

Task Force on Kai Tak Harbourfront Development

For discussion
on 1 September 2014

TFKT/08/2014

Kai Tak Development – Proposal of Increasing Development Intensity and Findings of Technical Study

PURPOSE

This paper aims to brief Members on the proposed increase in the development intensity of Kai Tak Development (KTD) and the findings of the associated technical study; and to seek Members' views on the proposal.

BACKGROUND

2. In his Policy Address 2013, the Chief Executive (CE) announced that the Government was committed to increasing the housing and office land supply in short-to medium-term by various means, which include increasing the development intensity of KTD, and would consult the public on the outcome of the associated studies. Among others, the Government has reviewed the planning for the KTD and initiated the technical study in mid-2013 to ascertain the feasibility of increasing the development intensity of the KTD while the planning intention and associated urban design concept can be maintained. Due consideration has also been given to not overstraining the capacity of the planned engineering infrastructure or introducing any unacceptable environmental impacts.

3. In the 2014 Policy Address, it is promulgated that the number of flats and commercial GFA to be developed in KTD could be increased by 6,800 (i.e. about 20%) and 430,000m² (i.e. about 20%) respectively. The related review and study are now completed.

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THE PROPOSAL OF INCREASING DEVELOPMENT INTENSITY OF KTD

4. As a result of the public engagement activities in 2004 to 2006 and the public consultation on enhancement of the planning of KTD in 2011 to 2012, a consensus towards the planning of Kai Tak and urban design concept has been generally reached among the public. On the basis of the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4 and in accordance with the planning intention and urban design concept, the proposal suggests minor relaxation of the maximum plot ratio and building height restrictions, and changes in land use for some sites in order to increase the supply of flats and office space while maintaining the overall townscape and design concept of KTD.

5. Taking the above into consideration, it is suggested increasing the development intensity by a general lifting of overall building height of the sites in the North Apron by 20m, which would generally keep the building height profile and urban design concept. With due consideration to the undulating building height profile in the Runway Precinct, the proposal also suggests increasing the development intensity by a general lifting of building height of 10 sites in the area by 10m to 20m. In addition, to build up a critical mass of office space near Kowloon Bay and create synergy in support of the policy initiative on Energizing Kowloon East, it is proposed to rezone some sites in the South Apron for commercial use with relaxation of building height.

6. The details of the proposal are shown in **Plans 1 and 2** as well as **Annexes 1 and 2**.

IMPACT ASSESSMENT

7. The Government has completed the technical study, including a series of impact assessments, and confirmed that the proposal of increasing the development intensity of KTD would have no significant impact on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures and the

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provision of other community facilities, or any unacceptable noise, air quality, ventilation and visual impacts.

OTHER POTENTIAL SITES

8. It is proposed to revise the building height of two “Government, Institution or Community” (G/IC) sites in the North Apron, i.e. Sites 1D2 and 1D3, which will be used for Government Offices and the proposed Inland Revenue Tower respectively. The details of the proposal are shown in **Plans 1 and 3** and **Annex 3**.

9. By relaxing the building height restrictions of Site 1D2 and Site 1D3 by 20m, the building footprint could be reduced to allow more ground level landscaping. In addition, a 35-m wide ventilation corridor (including a 10-m pedestrian street) would be introduced between Site 1D3 and Site 1D4 to enhance the visual permeability, ventilation and streetscape. The above proposal has been developed with due regard to the site limitations and would not introduce any unacceptable ventilation, landscape and visual impacts.

10. It is also proposed to combine and rezone Site 3E1, Site 3E2 and part of the adjoining open space at South Apron Corner area to one whole site for mixed use development, in order to help form a development cluster mainly for residential use in the area, which is compatible with the approved planning applications for the redevelopment of the nearby godown uses at Kai Hing Road for residential development. The details of the proposal are shown in **Plans 1 and 4** and **Annex 4**.

11. Reference has been made to the findings of the technical study and confirmed that the above proposals in paragraphs 8 to 10 would have no significant impact on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures and provision of other community facilities, or any unacceptable noise, air quality, ventilation and visual impacts.

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STATUTORY PROCEDURES

12. For proposals which involve relaxation of development parameters as detailed in **Annexes 1** and **3**, the Civil Engineering and Development Department would submit planning application under the Town Planning Ordinance (TPO). For proposals which involve changes in land use as detailed in **Annexes 2** and **4**, the Planning Department would propose amendments to OZP to the Town Planning Board (TPB) under the TPO.

HARBOUR PLANNING PRINCIPLES

13. When formulating the above development proposals, due regard has been given to the prevailing Harbour Planning Principles which are summarized as follows -

- (a) **Preserving Victoria Harbour** – the proposal will not jeopardize the intention to preserve the waterfront areas for enjoyment by Hong Kong people and visitors. The development sites in KTD are utilized in the way where the waterfront areas will be maintained as parks and promenades;
- (b) **Stakeholder Engagement** – prior consultation with the Harbourfront Commission’s Task Force on Kai Tak Harbourfront Development, as well as Kowloon City, Kwun Tong and Wong Tai Sin District Councils will be conducted before the relevant planning applications and rezoning amendments are submitted to the TPB. The statutory procedures in consulting the public on the planning applications and proposed amendments to OZP as required under the TPO will also be followed;
- (c) **Sustainable Development** – the proposed increase in development intensity of Kai Tak is to take forward the policy initiative to meet the increasing needs of the society for housing and office land. It has been ascertained in

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the technical study that the proposals will not overload the infrastructures or create any unacceptable environmental impacts;

- (d) **Integrated Planning** – the proposals are formulated on the basis of maintaining the planning intention and urban design concept of KTD. Due consideration has been given to not overstraining the capacity of the planned engineering infrastructure, and not introducing any unacceptable impacts on the water quality of the Victoria Harbour;
- (e) **Proactive Harbour Enhancement** – the urban design concept of KTD in achieving a stepped height profile rising generally from the waterfront to the inland areas and an undulating height profile along the ex-runway has been maintained in the proposal;
- (f) **Vibrant Harbour** – the proposal to rezone sites in the South Apron area for commercial and mixed use developments will help create a critical mass of office supply to facilitate the transformation of Kowloon East and add vibrancy to the waterfront area;
- (g) **Accessible Harbour** – the proposal will not affect the accessibility to the harbour as the major connections between the inland area and the waterfront in KTD will be maintained; and
- (h) **Public Enjoyment** – the proposal will not compromise the opportunities for the public to enjoy the waterfront areas. The proposed land uses are compatible to the waterfront sites and will not require additional land in the waterfront for infrastructure developments.

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CONCLUSION

14. Members are invited to provide views and comments on the proposals of increasing development intensity in KTD and findings of the associated technical study.

**Planning Department
Civil Engineering and Development Department
Government Property Agency
Inland Revenue Department
Architectural Services Department**

August 2014

Proposed Relaxation of Development Parameters

Site No.	Land Use	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
1K1	R(B)2	4.5	5.5	110	130
1K2	R(B)2	4.5	5.5	110	130
1K3	R(B)2	4.5	5.4	110	130
1L1	R(B)2	4.5	5.4	100	120
1L2	R(B)2	4.5	5.4	100	120
1L3	R(B)2	3.5	4.2	50/100	50/120
2A1	CDA(3)	5	6.0	80	100
2A2	CDA(4)	4.5	5.2	70	90
2A3	C(3)	4.5	5.7	70	90
2A4	C(3)	4.5	5.5	60	80
2A5	C(3)	4.5	5.2	60	80
2A6	C(3)	4.5	5.5	60	80
2B1	CDA(5)	5	6.4	110	130
2B2	R(B)1	5	6.1	100	120
2B3	R(B)1	5	5.7	85	105
2B4	R(B)1	5	5.9	85	105
2B5	R(B)1	5	5.7	85	105
2B6	R(B)1	5	5.7	85	105
4A1	R(C)	3	3.4	65/80	80
4B1	R(C)	3	3.7	55	65
4B2	R(C)	3	4.5	55	75
4B3	R(C)	3	3.9	65	75
4B4	R(C)	3	3.7	55	65
4A2	C(4)	4	5.0	45	55
4C1	C(4)	4	5.0	45	55
4C2	C(4)	4	5.9	55	65
4C3	C(4)	4	5.0	45	55
4C4	C(4)	4	5.0	45	55
1E1	Mixed Use(3)	7	8.2	100	120
1F1	Mixed Use(2)	7	8.1	125/150	145/170
1E2	C(6)	6	7.2	100	120

Proposal of Change in Land Use and Relaxation of Development Parameters

Site No.	Land Use		Max. Plot Ratio	Max. Building Height (mPD)	
	Original	Proposed	Proposed	Original	Proposed
2A7	G/IC	C(6)	6.0	30	80
3A6			6.0	45	100
3B1		C(5)	5.8	45	80
3B2			5.8	45	80
3B3			5.8	45	80
3B4			5.8	45	80

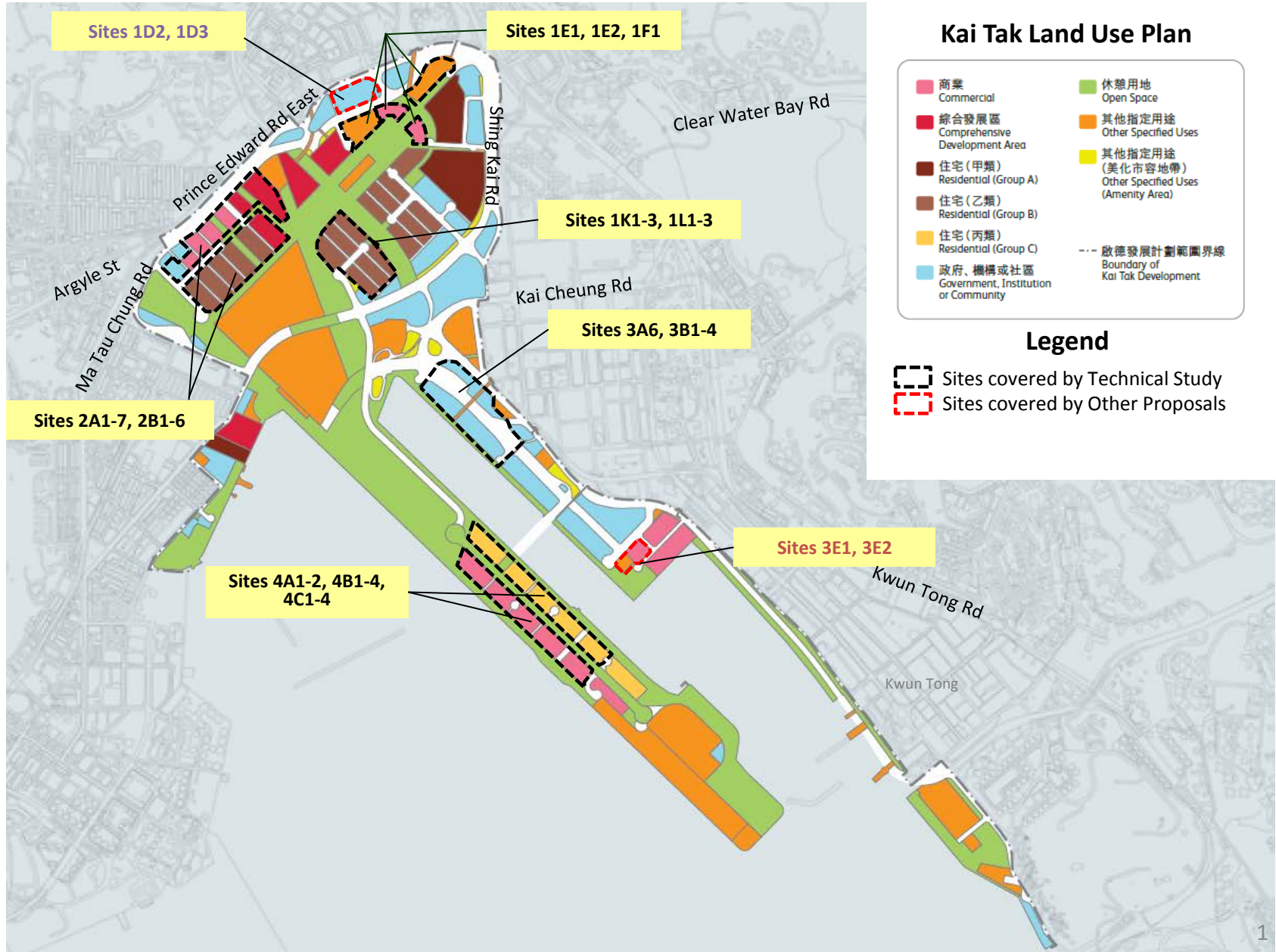
Relaxation of Development Parameters (Other Potential Sites)

Site	Land Use Zoning	Max. Building Height (mPD)	
		Original	Proposed
1D2	G/IC	100	120
1D3	G/IC	60	80

Proposal of Change in Land Use and Relaxation of Development Parameters
(Other Potential Sites)

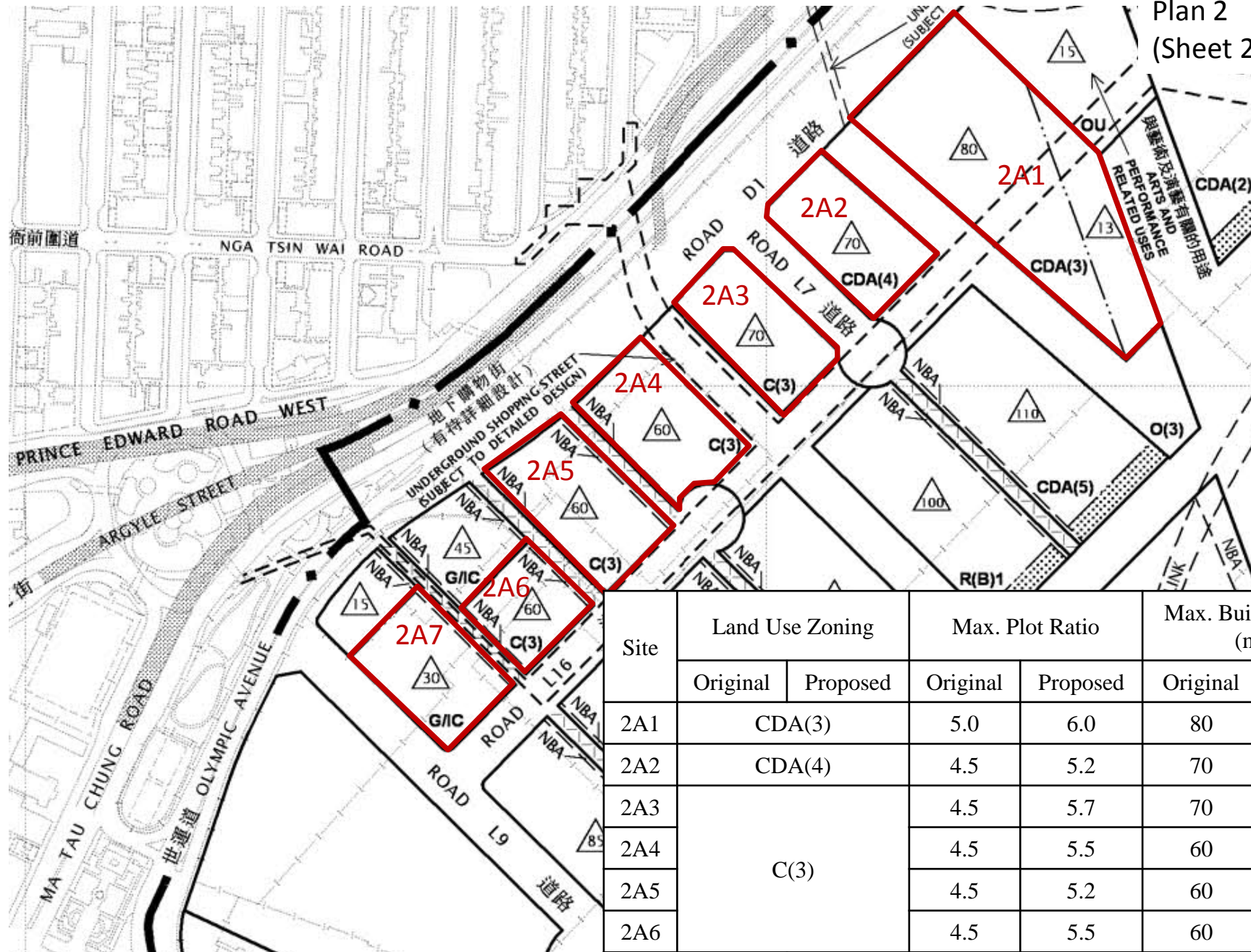
Site	Land Use Zoning		Max. Plot Ratio		Max. Building Height (mPD)	
	Original	Proposed	Original	Proposed	Original	Proposed
3E1	C(2)	Mixed Use (1)	9.5	Domestic: 3 Non-domestic: 1	100	90
3E2 and adjoining Open Space	OU (Gas Pigging Station) and O	Mixed Use (1)	-		15	60

Sites Proposed for Change in Development Parameters/ Land Use





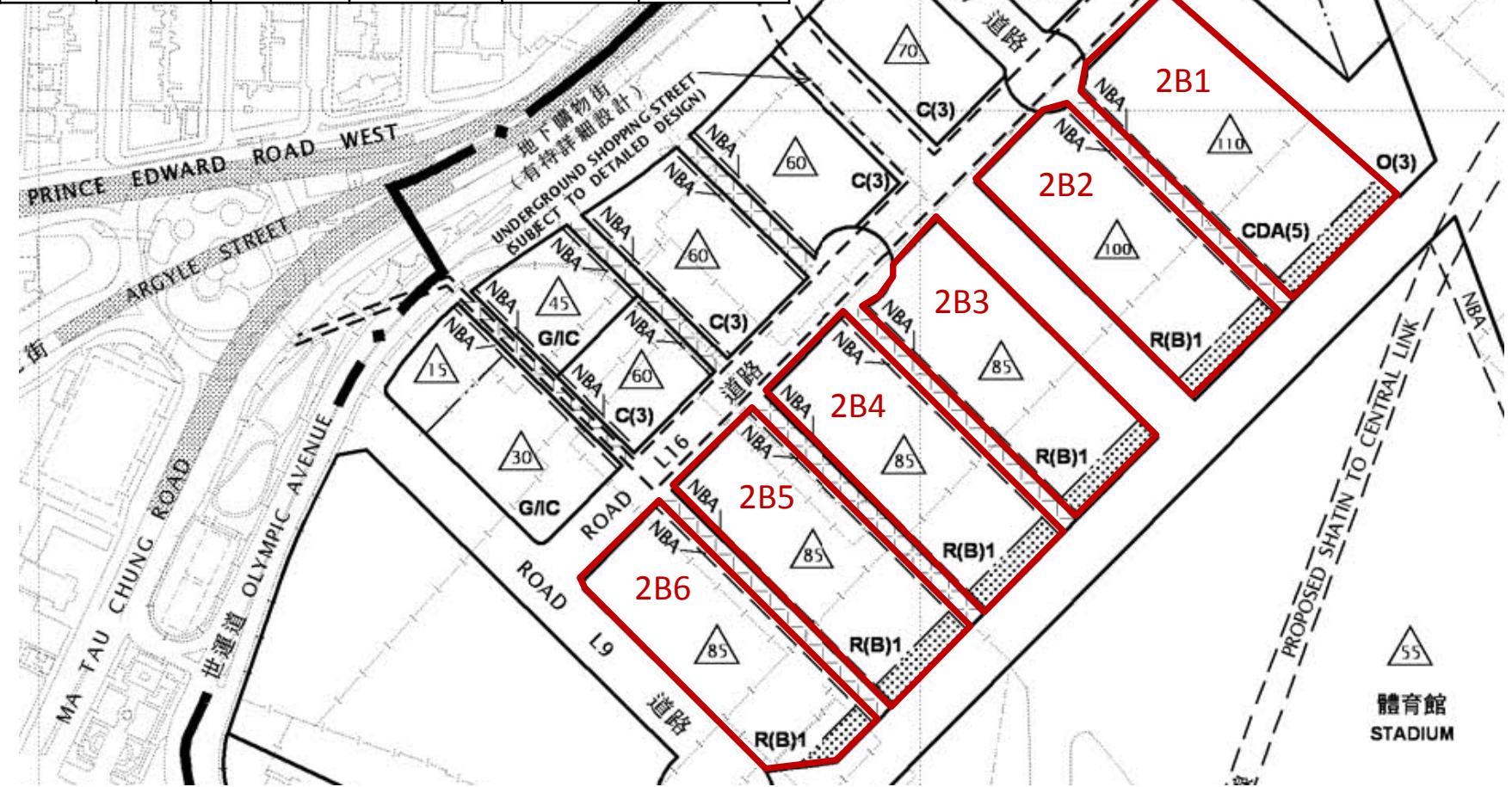
Site	Land Use Zoning	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
1K1	R(B)2	4.5	5.5	110	130
1K2		4.5	5.5	110	130
1K3		4.5	5.4	110	130
1L1		4.5	5.4	100	120
1L2		4.5	5.4	100	120
1L3		3.5	4.2	50/100	50/120



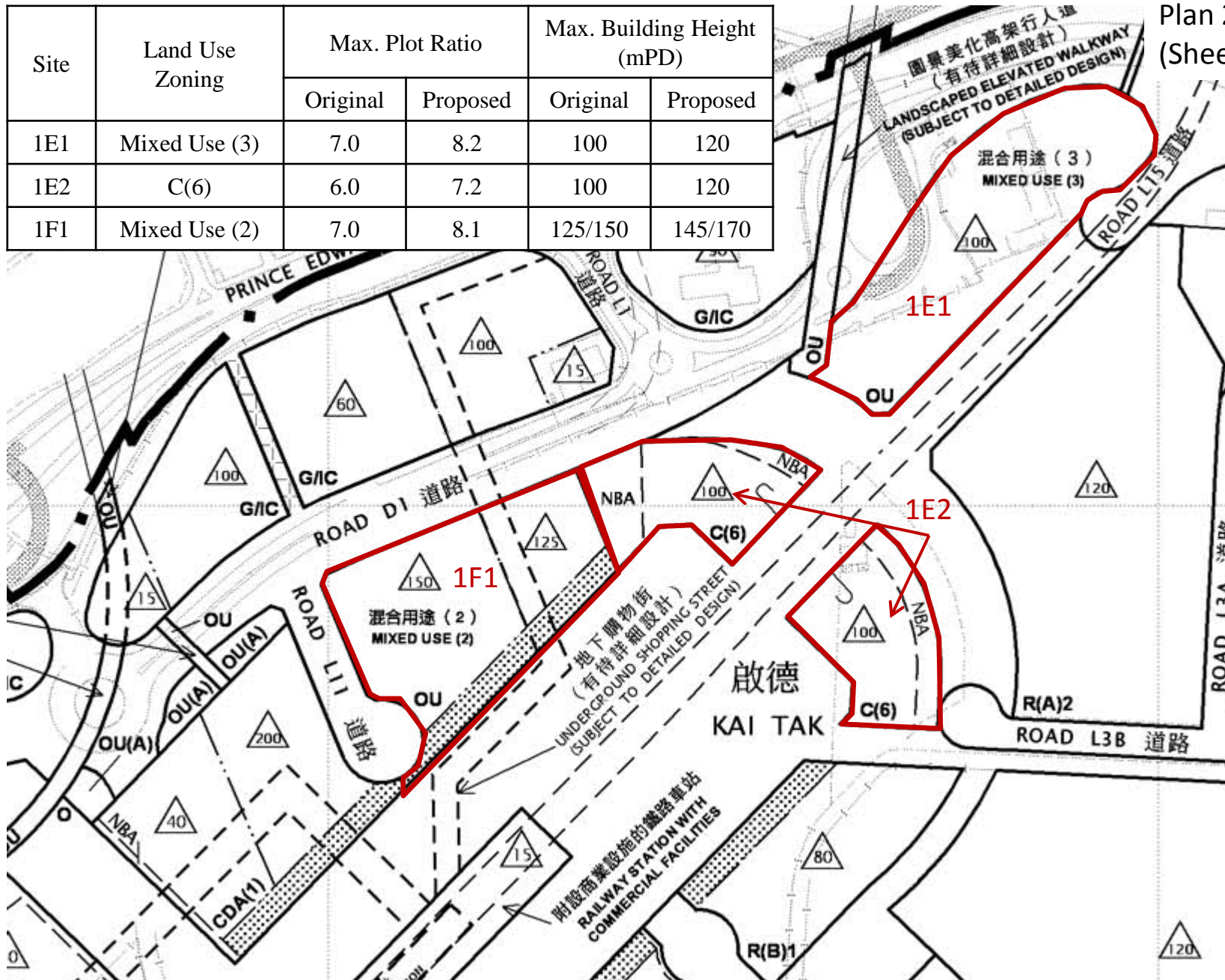
Site	Land Use Zoning		Max. Plot Ratio		Max. Building Height (mPD)	
	Original	Proposed	Original	Proposed	Original	Proposed
2A1	CDA(3)		5.0	6.0	80	100
2A2	CDA(4)		4.5	5.2	70	90
2A3	C(3)		4.5	5.7	70	90
2A4			4.5	5.5	60	80
2A5			4.5	5.2	60	80
2A6			4.5	5.5	60	80
2A7	G/I/C	C(6)	-	6.0	30	80

Site	Land Use Zoning	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
2B1	CDA(5)	5.0	6.4	110	130
2B2	R(B)1	5.0	6.1	100	120
2B3		5.0	5.7	85	105
2B4		5.0	5.9	85	105
2B5		5.0	5.7	85	105
2B6		5.0	5.7	85	105

Plan 2
(Sheet 3 of 6)



Site	Land Use Zoning	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
1E1	Mixed Use (3)	7.0	8.2	100	120
1E2	C(6)	6.0	7.2	100	120
1F1	Mixed Use (2)	7.0	8.1	125/150	145/170



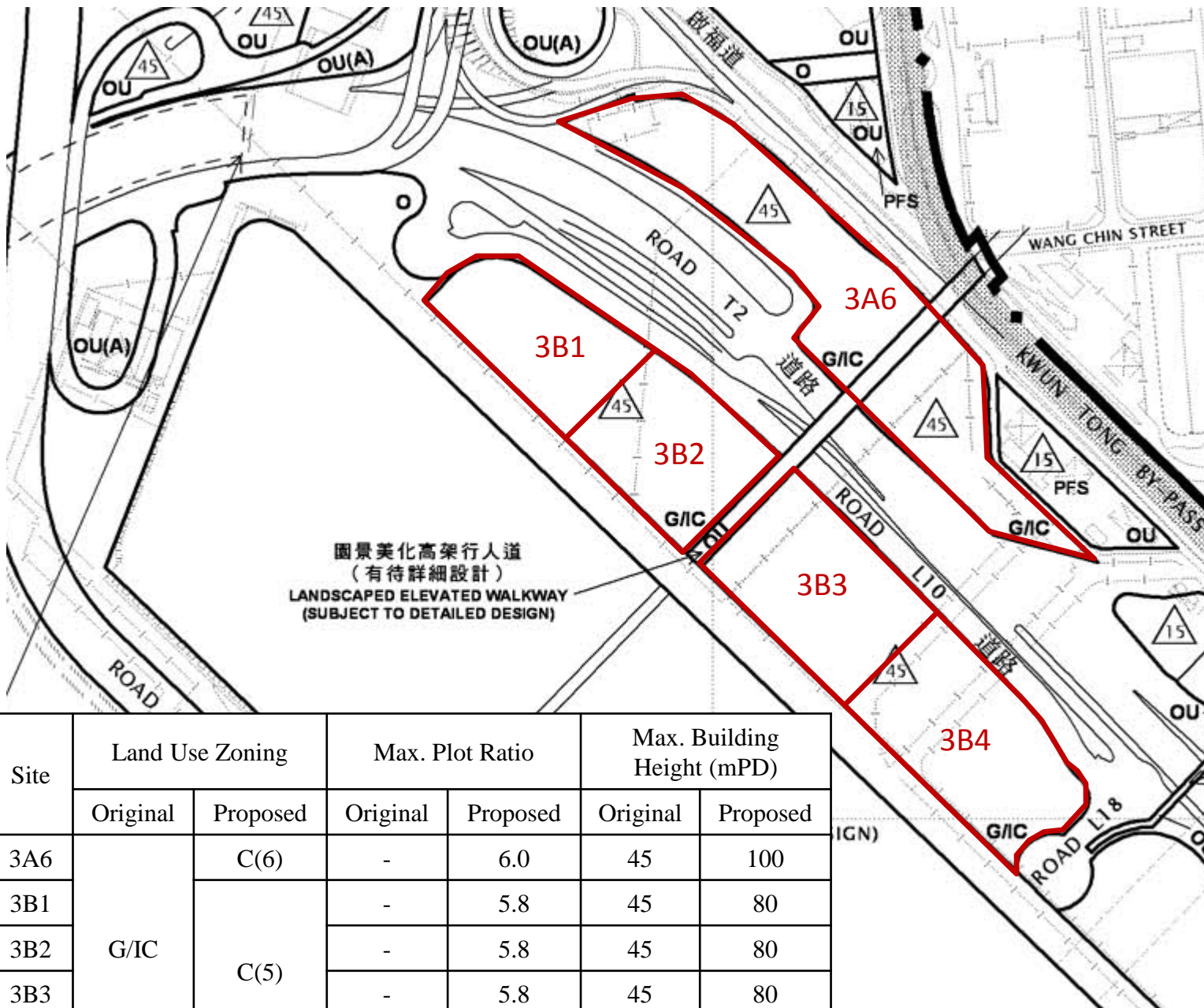
Plan 2
(Sheet 5 of 6)



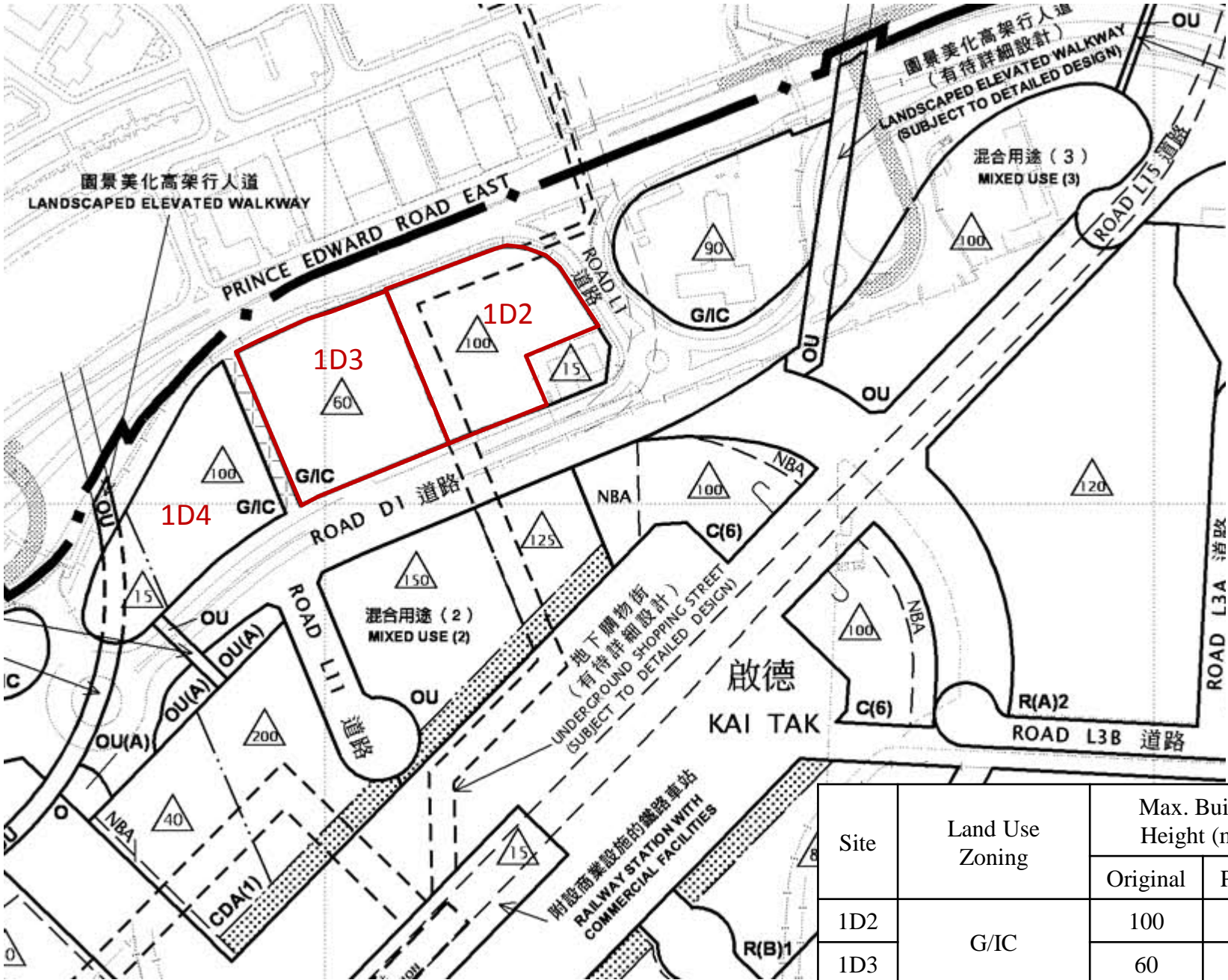
Site	Land Use Zoning	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
4A1	R(C)	3.0	3.4	65/80	80
4B1		3.0	3.7	55	65
4B2		3.0	4.5	55	75
4B3		3.0	3.9	65	75
4B4		3.0	3.7	55	65

高架行人道
(有待詳細設計)
ELEVATED WALKWAY
(SUBJECT TO DETAILED DESI)

Site	Land Use Zoning	Max. Plot Ratio		Max. Building Height (mPD)	
		Original	Proposed	Original	Proposed
4A2	C(4)	4.0	5.0	45	55
4C1		4.0	5.0	45	55
4C2		4.0	5.9	55	65
4C3		4.0	5.0	45	55
4C4		4.0	5.0	45	55



Site	Land Use Zoning		Max. Plot Ratio		Max. Building Height (mPD)	
	Original	Proposed	Original	Proposed	Original	Proposed
3A6		C(6)	-	6.0	45	100
3B1	G/IC	C(5)	-	5.8	45	80
3B2			-	5.8	45	80
3B3			-	5.8	45	80
3B4			-	5.8	45	80



Site	Land Use Zoning	Max. Building Height (mPD)	
		Original	Proposed
1D2	G/IC	100	120
1D3		60	80

Site	Land Use Zoning		Max. Plot Ratio		Max. Building Height (mPD)	
	Original	Proposed	Original	Proposed	Original	Proposed
3E1	C(2)	Mixed Use (1)	9.5	Domestic: 3 Non-domestic: 1	100	90
3E2 and adjoining Open Space	OU (Gas Pigging Station) and O		-		15	60

