

# **Task Force on Kai Tak Harbourfront Development**

For discussion  
on 31 March 2011

TFKT/06/2011

## **Residential development at 7 Kai Hing Road, Kai Tak South**

### **PURPOSE**

This paper, submitted by Kerry D.G. Warehouse (Kowloon Bay) Limited (a subsidiary of Kerry Properties Limited), seeks Members' comments on a redevelopment proposal of the existing Kerry Dangerous Goods (DG) Godown (subject site) at the Kowloon Bay waterfront for residential use prior to the applicant's submission of a Section 16 planning application to the Town Planning Board (TPB).

### **BACKGROUND**

#### *Site Location*

2. The subject site, covered by New Kowloon Inland Lot (NKIL) No. 5813, is located in the South Apron Corner of the Kai Tak Development at the Kowloon Bay waterfront (see Figure 1). It has a total site area of about 0.43 ha.

#### *Land Use Zoning and Development Parameters*

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

- 'Flat' is a use under Column 2 of the Schedule of Uses of the subject "C(2)" zone, that may be permitted with or without conditions on application to TPB;
- Maximum plot ratio for a non-domestic building: not exceeding 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: not exceeding 5.0;

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- Maximum site coverage (excluding basement(s)): not exceeding 65% or the site coverage of the existing building, whichever is the greater;
- Maximum building height: not exceeding 100mPD or the height of the existing building, whichever is the greater; and
- On land designated “Waterfront Promenade” in the subject “C(2)” zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.

### *Land Status*

4. The subject site is under single ownership by the applicant.

### *Existing Site Context*

5. The subject site is currently occupied by the 6-storey Kerry DG Godown and directly abuts onto the harbourfront in the south-east.

### *Surrounding Context*

6. The surrounding areas of the subject site are characterized by a mix of residential/ commercial/ industrial/ Government uses and are undergoing rapid transformation due to the development opportunities arising from the Kai Tak Development as well as land use restructuring in Kwun Tong and Kowloon Bay Business Areas.

7. Immediately adjoining the subject site in the north-east is the 14-storey Kowloon Godown (NKIL Nos. 5805 and 5806). A redevelopment scheme with a total site area of about 1.54 ha for proposed residential development (including waterfront promenade, landing steps, eating place, shop and services uses) under Application No. A/K22/9 was approved by TPB on 10.9.2010.<sup>1</sup>

8. To the north of the subject site, at the junction of Kai Hing Road and Lam Chak Street, is a newly completed commercial building (NKIL No. 6215) with a building height of 136.45mPD. Next to this

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<sup>1</sup> The proponent has made further amendments and submitted an S16A application to TPB on 3.4.2011. Please refer to discussion paper TKFT/05/2011 for detailed and updated information.

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commercial building is the 15-storey Pacific Trade Centre (NKIL 6036) mainly used for workshop, office and warehouse.

9. To the northwest of the subject site, also at the junction of Kai Hing Road and Lam Chak Street, is a piece of Government land zoned as “C(2)” on the Approved Kai Tak OZP. It is being temporarily used as open air bus parking at present.

10. Immediately adjoining the subject site in the southwest are currently an open storage area and Government works area. These areas are zoned as “Open Space” on the Approved Kai Tak OZP.

### *Accessibility*

11. The subject site is served by a vehicular access leading from Kai Hing Road, which branches off from Hoi Bun Road. It is of a walking distance of about 20 minutes from Kowloon Bay or Ngau Tau Kok MTR Stations.

### *Site Constraints*

12. The subject site is relatively small, with a total site area of about 0.43 ha i.e. only about 28% of the size of the adjacent Kowloon Godown site.

13. The subject site is further constrained by the statutory requirement to provide a 20m-wide promenade abutting the waterfront for public enjoyment purpose. After deducting the 20-metre-wide promenade, which is equivalent to about one-fourth of the total site area, the subject site only consists of a developable area of about 0.3 ha, which further limits the design flexibility of the block layout.

## **REDEVELOPMENT PROPOSAL**

14. The Applicant intends to redevelop the subject site for residential use. As the redevelopment proposal is still at its early planning and preliminary design stage, an Indicative Development

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Scheme (see Figure 2) showing the preliminary block layout of the development scheme is prepared for illustration purpose.

15. The proposal consists of 3 residential blocks with a clubhouse at a total plot ratio of 5.0. It conforms to the 100mPD building height restriction as stipulated on the Approved Kai Tak OZP. It will have a greening ratio of not less than 20% of the development site area (i.e. the portion of the subject site excluding the waterfront promenade). All car parking spaces are located at the basement levels. Major development parameters are summarized in **Annex**.

16. To conform to the statutory requirement, the redevelopment proposal has provided a 20-metre-wide promenade abutting the waterfront for public enjoyment purpose. Similar to the approach adopted in the approved development scheme at the adjacent Kowloon Godown site, the Applicant is prepared to surrender the area for the 20-metre-wide promenade upon the Government's request, and to landscape and maintain it at the Applicant's expense until the area is surrendered.

### **DESIGN INTENTION AND DEVELOPMENT JUSTIFICATIONS**

#### *Proposed Residential Use and Development Density More Suitable at the Subject Site*

17. The redevelopment proposal will replace the existing incompatible use by the waterfront with proposed residential use. As compared to a non-domestic building which could be developed up to a maximum plot ratio of 9.5 at the subject site, the redevelopment proposal for residential use with much lower development density at a maximum plot ratio of 5.0 is considered more suitable at this waterfront site. The proposed residential use is also more compatible with its immediate neighbourhood, where similar residential development was approved at the adjacent site.

#### *Proposed Waterfront Promenade Enhances Vibrancy and Attractiveness of Waterfront*

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18. Currently, the waterfront at the subject site is not open to or accessible by the public due to the existing operation of the DG godown. In accordance with the stipulations on the OZP, a 20m-wide promenade abutting the waterfront will be provided for public enjoyment purpose upon redevelopment of the subject site. This section of the promenade, together with the promenade to be developed at the adjacent Kowloon Godown site, is vital for providing a continuous promenade at the Kowloon Bay waterfront, which will then be linked with the Kwun Tong promenade along Hoi Bun Road upon development.

### *Enhancing Local Environment with Landscaping*

19. A green coverage of not less than 20% with different landscape elements at grade and on different levels will be provided to enhance the landscape amenity of the area and the environmental quality of the area. Various landscape treatments, including ground level setback along Kai Hing Road for greening and roadside planting, are proposed to enhance the local streetscape.

### *Enhancing Air Ventilation in the Neighbourhood and Visual Connectivity to the Harbourfront*

20. As per earlier consultation with PlanD, a 6m-wide gap along the eastern edge of the subject site has been provided. Together with the 9m-wide gap as proposed in the approved development scheme at the adjacent Kowloon Godown site, a 15m-wide gap in total would be formed between the two developments to cater for the dominant wind directions in the area. This 15m-wide gap, which is perpendicular to the promenade, would favour the south-easterly wind to go through and ventilate the surrounding areas as well as enhance the visual connectivity for pedestrians in the hinterland to the harbourfront. In addition, basement car parks and podium-free design have been incorporated in order to allow greatest permeability at ground level, which further enhances ventilation across the subject site and in the surrounding areas.

### *An Optimal Development Scheme that Strikes a Balance between*

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## *Various Considerations and Constraints*

21. Despite the presence of various site constraints, including the relatively small site area and narrow site frontage of the subject site, the Applicant has made best effort to strike a balance between various design considerations and site constraints in formulating the indicative development scheme. The proposed buildings disposition and block layout have been carefully designed in order to reserve a 6m-wide gap along the eastern edge of the subject site to facilitate air ventilation in the local neighbourhood, to incorporate a 20m-wide promenade for public enjoyment, as well as to provide a quality living environment that minimizes over-looking nearby residential and commercial developments for future residents. The current scheme is an optimal option that has taken into account various material considerations.

## **WAY FORWARD**

22. Members are invited to comment on the Indicative Development Scheme. The Applicant will then finalize the redevelopment proposal and submit a Section 16 application to the TPB.

**Kerry D.G. Warehouse (Kowloon Bay) Limited**  
**(A subsidiary of Kerry Properties Limited)**  
**March 2011**

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Annex

## Indicative Development Schedule

	Redevelopment Proposal at Subject Site
Total Site Area (about)	4,293 sq.m
Site Dimension	about 50m x 80m (Gross) about 50m x 60m (Developable)
Total Plot Ratio	5.0
Maximum Building Height	Not more than 100mPD
No. of Block	3
No. of Unit	212
No. of Storey	27 (excluding clubhouse, landscaped garden, E&M rooms and entrance lobby) above 2 basement levels
Major Floor Use - Basement Levels 1 and 2 - Ground Level - 1/F to 27/F	Car Park Clubhouse, Landscaped Garden, E&M Rooms and Entrance Lobby Flats

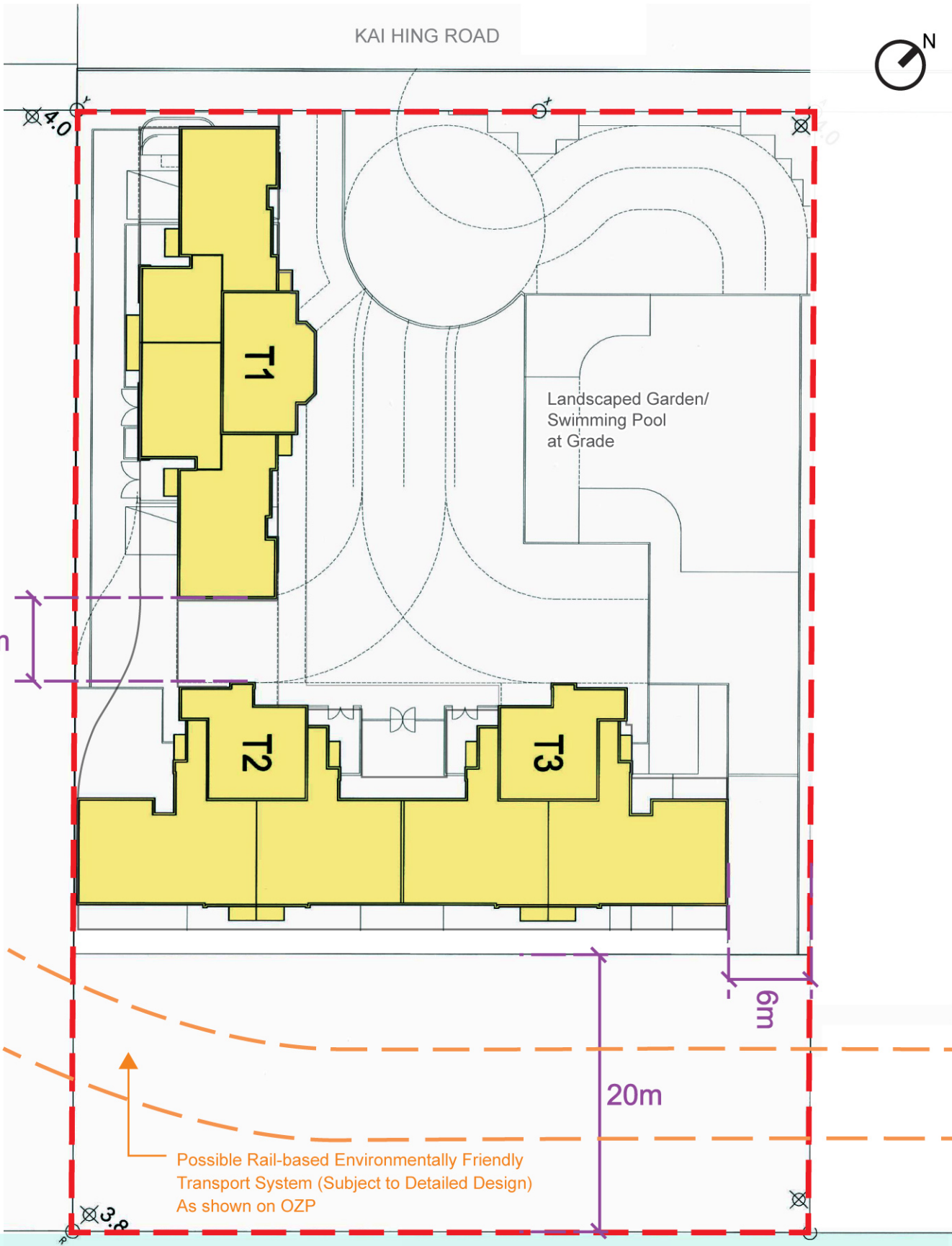


**Legend**

Subject Site



KAI HING ROAD



6m

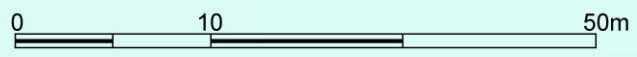
6m

20m

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

**Legend**

Subject Site 



盧緯綸 建築規劃有限公司 LDASIA ARCHITECTS PLANNERS DESIGNERS Liwelyin-Davies Hong Kong Ltd	Title  <b>Indicative Development Scheme</b>	Checked	DH	Drawn	PW
		Rev	0	Date	Mar 2011
		Scale	NA	Figure	2