

Proposed Minor Relaxation of Development Restrictions of Sites 4C4, 4C5, 3E1 and 3E2 in Kai Tak Development

Task Force on Kai Tak Harbourfront Development
27 March 2025

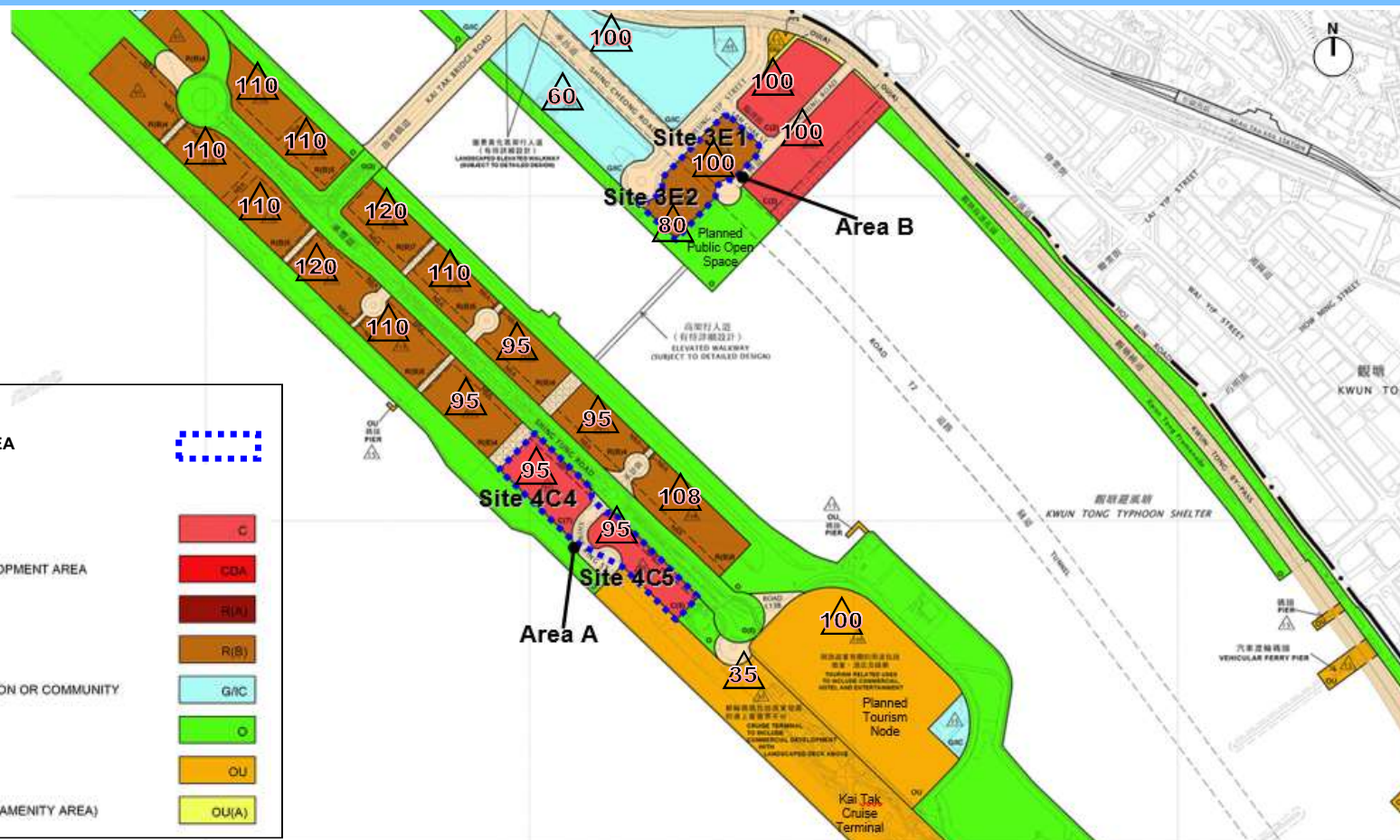


Introduction

To seek members' views on proposed minor relaxation of development restrictions of Sites 4C4, 4C5, 3E1 and 3E2 in Kai Tak Development (KTD)

- To construct **Smart and Green Mass Transit System in Kai Tak (KTGTS)** announced in 2023 and 2024 Policy Addresses
 - The Government may consider granting the property development rights at proposed KTGTS's depot site at **Sites 4C4 and 4C5** to **provide funding support for the KTGTS** and **unleash the development potential of these sites**
 - Taking into account the recent price changes in the property market, the Government, if required, may also consider other residential sites, such as **Sites 3E1 or 3E2**, to provide funding support, with a view to providing more favourable condition for its implementation
 - Near the time of tendering of the KTGTS project, the Government will review the financial assessment to ascertain if Sites 3E1 or 3E2 or other sites are required for the funding support.
 - Taking the **benefit of enhancement on existing traffic capacity of KTD by proposed KTGTS** and with **consideration of the site characteristics** –
 - ➡ rooms to further **optimise land utilisation** and hence **increase the land values** of the four sites with **increase in supply of office space, hotel rooms, retail facilities and flats**
 - To **confirm the development potential** of the sites so as to **firm up the funding arrangement of the KTGTS project prior to tender invitation in second half of 2025**
- ✓ To accommodate **KTGTS's station** to facilitate **transit-oriented developments**
 - ✓ To sustain and enhance the cluster of existing and planned uses at former runway tip for **developing a Tourism and Leisure Hub**
 - ✓ To support development of **Second Core Business District** in Kowloon East
 - ✓ To **increase housing supply**
 - ✓ To **improve experience of locals and visitors** to adjoining promenade and planned open space
 - ✓ To enhance **vibrancy of KTD**

Location Plan



Area A – Sites 4C4 and 4C5

		4C4	4C5
Total Site Area (m ²)		20,174	
Development Restrictions			
Max. Plot Ratio	Original	7.5	6.0
	Proposal	8.16 (include 2,376 m ² from a portion of airspace of Shing King Street)	
	Difference	+20%	
Max. Gross Floor Area (m ²)	Original	137,085	
	Proposal	183,942 (include 2,376 m ² from a portion of airspace of Shing King Street)	
	Difference	+34%	
Max. Building Height (mPD)	Original (Main Roof Level)		+95
	Proposal	Main Roof Level	+111
		Inc. Roof-top Structure	+115
	Difference (Main Roof Level)		+17%
Max. Site Coverage (%)	Original		80
	Proposal		87
	Difference		+9%
			No change



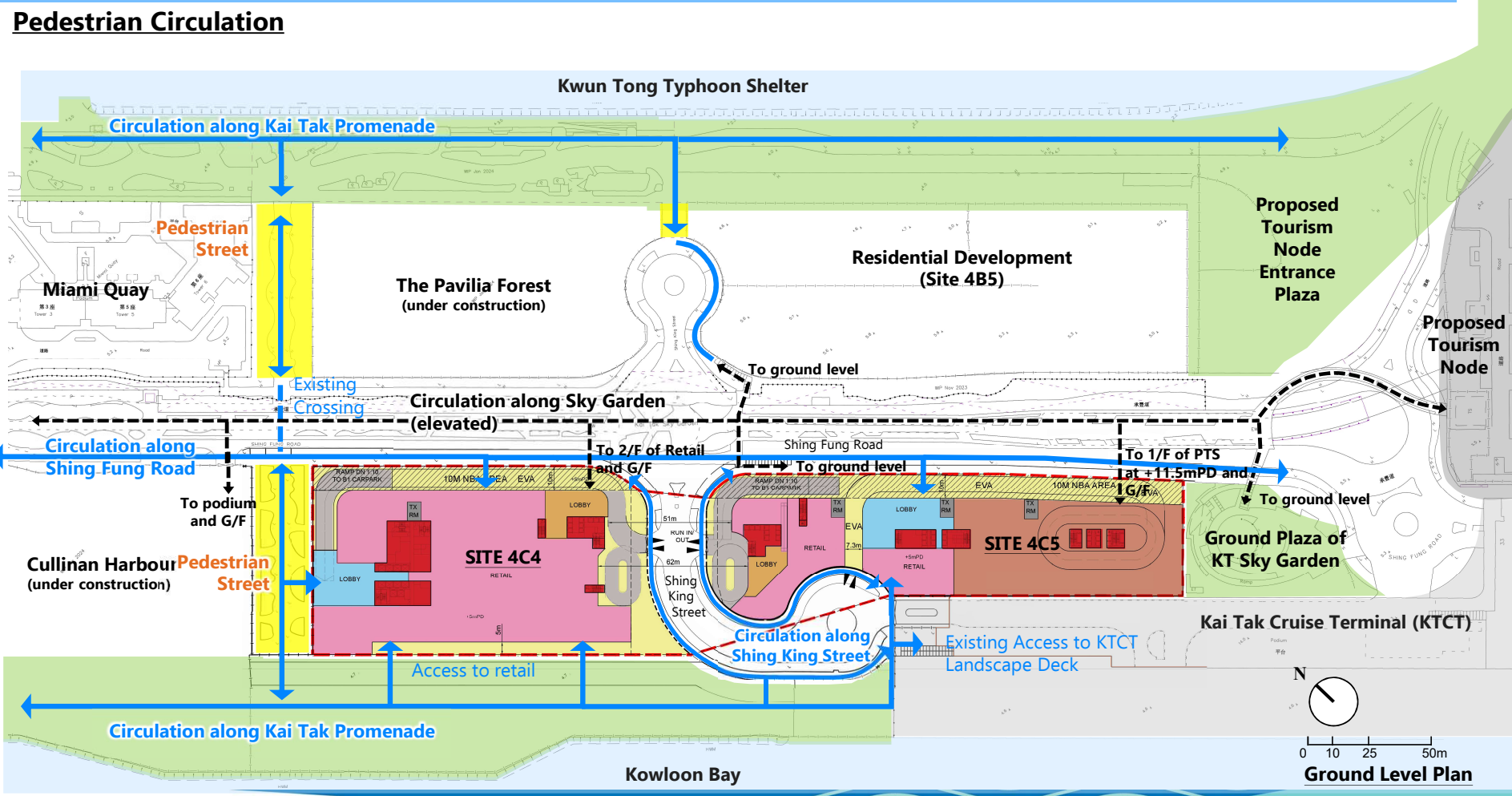
Area B – Sites 3E1 and 3E2

			3E1	3E2
Total Site Area (m ²)			14,750	
Development Restrictions				
Max. Plot Ratio	Original		4.5	
	Proposal		7.0 (Domestic – 6.5, Non-Domestic – 0.5)	
	Difference		+56%	
Max. Gross Floor Area (m ²)	Original		66,375	
	Proposal		103,250 (Domestic – 95,875, Non-domestic – 7,375)	
	Difference		+56% (Domestic – 44%)	
Max. Building Height (mPD)	Original (Main Roof Level)		+100	+80
	Proposal	Main Level	+97	+103
		Inc. Roof-top Structure	+101	+107
	Difference (Main Roof Level)		-3%	+29%
Max. Site Coverage (%)	Original		40	40
	Proposal		No change	No change
	Difference		--	--

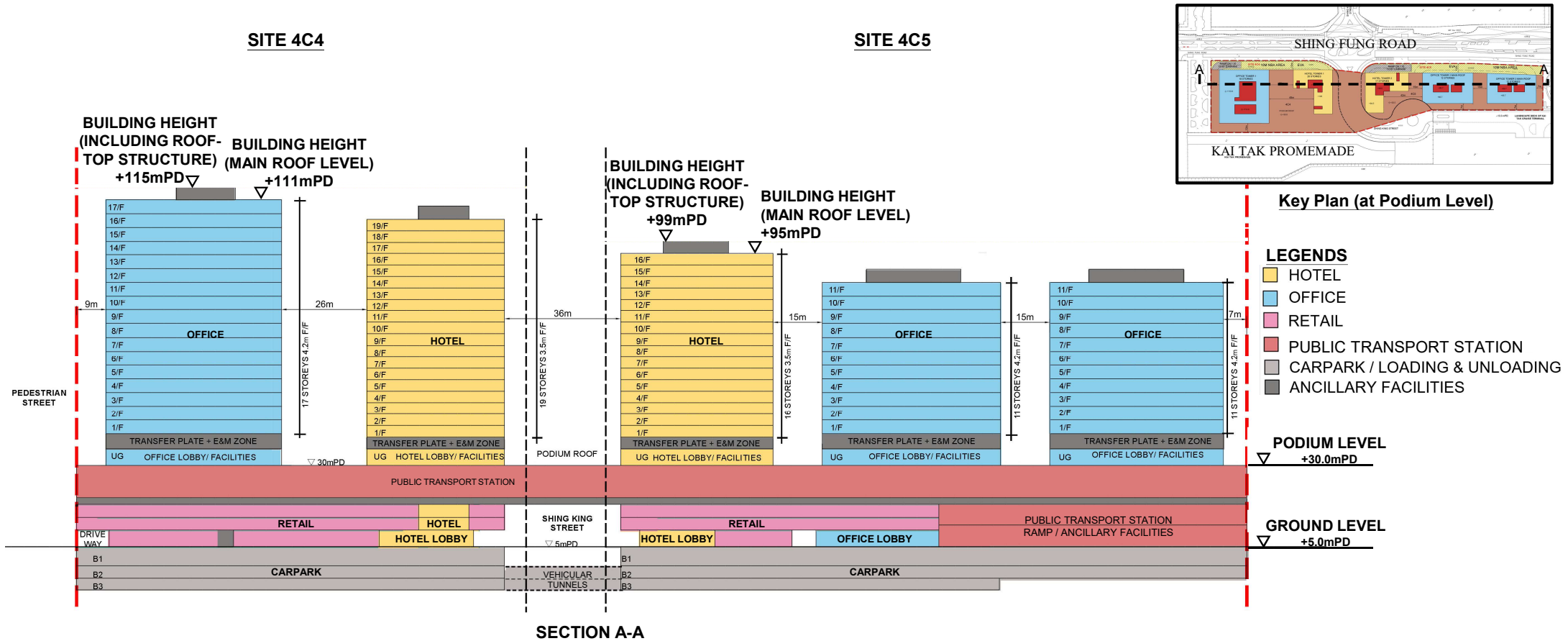


Area A – Sites 4C4 and 4C5 (Conceptual Development Scheme)

- LEGEND**
- LIFT LOBBY/
LIFTS AREA/ STAIRCASES
(WITH M&E SERVICES/
ANCILLARY FACILITIES)
 - HOTEL
 - OFFICE
 - PUBLIC TRANSPORT STATION
(RAMP / ANCILLARY FACILITIES)
 - DRIVEWAY/ EVA
 - PAVEMENT/ LANDSCAPE
 - RETAIL
 - M&E SERVICES
 - NON- BUILDING AREA
 - BOUNDARY OF AREA A
 - PEDESTRIAN CIRCULATION
(AT-GRADE)
 - PEDESTRIAN CIRCULATION
(ELEVATED)



Area A – Sites 4C4 and 4C5 (Conceptual Development Scheme)



Remark: The conceptual development scheme is for illustrative purpose, which is to demonstrate the proposal would not induce any insurmountable impact on visual quality, air ventilation, traffic, environmental and infrastructural provision. The development is subject to detailed design by future developer.

Area A – Sites 4C4 and 4C5 (Conceptual Development Scheme - Artist's Perspective)

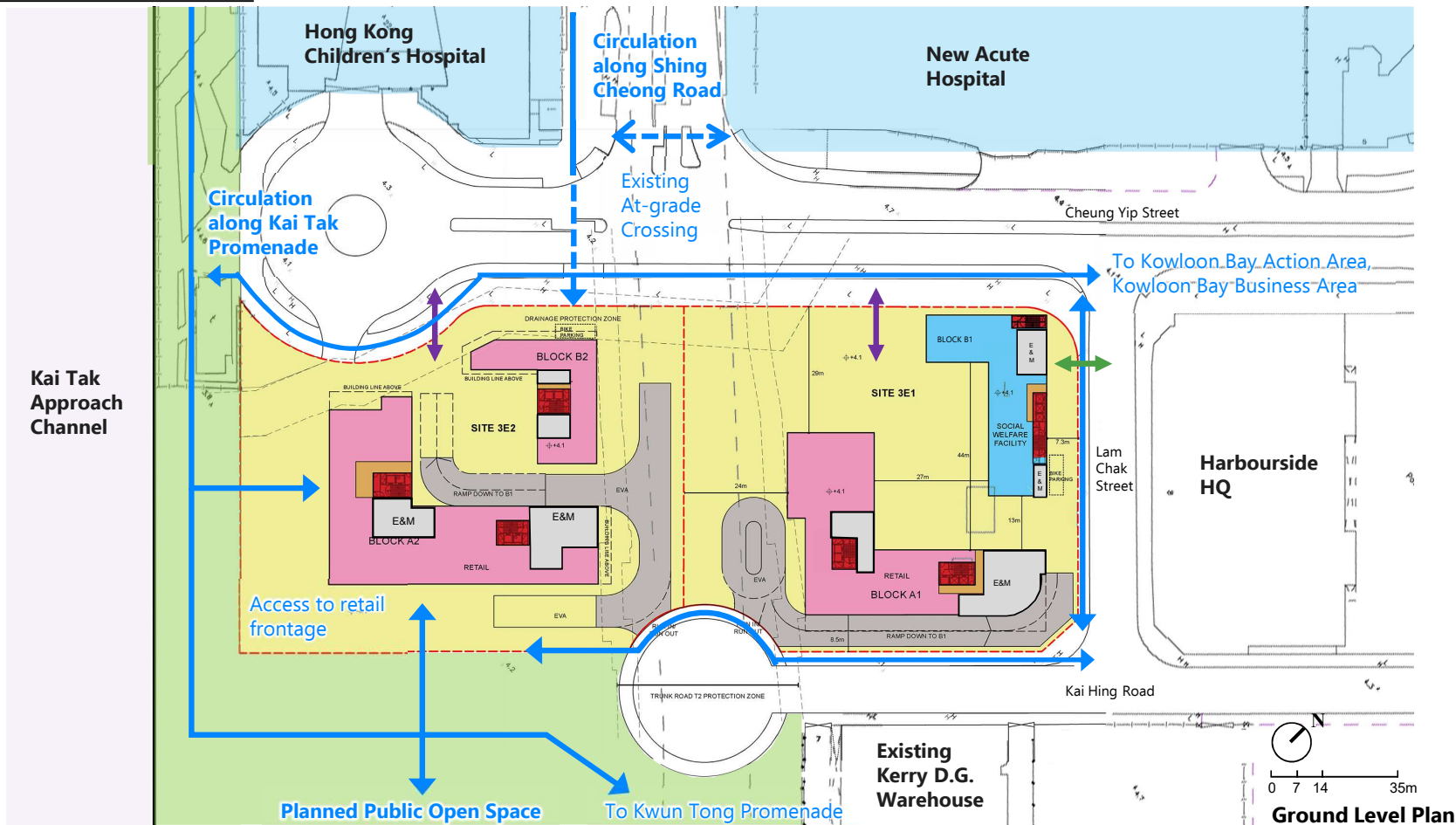


Area B – Sites 3E1 and 3E2 (Conceptual Development Scheme)

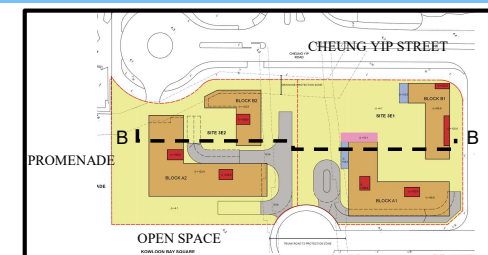
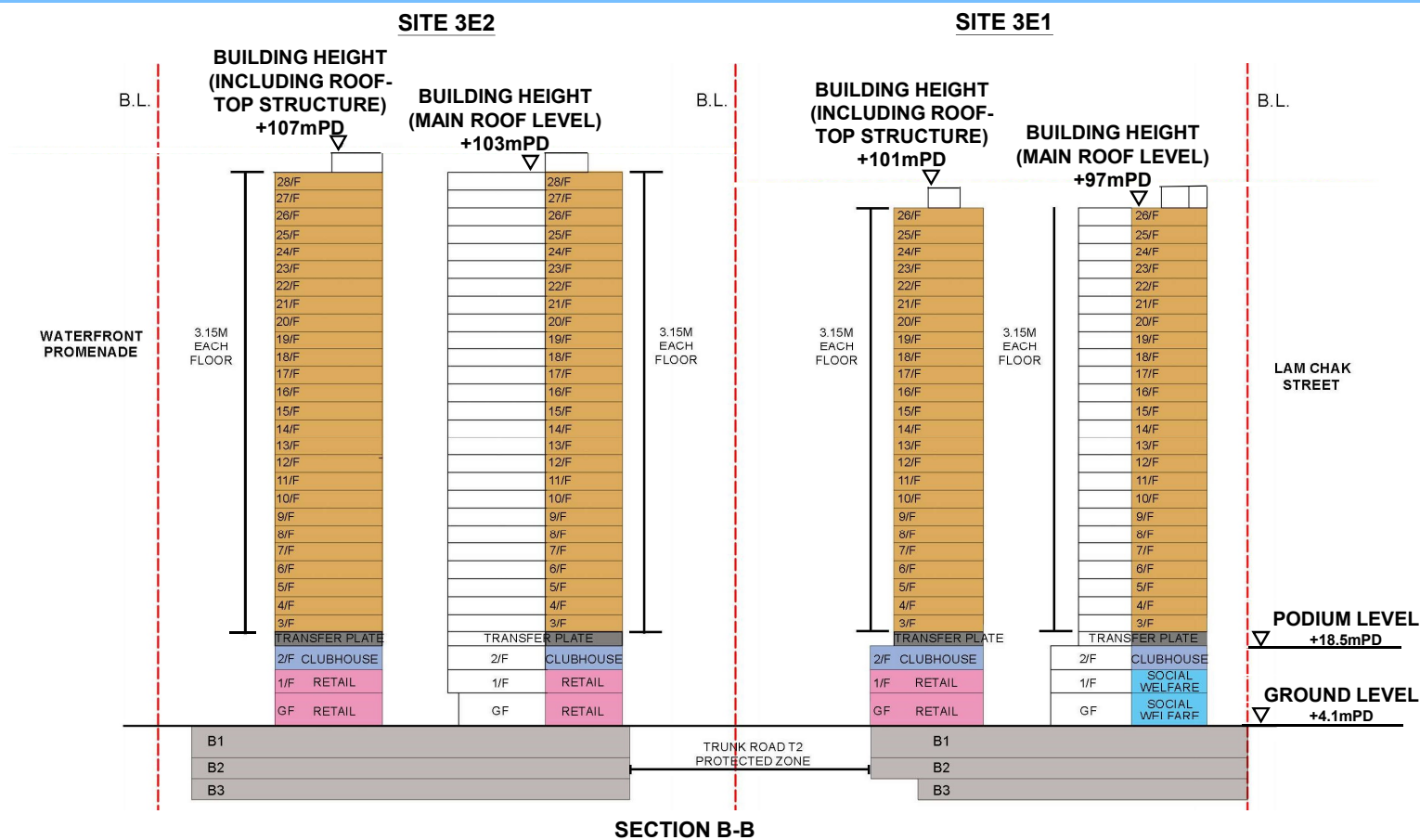
LEGEND

- RESIDENTIAL
- RETAIL
- DRIVEWAY/EVA
- SOCIAL WELFARE FACILITY
- LIFTS AREA / STAIRCASES (WITH M&E SERVICES / ANCILLARY FACILITIES)
- PAVEMENT/ LANDSCAPE
- E&M (EG TX ROOM, AND TBE ROOM)
- BOUNDARY OF AREA B
- PEDESTRIAN CIRCULATION FOR PUBLIC (AT GRADE)
- CIRCULATION FOR RESIDENT
- CIRCULATION FOR SOCIAL WELFARE FACILITIES

Pedestrian Circulation



Area B – Sites 3E1 and 3E2 (Conceptual Development Scheme)



LEGENDS

- RESIDENTIAL
- RETAIL
- CLUBHOUSE
- SOCIAL WELFARE FACILITY
- CARPARK

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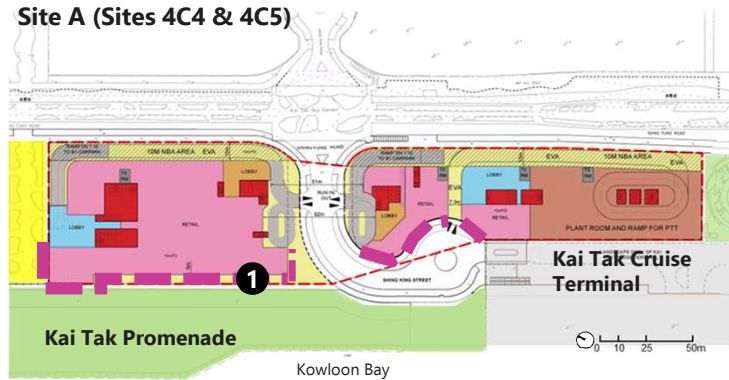
Area B – Sites 3E1 and 3E2 (Conceptual Development Scheme - Artist's Perspective)



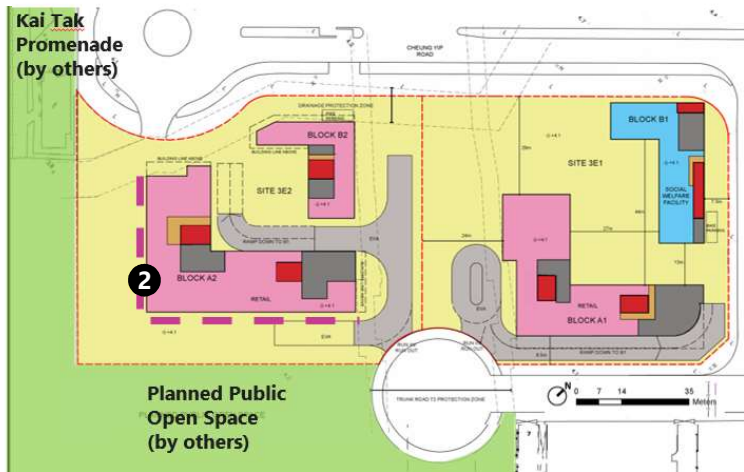
For illustrative only. Subject to detailed design.

Design Merits to Enhance Harbour Vibrancy (Conceptual Development Schemes)

Site A (Sites 4C4 & 4C5)



Site B (Sites 3E1 & 3E2)



1 Provision of access to retail frontage at-grade from the promenade to enhance convenience to the Public and vibrancy along the harbour



Commercial developments with accessible shop activities along public promenade
Reference: Harbour North, North Point

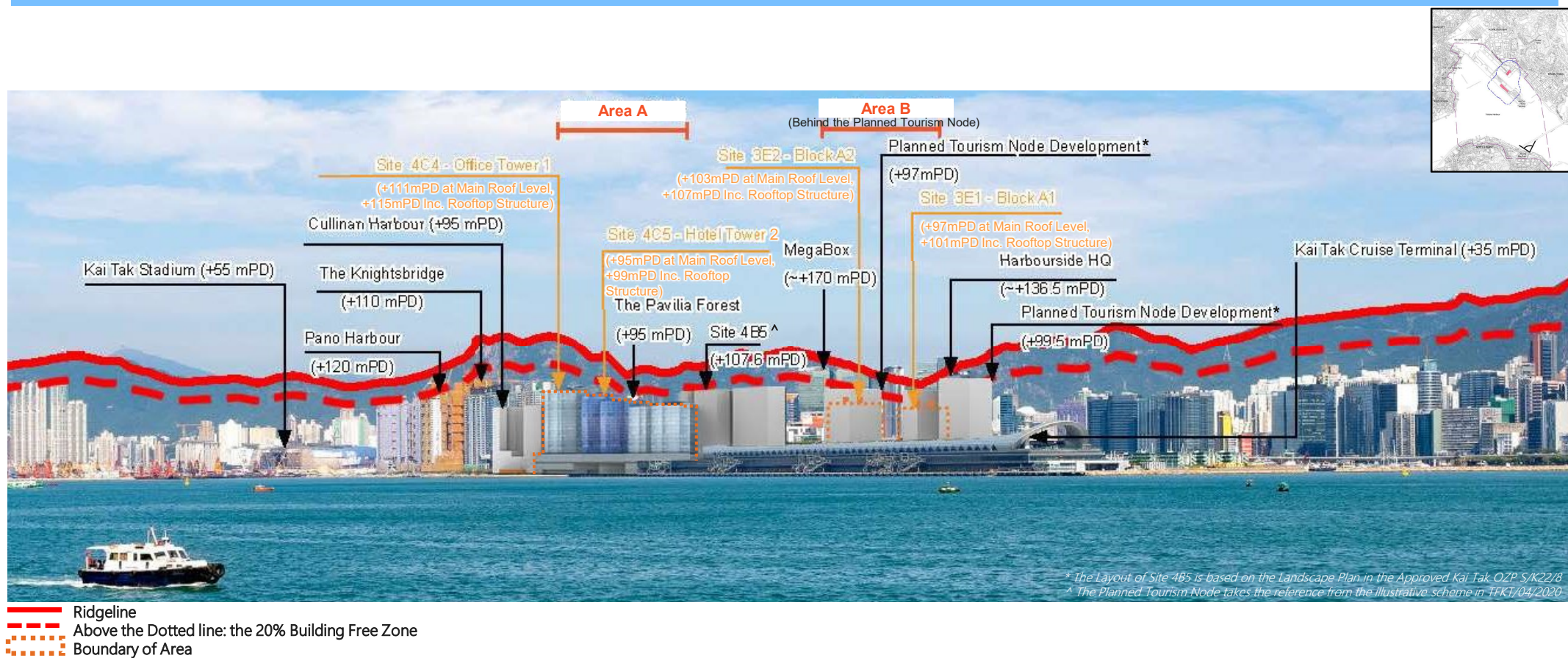


2 Provision of access to retail frontage at-grade from the promenade and the planned public open space to enhance convenience to the Public and vibrancy along the harbour



Retail facilities at lower levels of residential blocks
Reference: Tseung Kwan O Waterfront Park

Proposal – Preservation of Ridgeline



Strategic Viewing Point – Quarry Bay Park

Compliance with Harbour Planning Principles and Guidelines



Preserving Victoria Harbour

- Proposed development not involved reclamation nor destruction to the Harbour



Stakeholder Engagement

- Besides consultation with KTTF, publication of S16 application for public comment



Sustainable Development

- Increase in supply of flats, office space, hotel rooms, retail facilities and social welfare facilities to cater for economic and social needs



Integrated Planning

- Additional retail facilities and existing and planned connectivity between adjoining promenade and inland areas provide convenience for neighborhood and attract visitors



Proactive Harbour Enhancement

- Preservation of ridgeline



Vibrant Harbour

- A coherent cluster of office, hotel and retail developments with nearby developments, facilities and planned Tourism Node to create synergy effect



Accessible Harbour

- Existing and planned connections to the at-grade promenade
- Alternative speedy option to former runway tip with the proposed KTGTS



Public Enjoyment

- Integration of retail facilities at the sites foster a lively atmosphere along the promenade for both locals and visitors to enjoy

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Thank You