

Task Force on Kai Tak Harbourfront Development

For discussion
On 29 March 2018

TFKT/05/2018

Proposed Rezoning of the Site from “Other Specified Uses” annotated “Tunnel Ventilation Shaft” and “Government, Institution or Community” to “Commercial (9)” Zone at Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon

PURPOSE

This paper seeks Members' view on the proposed rezoning of the Site at 3-5 San Ma Tau Street (**Plan 1**) from “Other Specified Uses” annotated “Tunnel Ventilation Shaft” (“OU”) and “Government, Institution or Community” (“G/IC”) to “Commercial (9)” (“C(9)”) zone to enable the proposed commercial / office development. In particular, the Proponent wishes to seek Members' view on the planning and design of proposed development in terms of, inter alia, land use compatibility, urban design context, visual impact and the improved connectivity between the harbourfront and inner To Kwa Wan / Ma Tau Kok Area.

BACKGROUND

2. The Site concerned is about 2,038.09m² in site area. It is bounded by two sections of San Ma Tau Street to its northeast and southwest, To Kwa Wan Road to its northwest and Kowloon City Ferry Pier (“KCFP”) Bus Terminus to its immediate southeast. The Site is surrounded by mainly residential development with some industrial development mainly found along To Kwa Wan Road.

3. The Site is zoned “OU” and “G/IC” on the Draft Kai Tak Outline Zoning Plan (“Draft OZP”) No. S/K22/5. Thin strips of the Site along both the north-eastern and south-eastern

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boundaries area deemed to fall within the “G/IC” zone due to a discrepancy between the zoning and lot boundaries (**Plan 2**). The planning intention of the “OU” zone is “*primarily for tunnel ventilation shaft use*”. Redevelopment of existing industrial building for commercial/office development is neither a column 1 or 2 uses for “OU” or “G/IC” zones, hence rezoning of the Site to “C(9)” is required.

4. The Site falls within area reserved for the alignment of Central Kowloon Route (“CKR”) that serves to link up West Kowloon with East Kowloon as shown on the Draft OZP (**Plan 2**).

PROPOSED USE

5. The Site is currently occupied by a 11-storey (including G/F) industrial building, namely Lucky Building completed in 1961.

6. The proposed development comprises one commercial tower with 25 nos. of storeys including G/F and 2 levels of basement and the building height is +100mPD. The total non-domestic GFA of the proposed development is not more than 24,457.08m². Retail / dining facilities, loading/unloading bays for goods vehicles and E&M facilities will be provided at G/F to 4/F while carparking spaces will be accommodated at the two basement levels. Office floor spaces will be provided from 5/F to 22/F.

7. Taking into account the frequent use of the informal pedestrian walkway, the proposed development has offered a setback of 1.5m along the southeastern boundary to enable the widening of the informal pedestrian alley sandwiched between the existing Lucky Industrial Building and the planter maintained by Leisure and Cultural Services Department. Together with the existing pedestrian alley (about 1m in width), the total width of the

pedestrian walkway will be widened from 1m to 2.5m (**Plan 3**). A minimum of 1m setback has also been provided on the G/F of the proposed development at the southwestern boundary for widening of footpath along San Ma Tau Street to cater for future additional pedestrian flow (**Plan 3**).

8. The KCFP Terminus will be re-instated upon the completion of the Central Kowloon Route. The new public transport interchange will be decked over by a landscape deck for the enjoyment of the public. To strengthen and enhance the accessibility and connection between the KCFP, the Site and the inner Ma Tau Kok / To Kwa Wan Area, a connection point for the provision of a possible future footbridge linking the Site with the landscape deck under CKR has been reserved at 2/F of the proposed development (**Plan 4**). The connection point and detailed design of the footbridge are subject to the approval of relevant Government Departments at later stage of the development.

9. The Architectural Scheme together with the corresponding development parameters and the Landscape Master Plan are appended at **Annex A** and **Annex B** respectively.

HARBOUR PLANNING PRINCIPLES

10. We consider that the proposal aligns with the Harbour Planning Principles in the following aspects -

(a) Preserving Victoria Harbour

The proposed development does not involve any reclamation nor destruction to the harbour. Victoria Harbour is preserved as a natural asset to the public. The proposed development is considered not visually incompatible with the existing developments when

viewed from the harbourfront areas including Hoi Sham Park, Kai Tak Cruise Terminal and Quarry Bay Park.

(b) Stakeholder Engagement

During the 3-week public consultation period, all relevant stakeholders can make comments to the S12A Planning Application. The comments received will be thoroughly considered by the Proponent and incorporated into the development proposal as far as possible.

(c) Sustainable Development and Integrated Planning

The proposed development aims to cater for the economic, social and environmental needs of society and are compatible with the harbourfront setting. The retail, dining facilities and office floor spaces would help to achieve a balanced mix of land uses in the predominately residential neighbourhood and provide local job opportunities. The proposed landscape viewing deck would offer a public space for recreational and leisure uses for the enjoyment of the public. The proposed linkage of the development with the landscape deck under CKR will help to integrate with the waterfront promenade as well as the future commercial and dining service node at KCFP.

Various technical assessments have been conducted and the results revealed that the proposed scheme is technically feasible. Moreover, the building height of the proposed development of +100mPD is the same as that of or lower than the surrounding development. Setback of the office tower from San Ma Tau Street (15m or above) as compared with existing industrial building has also enhanced the visual permeability as viewed

from the waterfront.

(d) Proactive Harbour Enhancement

The proposed building height will be in keeping with the building height of the surrounding development. A stepped height profile will be formed from Grand Waterfront (+175.535mPD) to the proposed development (+100mPD) and Wyler Gardens (+49.8mPD) to promote visual interest and create an interesting harbour image. With special architectural articulations and distinctive roof-top features, the proposed development has the potential of becoming the landmark building in the area with recognized features to signify the prominent image of the waterfront locality.

(e) Vibrant Harbour and Public Enjoyment

The proposed landscape viewing deck at the proposed development together with the Ma Tau Kok waterfront promenade beautification proposal and the possible commercial and dining node at the KCFP, there would be a great opportunity to revitalize the area surrounding the Site. Retail and dining facilities will be provided at the proposed development for public enjoyment and enhance the liveliness and vibrancy of the waterfront area. The proposed development will bring about diversity in land uses and offer opportunities for on-street pedestrian activities to add life and vitality to the harbour.

(f) Accessible Harbour

The proposed development will enhance the connectivity between Kai Tak waterfront promenade and inner To Kwa Wan / Ma Tau Kok Area by i) setting

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back of the development by 1.5m along the southeastern boundary for widening of the existing informal pedestrian walkway from 1m to 2.5m; ii) setting back of the development by minimum of 1m on G/F along the southwestern boundary for widening of the footpath along San Ma Tau Street; and iii) the provision of a possible connection point at the proposed development for a footbridge linkage to the future landscape deck under the CKR project. The three proposals will create great synergy and provide better connectivity to attract people to the harbour.

WAY FORWARD

11. If the proposal is approved by the Town Planning Board, subsequent lease modification application and building plan submission will be made to the relevant Government Departments for approval. The project is expected to complete in year 2024.

VIEWS SOUGHT

12. Members are invited to express their views on the above project

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ATTACHMENTS

- Plan 1 Site Location Plan
- Plan 2 Zoning Context Plan
- Plan 3 Pedestrian Access Improvement Along Site's Southeastern and Southwestern Boundaries
- Plan 4 Possible Connection Point to the Future CKR Landscape Deck

Annex A Master Layout Plan and Development Schedule

Annex B Landscape Master Plan

Kenneth To & Associates Limited
March 2018



KTA
 Kenneth To & Associates Ltd.
 杜立基規劃顧問有限公司
 TOWN PLANNING
 AND DEVELOPMENT
 CONSULTANTS

Site Location Plan

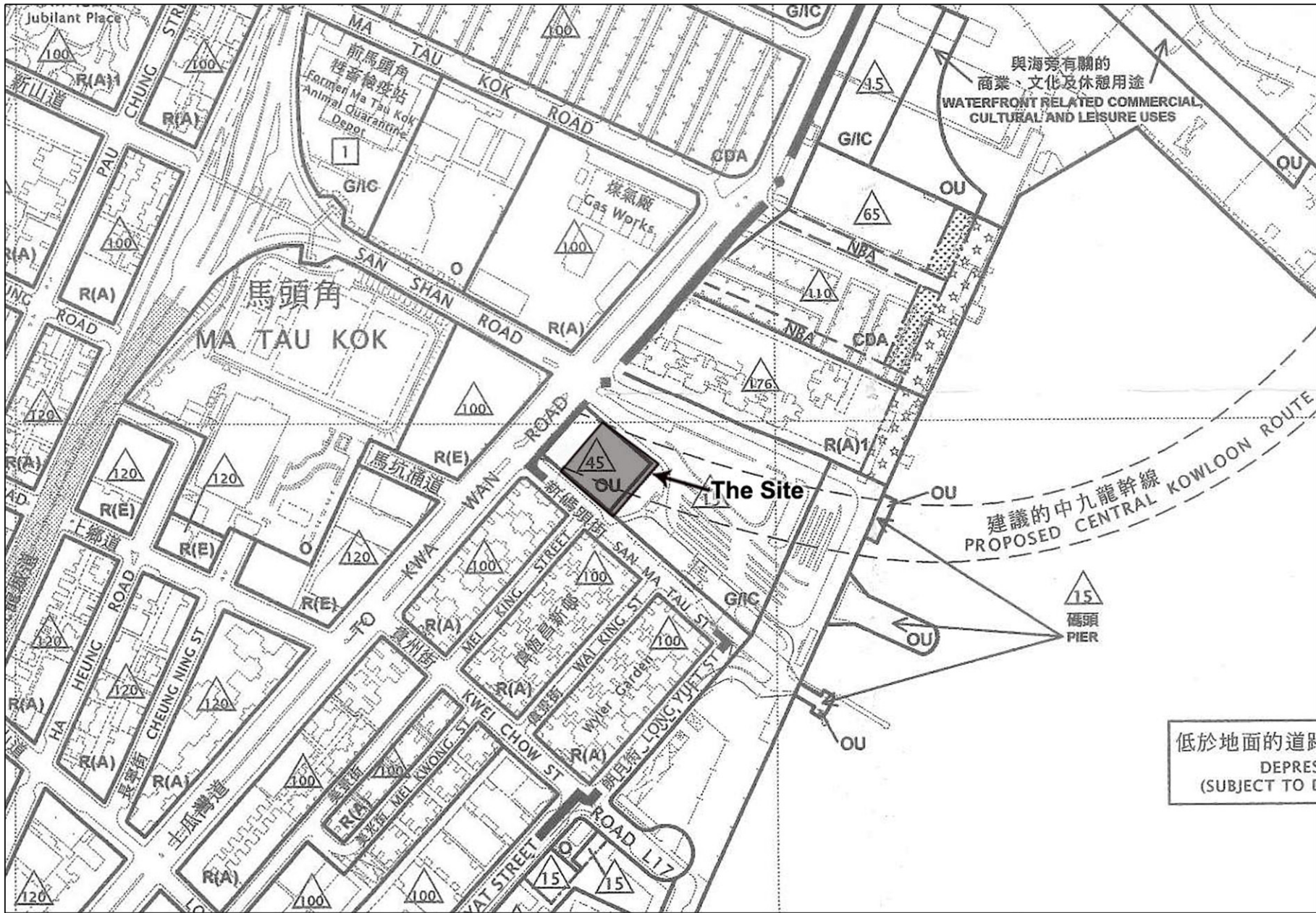
Proposed Rezoning of the Site from
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 "Government, Institution or Community" Zones to
 "Commercial (9)" Zone to enable a Commercial /
 Office Development at
 Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon

Based on Survey Sheet No. 11-NE-16A

Plan 1

Scale: 1:1000

Date: 1 February 2018



低於地面的道路
DEPRES
(SUBJECT TO C

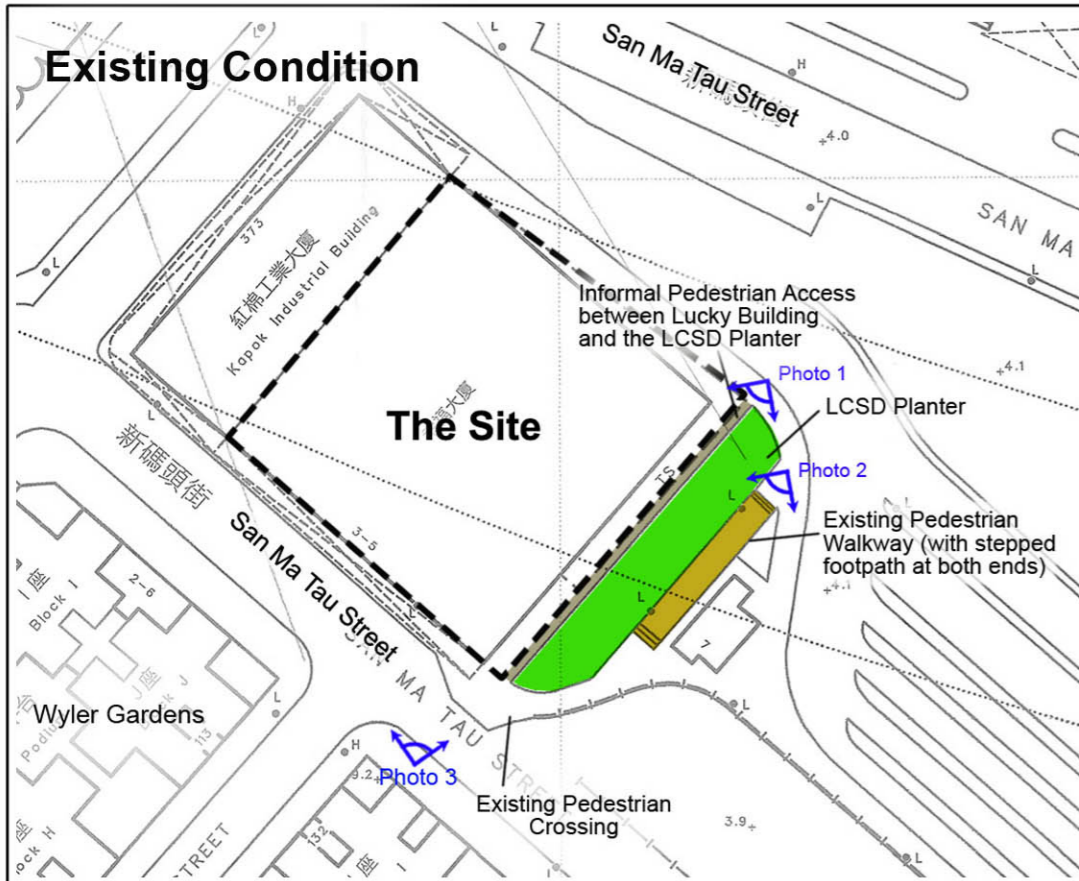


Photo 3: Existing footpath along San Ma Tau Street

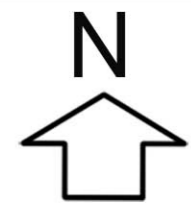
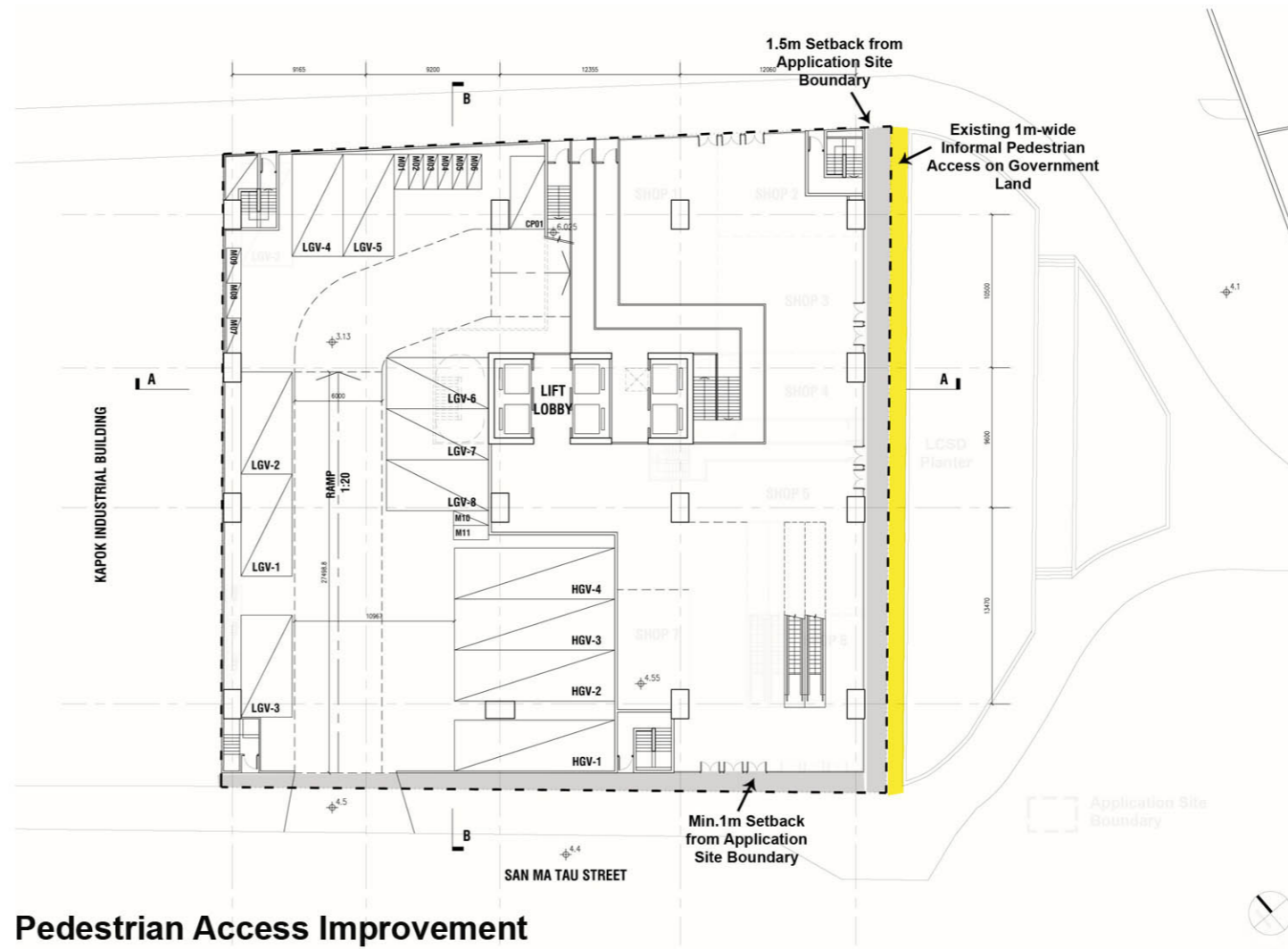


Photo 1: Existing Informal Pedestrian Alley sandwiched between Lucky Building and the LCSD Planter



Photo 2: Existing Formal Public Access with steps for Pedestrian

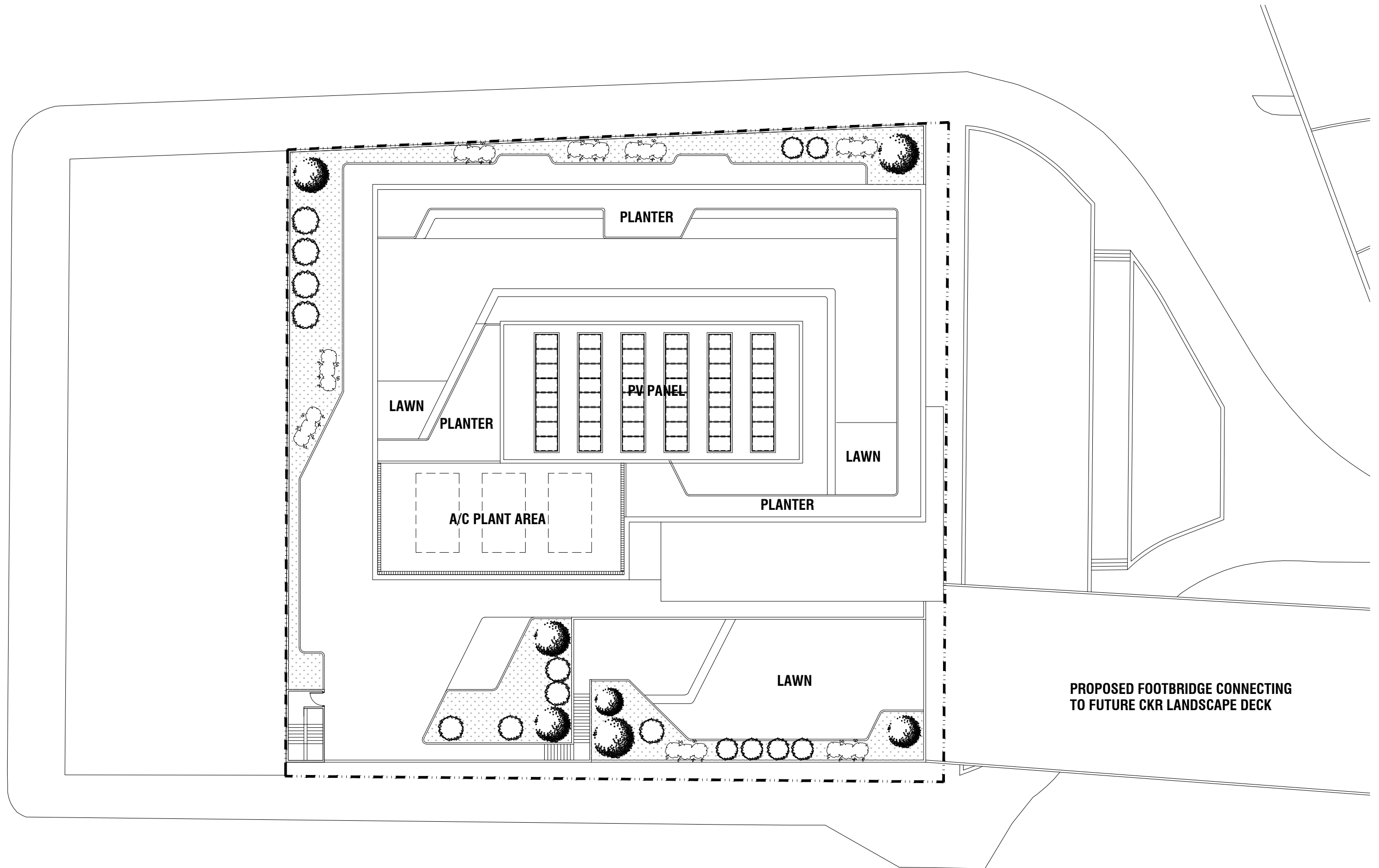


Pedestrian Access Improvement

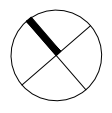


Key Development Data of the Proposed Development

Key Parameters	
Site Area	2,038.09 m ²
Plot Ratio	12.0
Maximum GFA (Non-domestic)	Not more than 24,457.08 m ²
▪ Retail / Eating Place	Not more than 5,978.49 m ²
▪ Office	Not more than 18,478.59 m ²
No. of Storey	23 storeys (including G/F) and 2 levels of basement
Building Height at Main Roof	100mPD
Maximum Site Coverage	Not more than 62.5% (15m or above)
No. of Block	1
Open Space	Not less than 1,600 m ²
Carparking Spaces	
▪ Private Car	118 nos.
▪ Motorcycle	11 nos.
▪ Loading/Unloading Bays	8 nos. (LGV)
	4 nos. (HGV)

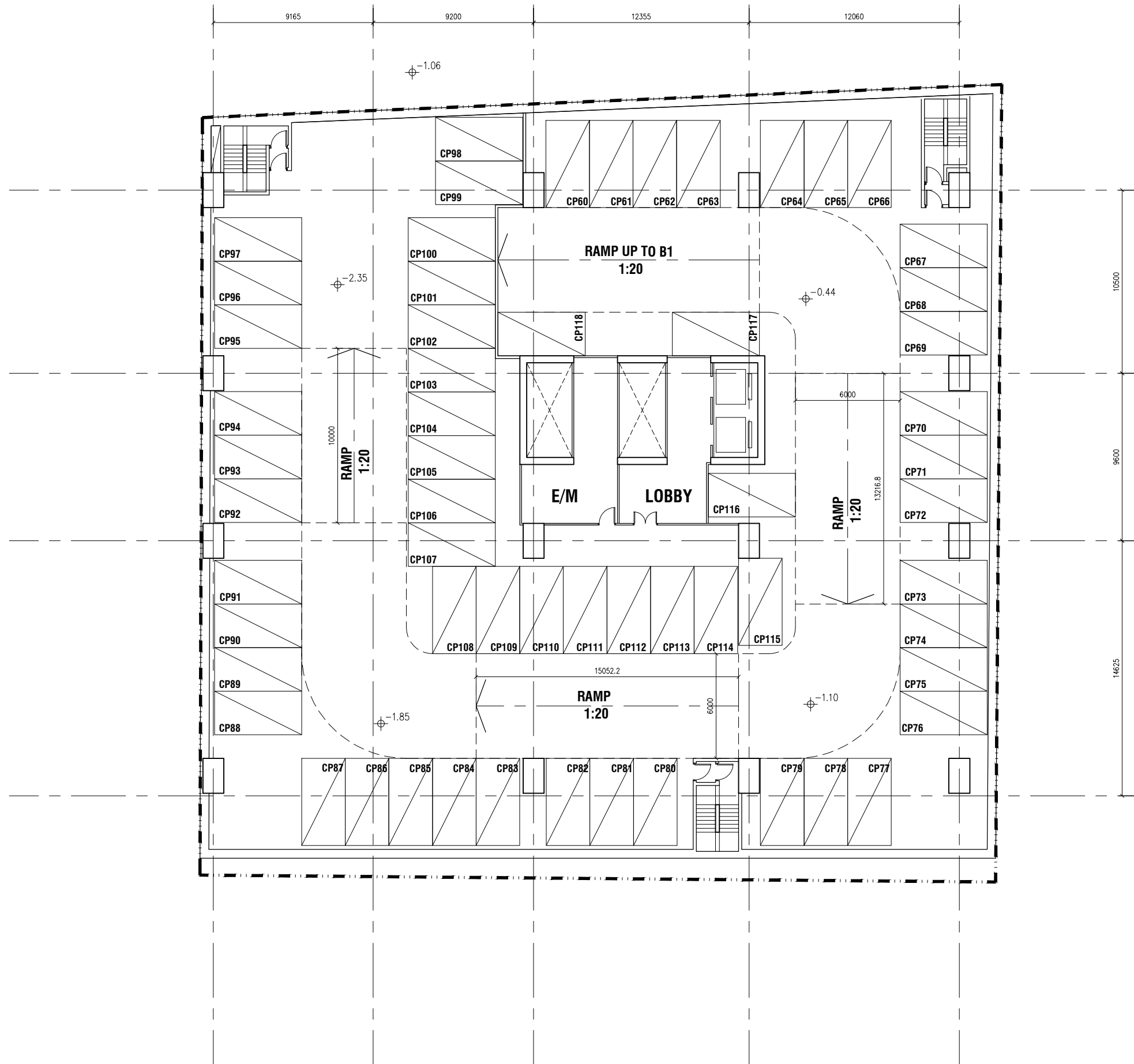


PROPOSED FOOTBRIDGE CONNECTING TO FUTURE CKR LANDSCAPE DECK



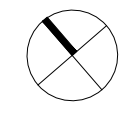
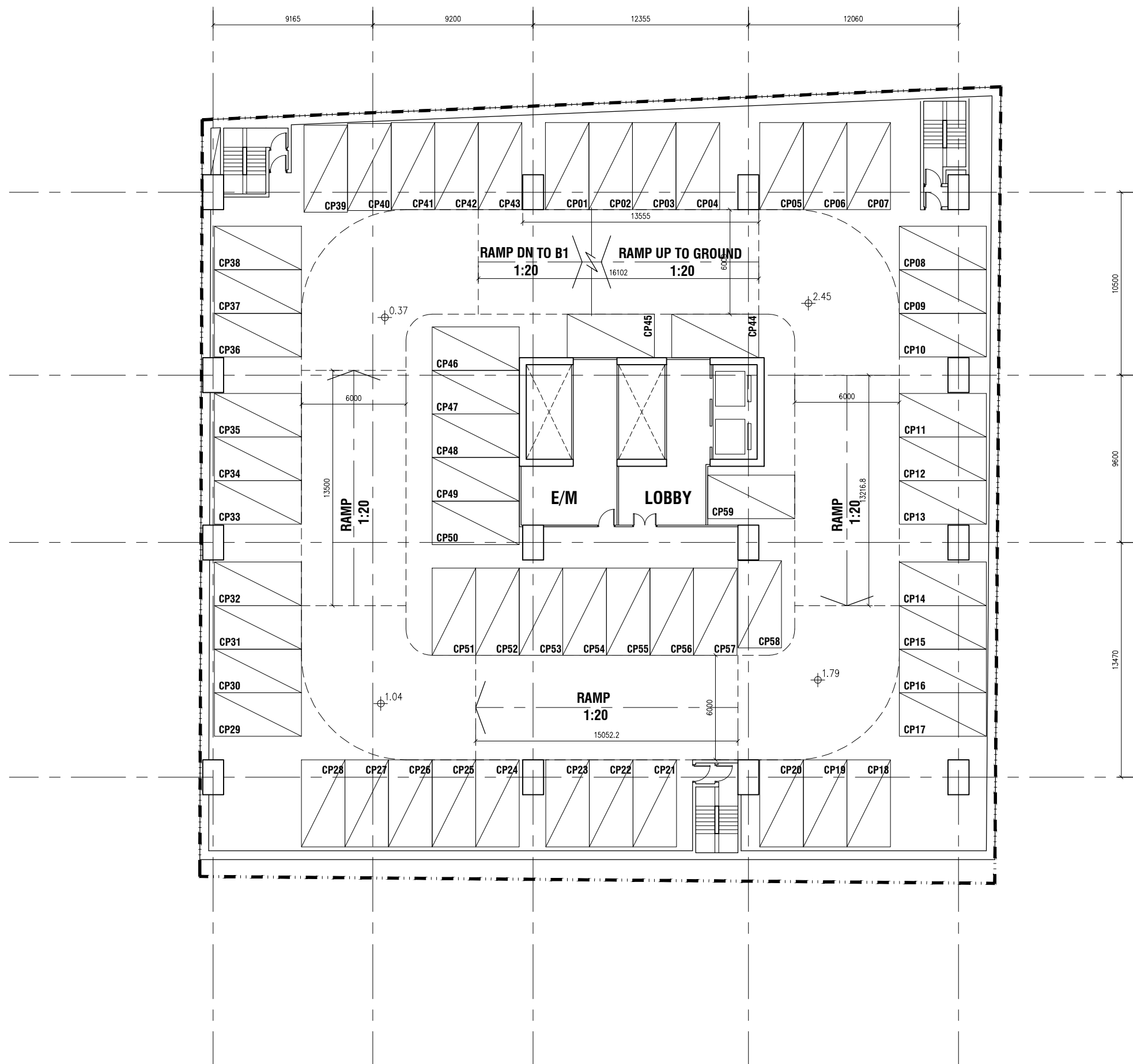
MASTER LAYOUT PLAN

SCALE 1 : 250



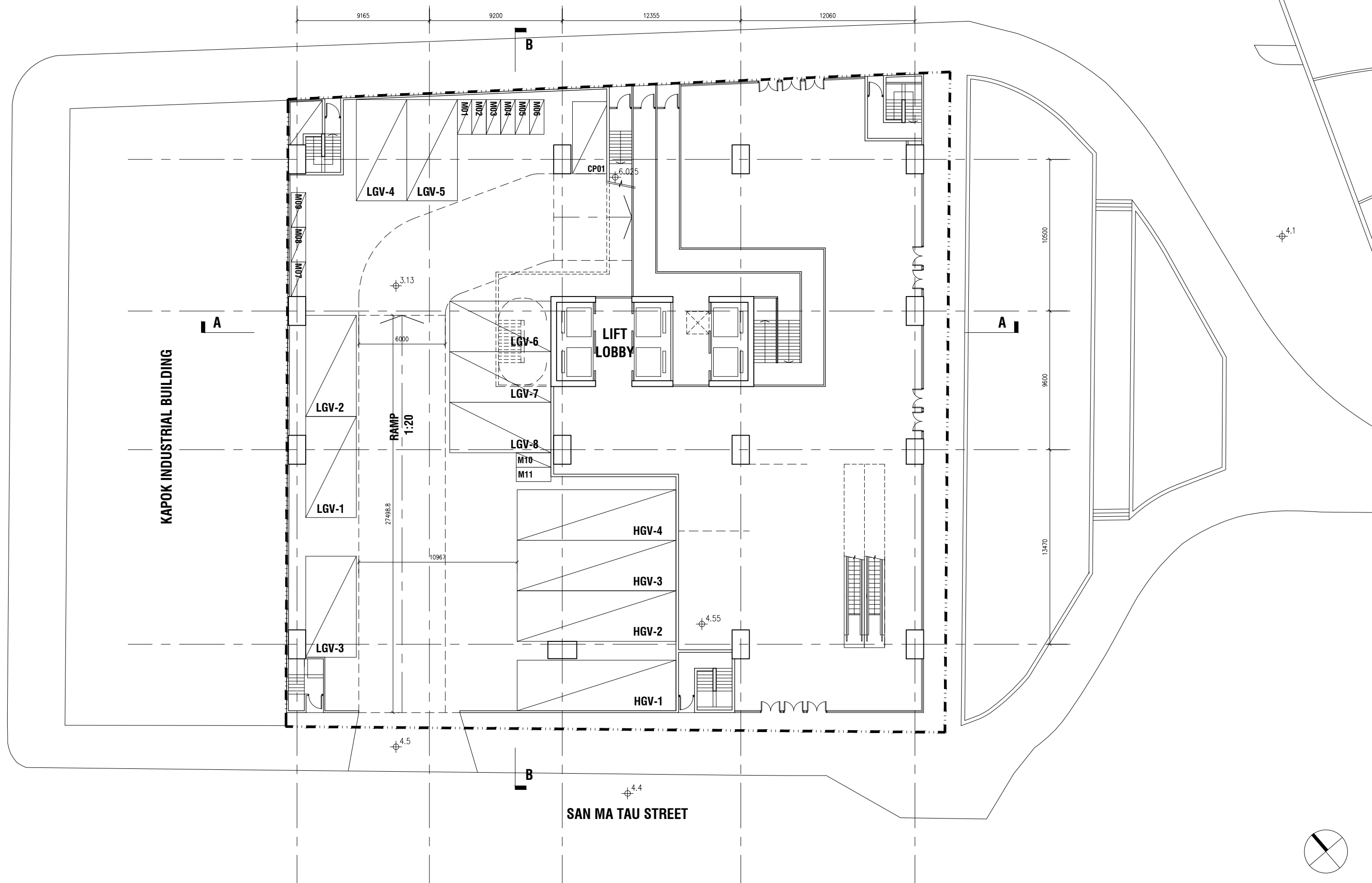
B2/F PLAN

SCALE 1 : 250



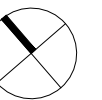
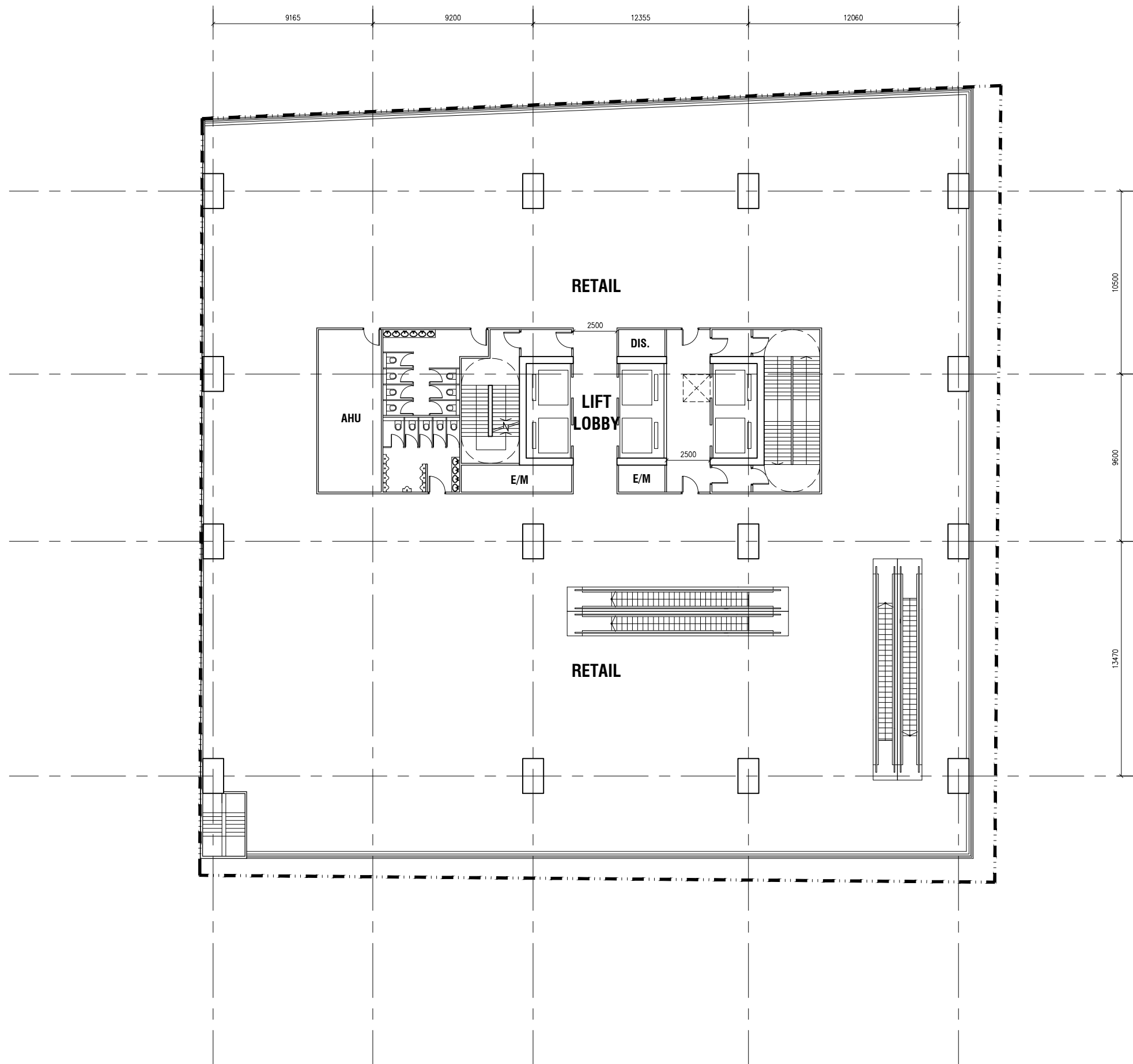
B1/F PLAN

SCALE 1 : 250



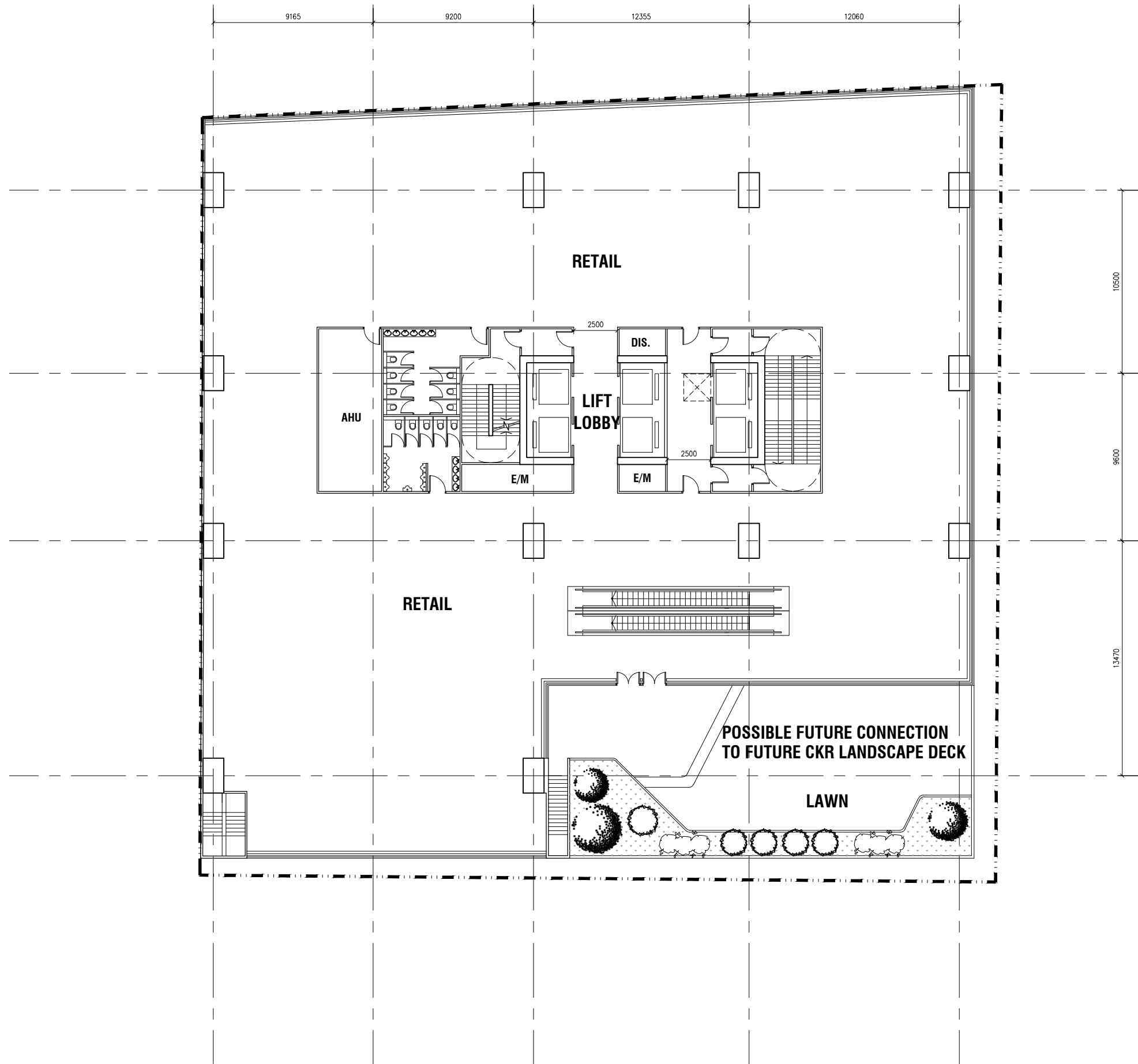
GROUND FLOOR PLAN

SCALE 1 : 250



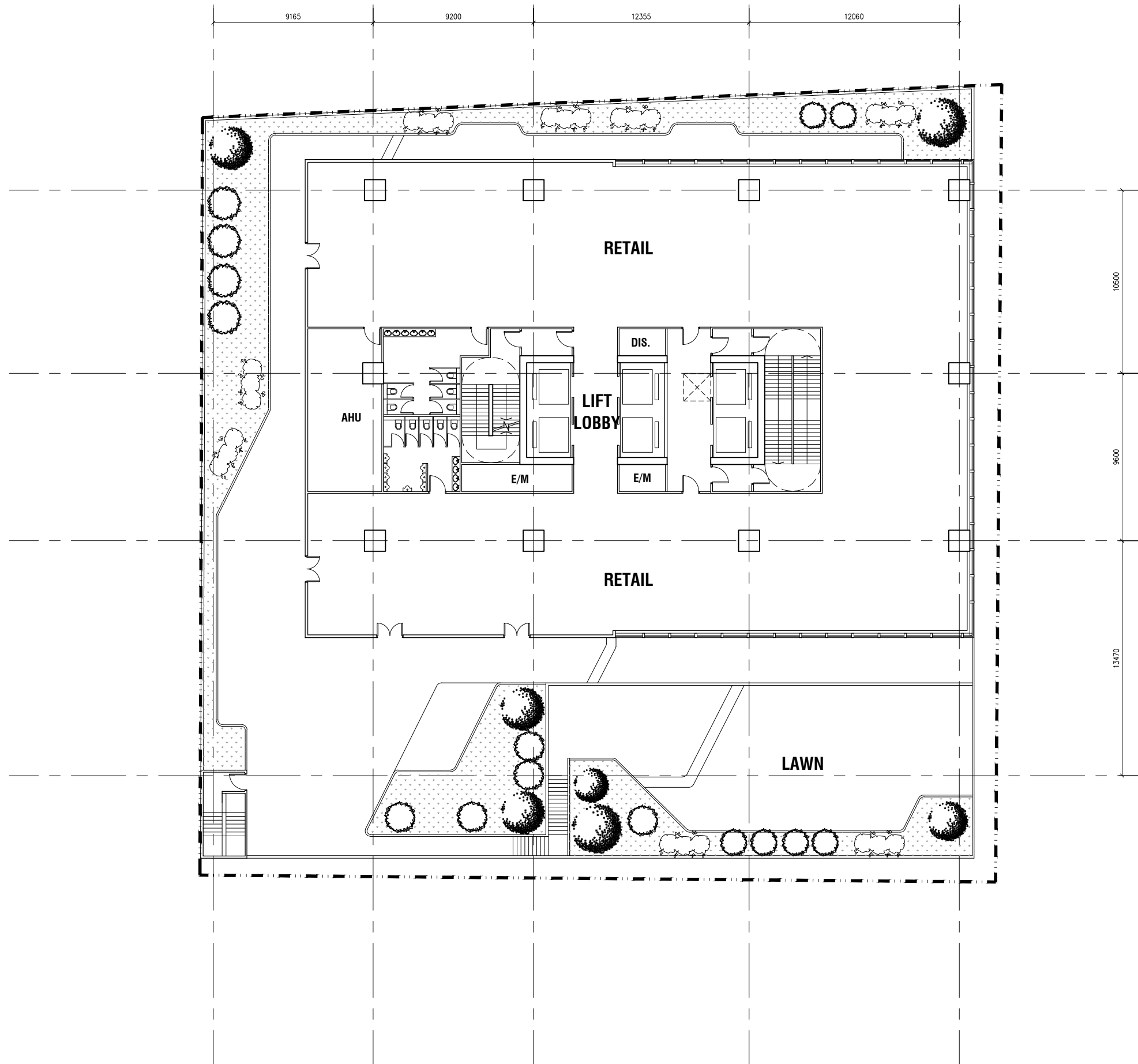
1/F PLAN

SCALE 1 : 250



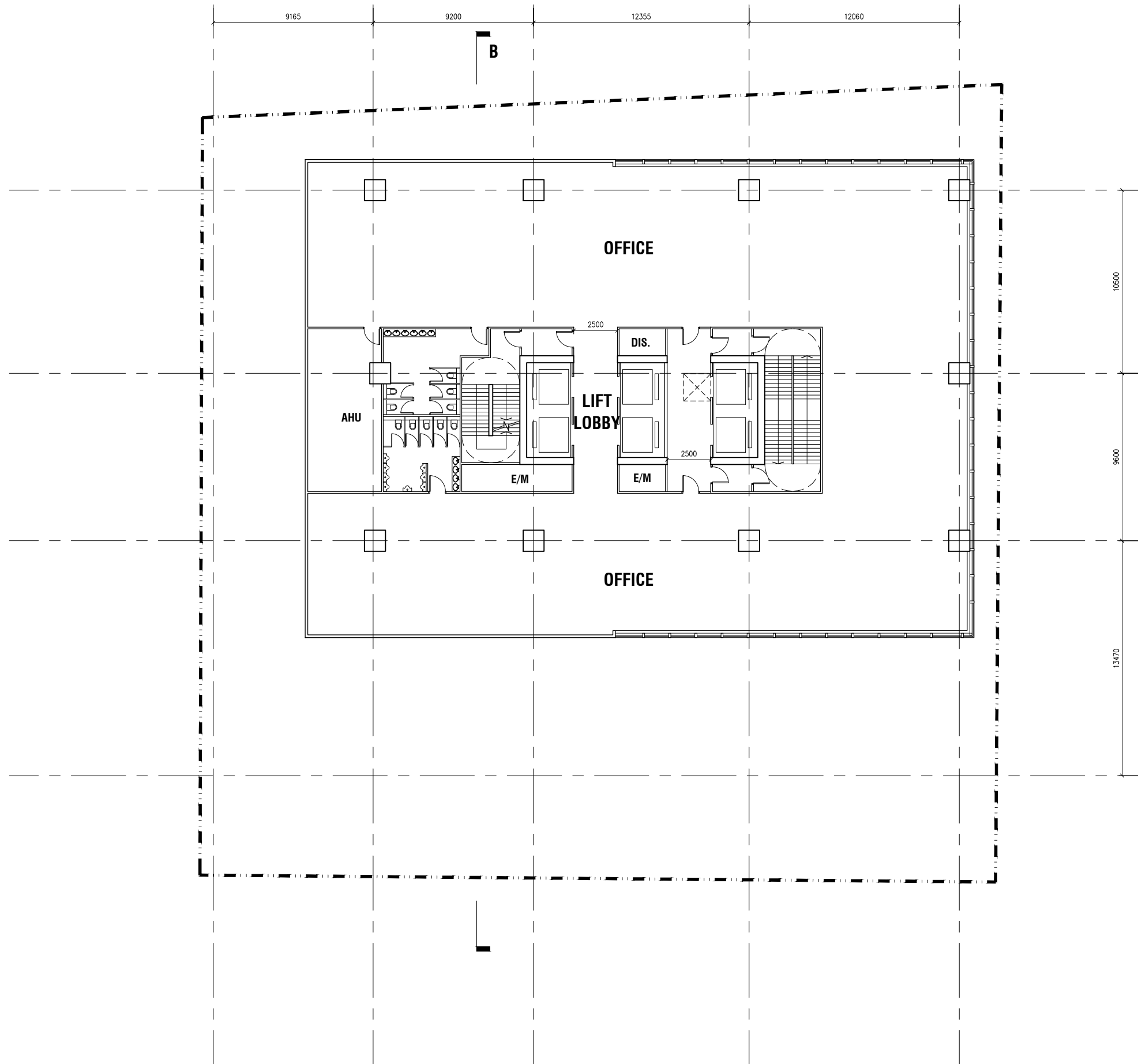
2/F PLAN

SCALE 1 : 250



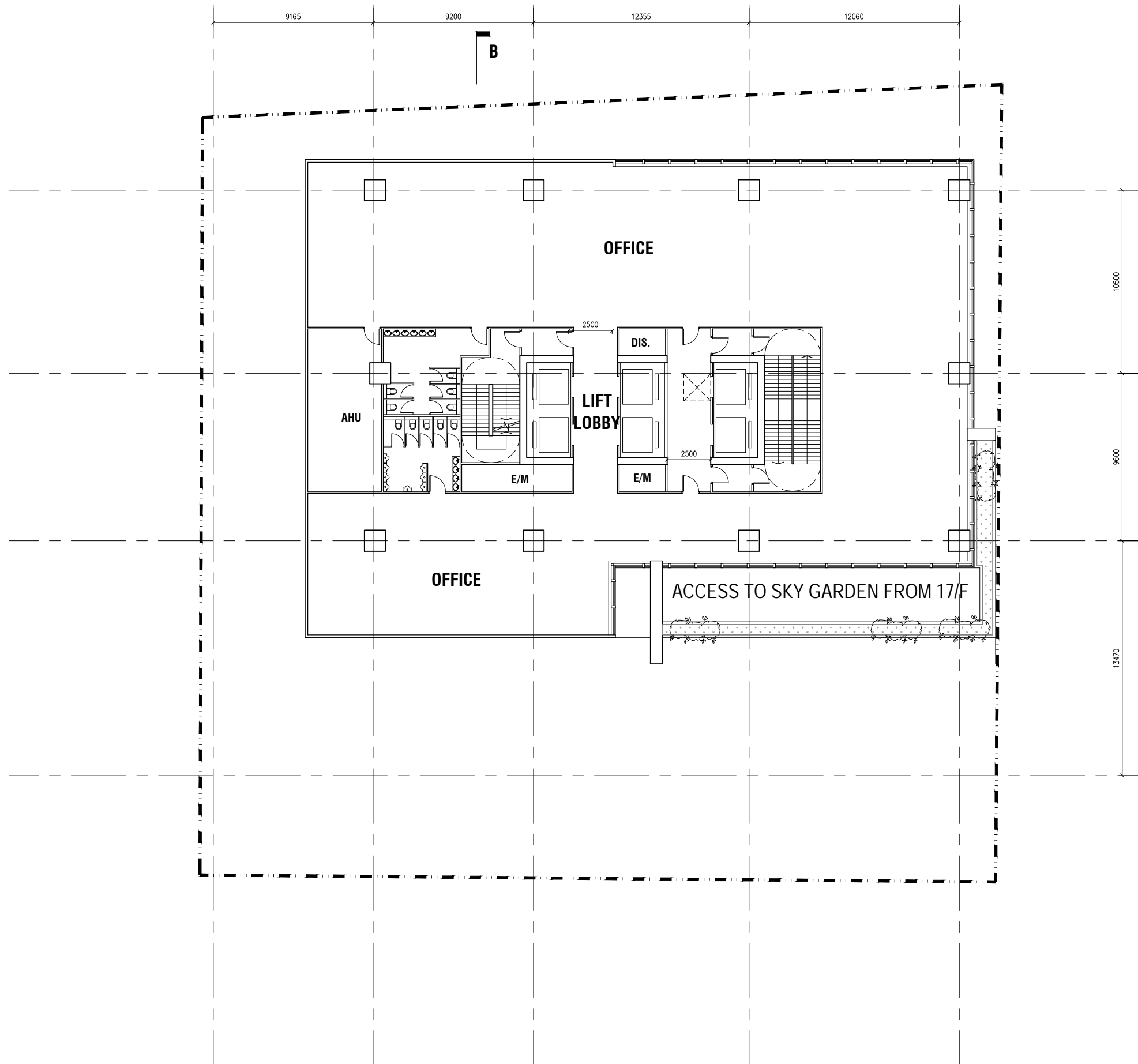
3/F PLAN

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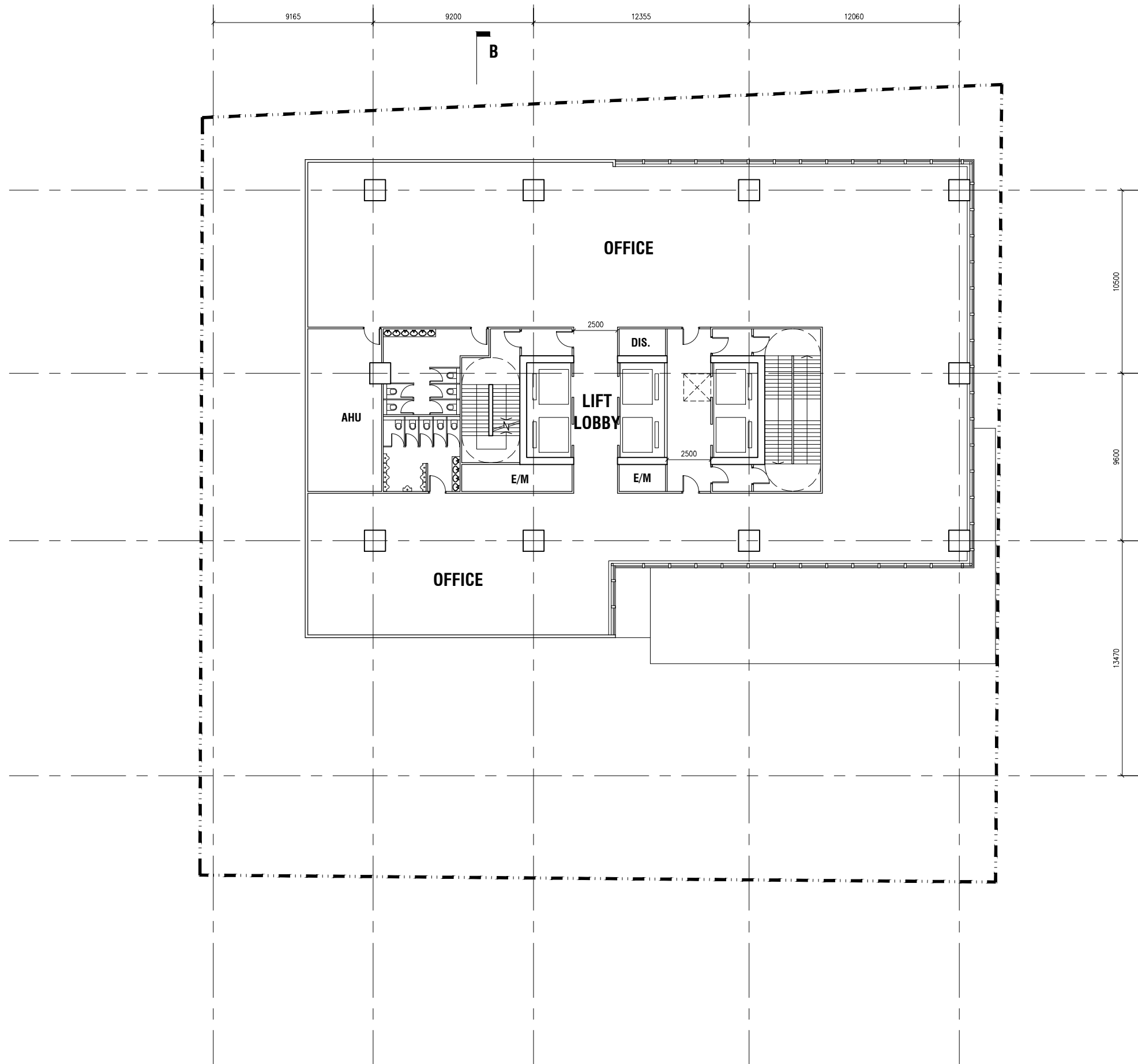
4-16/F FLOOR PLAN

SCALE 1 : 250



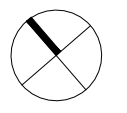
17 & 18 FLOOR PLAN

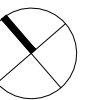
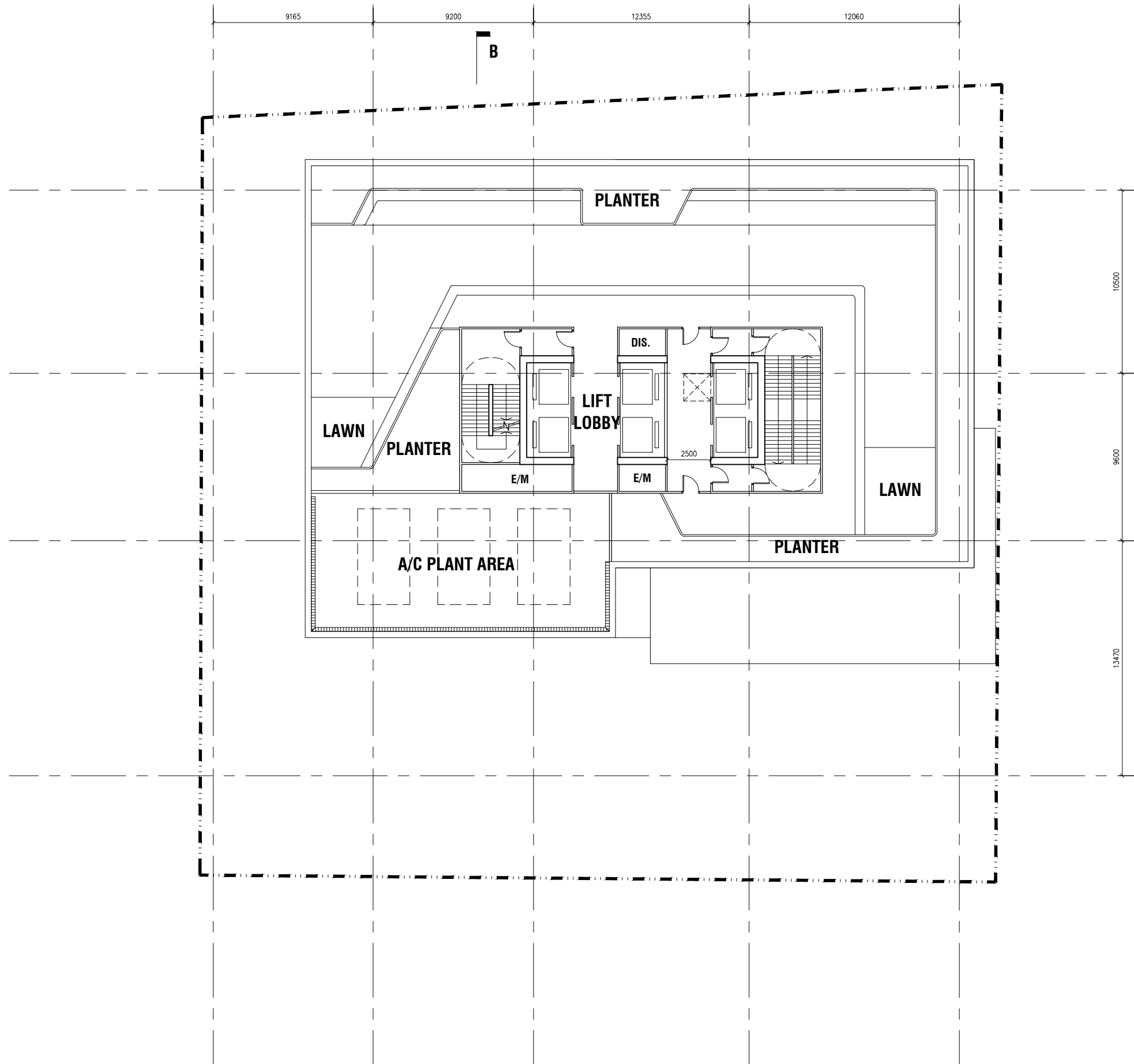
SCALE 1 : 250



19 - 23 FLOOR PLAN

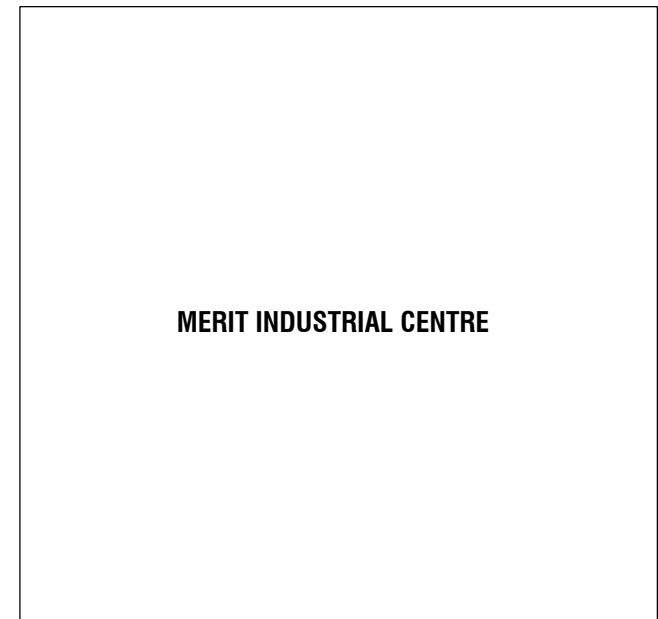
SCALE 1 : 250





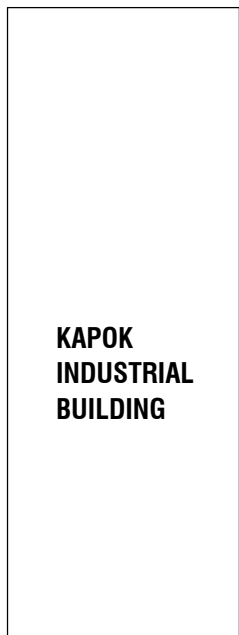
ROOF PLAN

SCALE 1 : 250



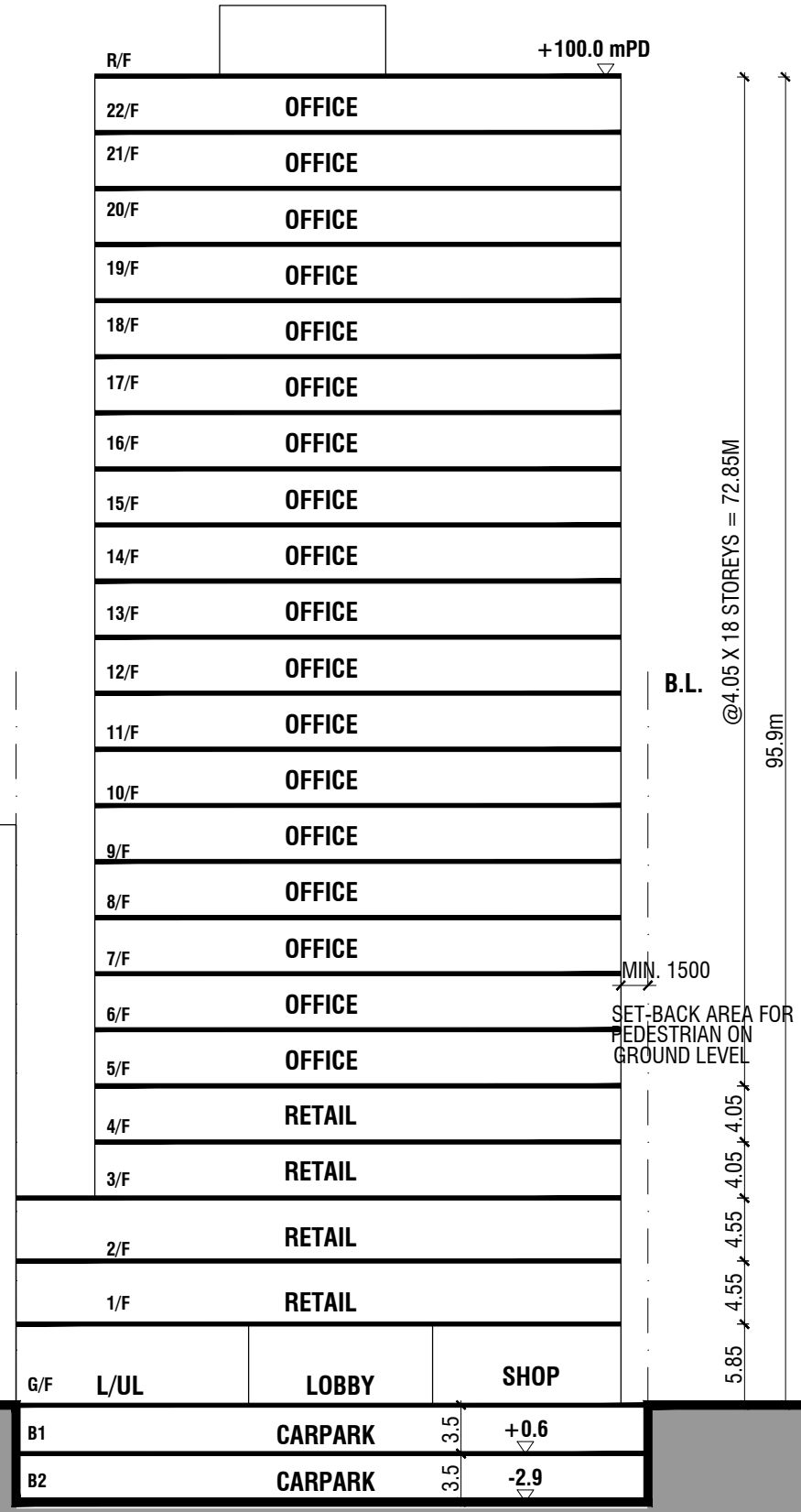
MERIT INDUSTRIAL CENTRE

TO KWA WAN ROAD
+4.5



KAPOK INDUSTRIAL BUILDING

B.L.



MIN. 1500
SET-BACK AREA FOR PEDESTRIAN ON GROUND LEVEL

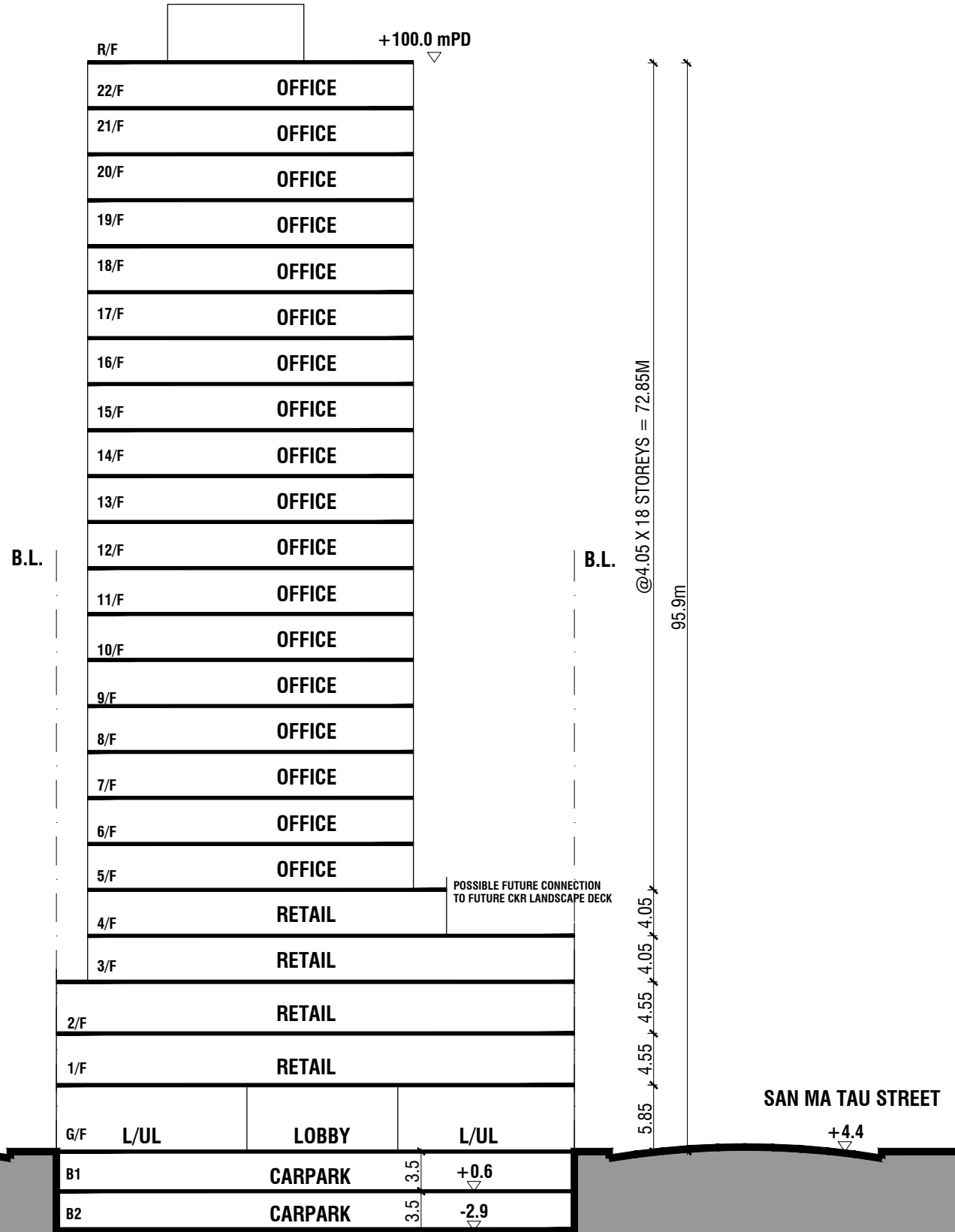
B.L. @4.05 X 18 STOREYS = 72.85M
95.9m
5.85 4.55 4.55 4.05 4.05 4.05

BUS TERMINUS
+4.1

DIAGRAMMATIC SECTION A-A

SCALE 1 : 500

GRAND WATERFRONT






SAN MA TAU STREET
+4.1

SAN MA TAU STREET
+4.4

DIAGRAMMATIC SECTION B-B

SCALE 1 : 500

LEGEND

-  DECKING
-  PAVING TILES
-  SEAT WALL
-  PLANTING AREA
-  LAWN AREA
-  EXISTING TREES (OUTSIDE SITE)
-  APPLICATION SITE BOUNDARY

