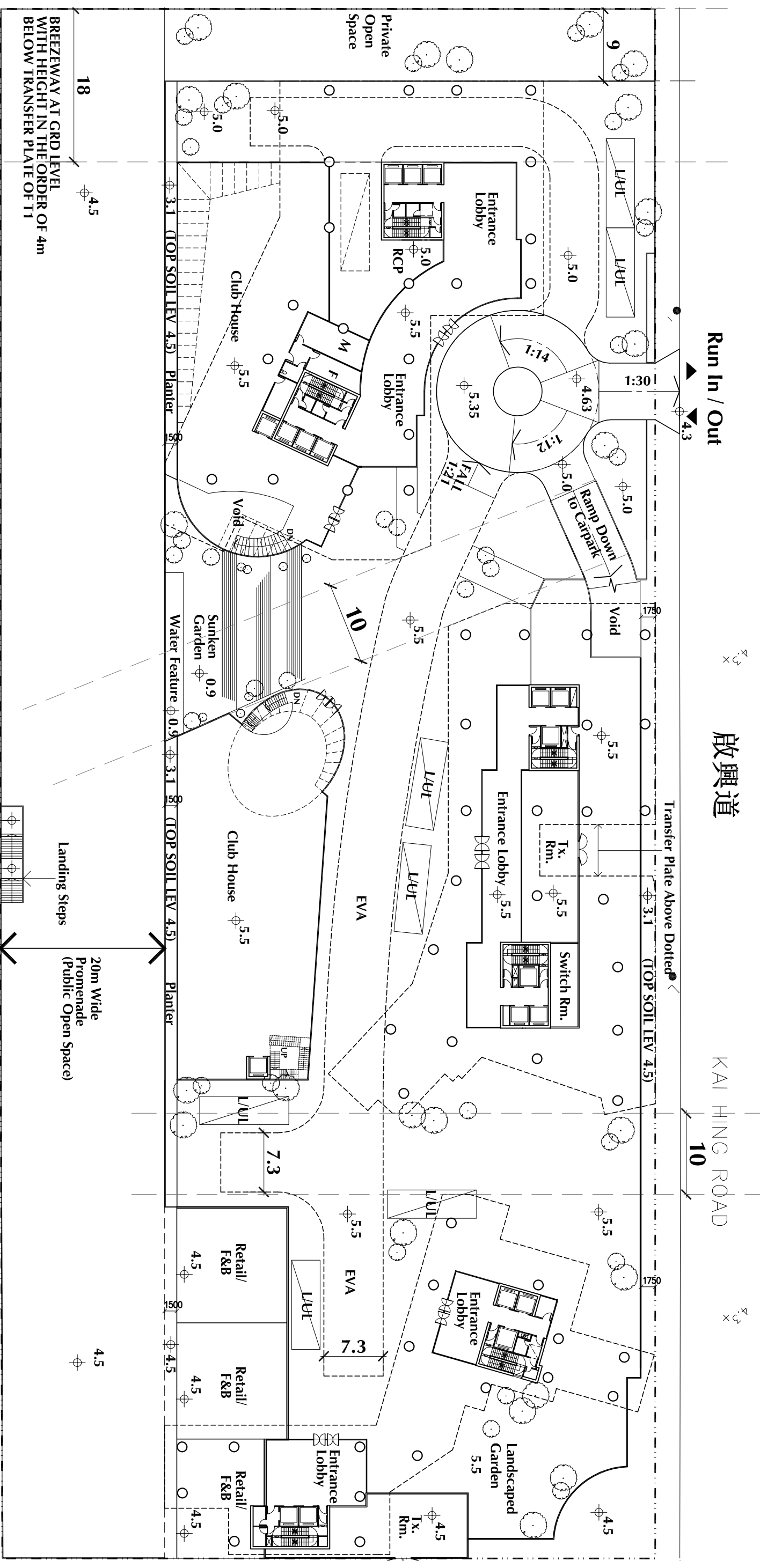
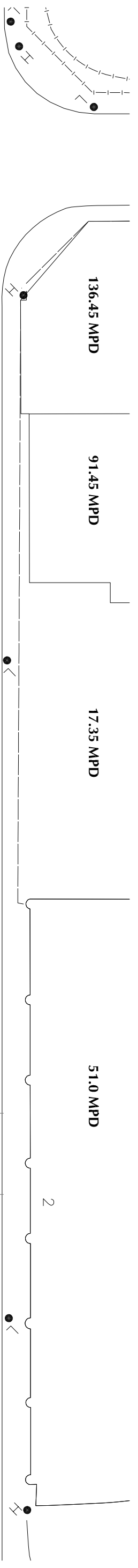
PLAN 4.2 BASEMENT 2 PLAN



PLAN 4.3

BASEMENT 1 PLAN



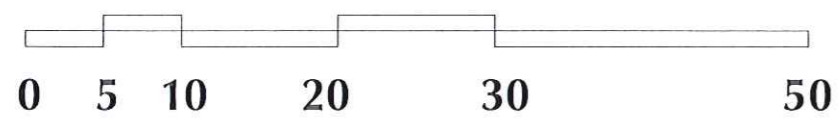
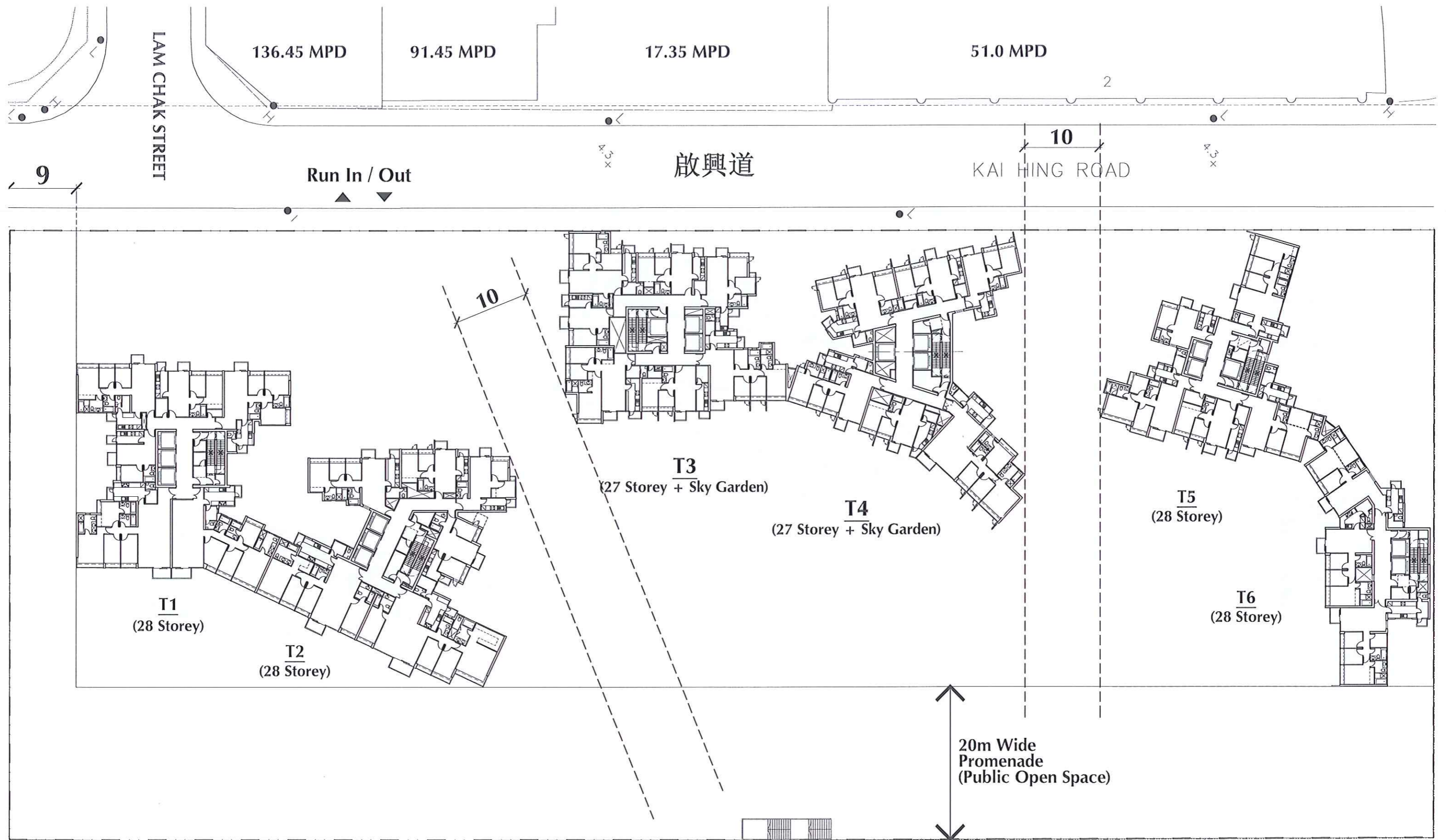


BREEZEWAY AT GRD LEVEL
WITH HEIGHT IN THE ORDER OF 4m
BELOW TRANSFER PLATE OF T1



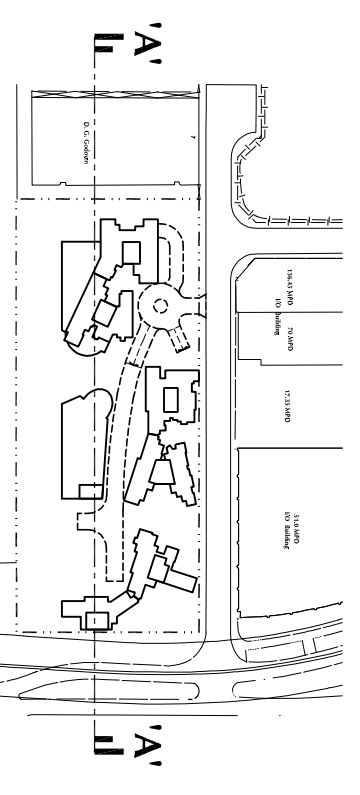
PLAN 4.4

GROUND FLOOR PLAN

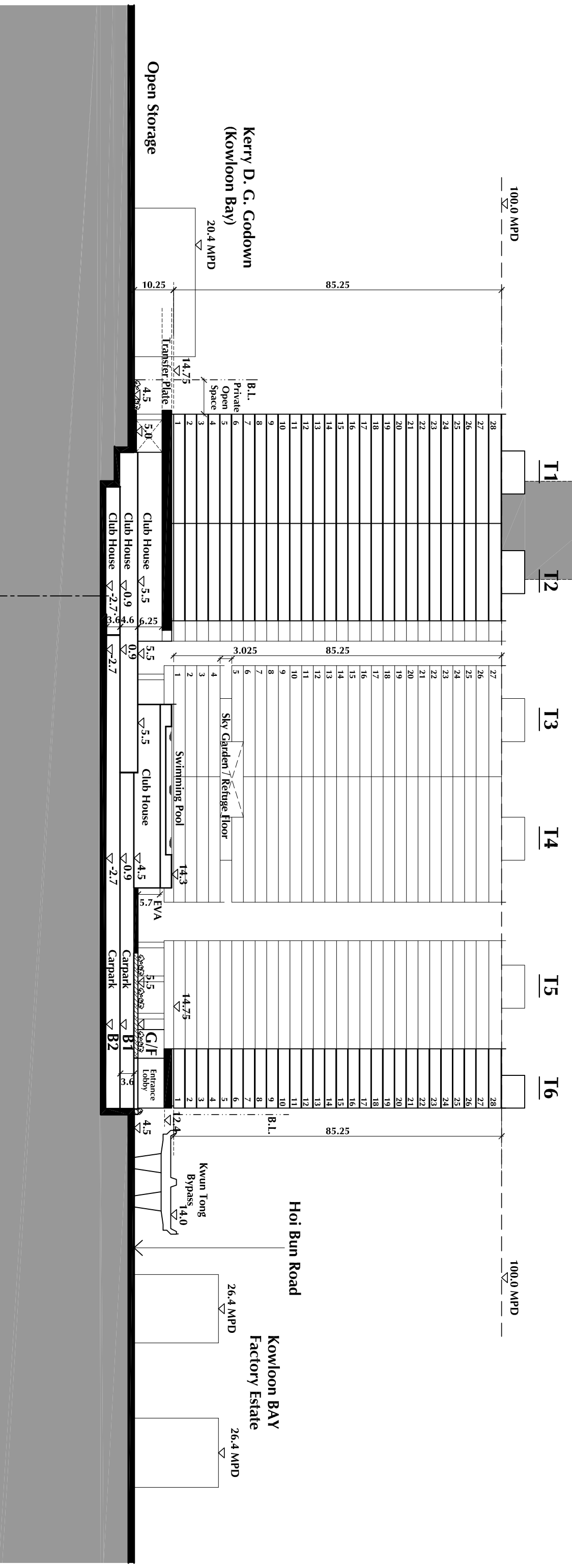


PLAN 4.5 TYPICAL FLOOR LAYOUT PLAN

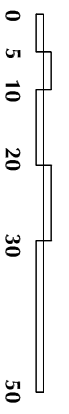




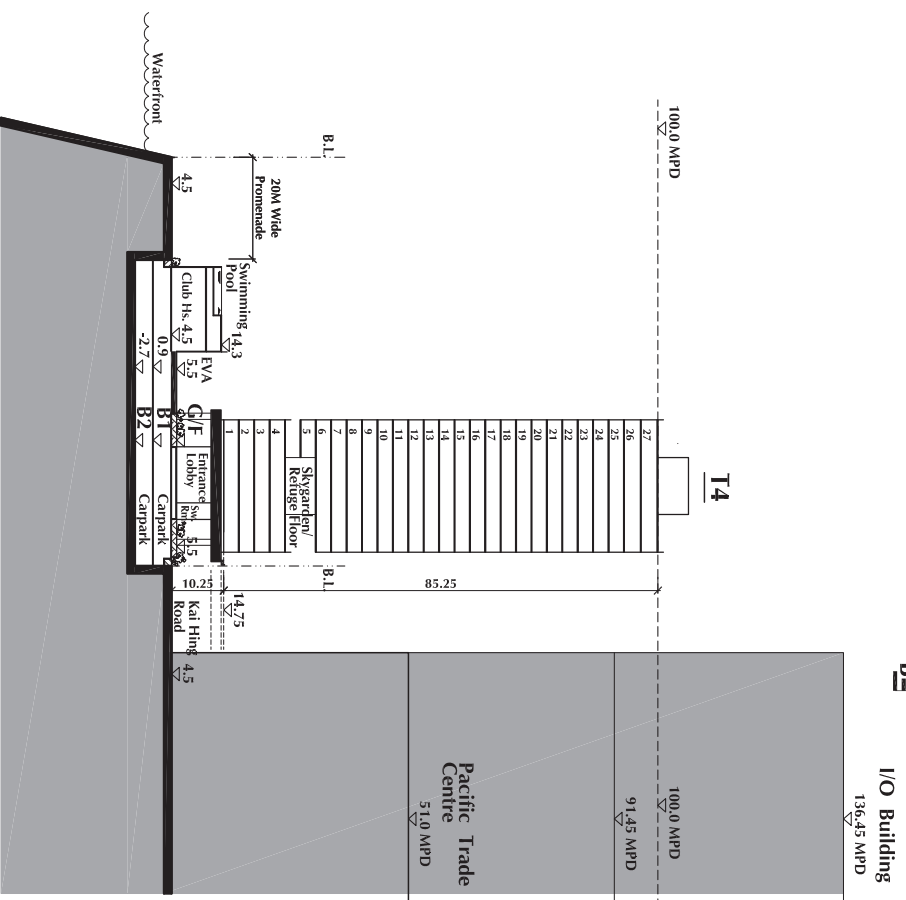
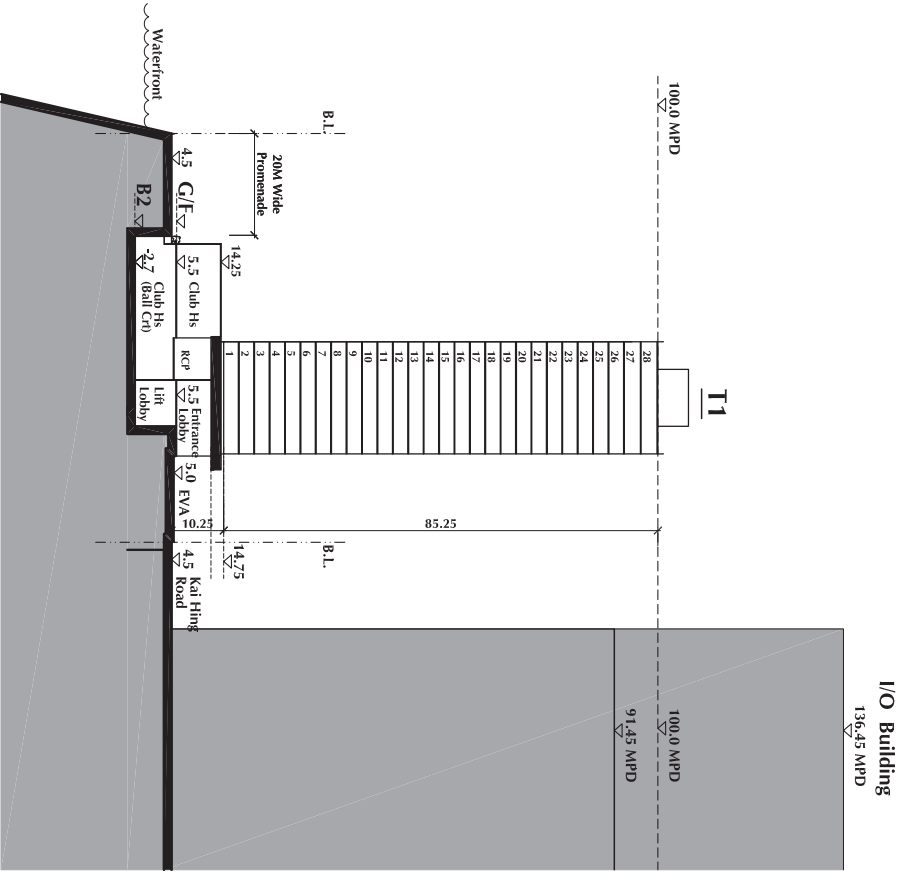
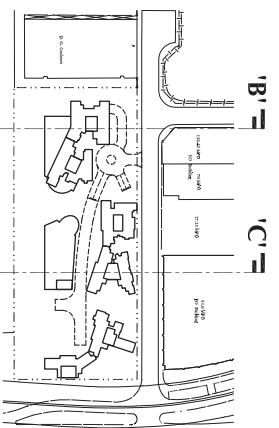
KEY PLAN



SECTION A-A



PLAN 4.6



SECTION B-B

SECTION C-C

PLAN 4.7