

Proposed Residential Development at 1-5 Kai Hing Road, Kai Tak South

1. Purpose

This paper is intended to solicit the views of the members of the HEC Sub-committee on Harbour Plan Review on the proposed redevelopment of Nos. 1-5 Kai Hing Road (Kowloon Godown) for residential purpose at the Kowloon Bay waterfront.

2. Location (Plan 1)

The application 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.

3. Land Use Zoning

The application site is zoned as “Commercial (2)” (“C(2)”) on the Approved Kai Tak Outline Zoning Plan (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
- 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

4. Land Status

The application 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.

5. Existing Land Uses

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

6. Planning Submission History

S16 planning application for residential development at plot ratio of 6 (i.e. 5 as permitted under OZP + 1 as bonus plot ratio upon dedication of a portion of the site area for the provision of waterfront promenade) was first submitted to the Town Planning Board in July 2008. Subsequently, comments from various government departments on the application were received. In response to the departmental comments, the applicant decided to further review the development scheme and therefore withdrew the S.16 application in April 2009.

7. Adjacent Land Uses

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

The application site directly abuts onto the harbourfront in the south-east. Immediately adjoining the application site in the south-west is a 6-storeyed 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.

To the northwest of the application 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.

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

The industrial lots in the Kowloon Bay Industrial Area and the Kwun Tong Industrial Area are zoned as "OU (Business)" on the Kai Tak Outline Zoning Plan 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.

8. Accessibility

The application 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 Outline Zoning Plan, a 20m wide promenade is required to be provided along the seaward boundary of the application site linking the proposed “Open Space” zone along the waterfront to Hoi Bun Road for public enjoyment.

9. The Proposed Development

9.1 Use

The proposed redevelopment will consist of residential uses as well as a commercial area of about 600 sq.m.. A 20m-wide promenade along the seaward boundary of the application site with a flight of landing steps for public use.

9.2 Plot Ratio and Building Height

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 subject to a maximum building height of 100mPD.

10. The Proposed Development will respect Harbour Planning Principles

The proposed development has taken into account the Harbour Planning Principles.

10.1 Adopting a lower development intensity

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 Outline Zoning Plan. The lower development intensity is more compatible with the scale, massing and character along the waterfront.

10.2 Enhancing urban design and landscape

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.

10.3 Enhancing visual permeability

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.

10.4 Enhancing air ventilation

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.

10.5 Providing accessibility and connectivity to the harbour

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 application 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/ industrial area and Ngau Tau Kok areas, to the harbourfront.

10.6 Ensuring integrated planning for a vibrant harbour

The applicant will provide residential as well as small scale commercial uses within the site. A 20m-wide promenade along the harbourfront will be provided for public use. Besides, a landing steps will be provided and open for use by the public under the management of the applicant. This integrated planning will optimize both the uses on land and in the harbour.

10.7 Facilitating the continuation of waterfront promenade and public enjoyment of the harbour

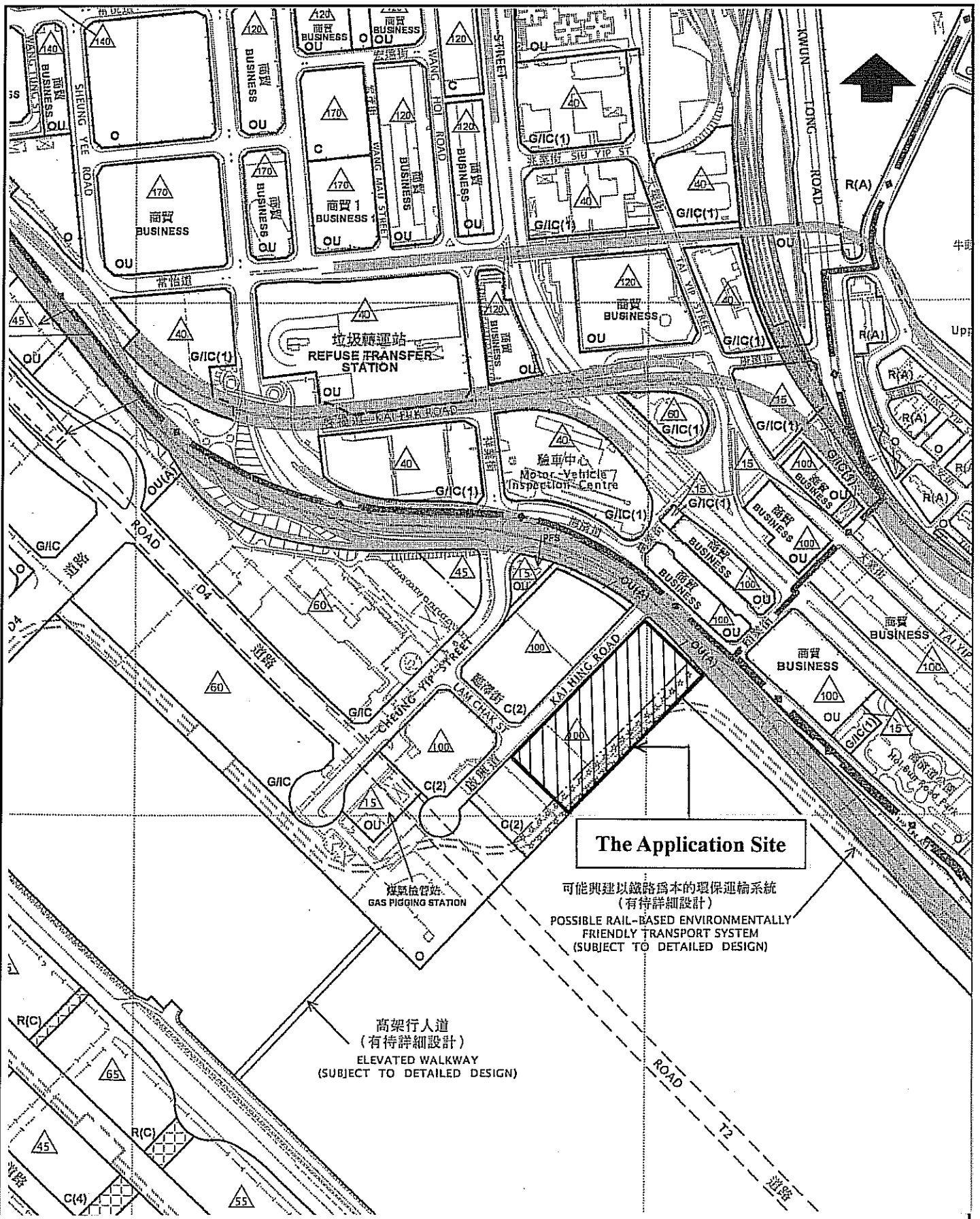
Currently, the waterfront in the application site is not open or accessible to the public due to the existence of the godown building and open storage yard. The proposed residential development will give incentive for the applicant to redevelop the site. Upon redevelopment, a 20m-wide strip of land has to be reserved for the provision of 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. It will also facilitate public enjoyment of the harbour at all times.

10.8 Traffic and Environmental Requirements

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

11. Way Forward

The applicant will seek the views of the Committee for further refinement of the proposed development and will submit a s16 application to the Town Planning Board for change of use from commercial to residential purpose in due course.



The Application Site

可能興建以鐵路為本的環保運輸系統
(有待詳細設計)
POSSIBLE RAIL-BASED ENVIRONMENTALLY
FRIENDLY TRANSPORT SYSTEM
(SUBJECT TO DETAILED DESIGN)

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

Plan Extracted from
Ngau Tau Kok & Kowloon Bay
Outline Zoning Plan No. S/K13/25,
Kwun Tong (South)
Outline Zoning Plan No.S/K14S/15
and Kai Tak Outline Zoning Plan
No. S/K22/2

Location Plan

Proposed Residential Development
in "Commercial (2)" Zone
NKIL 5805, 5806 and 5982, Kowloon Bay

Scale 1 : 5 000

Plan 1

PlanArch Consultants Ltd.

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