

Urban Renewal Authority Development Scheme
Prepared under Section 25(3) of the Urban Renewal Authority Ordinance

Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018)

To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019)

**Harbourfront Commission –
Task Force on Kai Tak Harbourfront Development**



18 October 2022

This briefing is for general reference use only.

Development Schemes

- Two URA-initiated Redevelopment Projects were commenced on 7 October 2022
- Both Projects are to be implemented under **Section 25** of the Urban Renewal Authority Ordinance (URAO)



Existing Zoning

Existing Zoning: CDA, Road
Proposed Zoning: R(A), Road



To Kwa Wan Road / Ma Tau Kok Road Development Scheme

Ming Lun Street / Ma Tau Kok Road Development Scheme

Existing Condition



Buildings along Ma Tau Kok Road (KC-018)



Buildings along Ma Tau Kok Road (KC-019)



Aerial view of the Schemes



Kowloon City District Council sitting out area



Southern boundary abutting Grand Waterfront



Buildings along Hing Yin Street (dead-end road)

People First

A District-based and
Public Participatory Approach
to Urban Renewal

Urban Renewal Strategy

February 2011



Development Bureau

“Planning-led, District-based” Approach in Urban Renewal

Extract of URS 2011:

- (a) Restructuring and replanning of concerned urban areas;
- (b) Designing more effective and environmentally-friendly local transport and road networks
- (c) Rationalising land uses within the concerned urban areas
- (d) Redeveloping dilapidated buildings into new buildings
- (k) Providing more open space and community / welfare facilities
- (l) Enhancing the townscape with landscape and urban design

Planning Vision and Strategy



1. Enable a comprehensive designed waterfront developments and helping the Government to achieve its vision in shaping a world-class waterfront promenade
2. Enhance the connectivity between the old TKW area and new KTDA
3. Restructure and replan existing road and pedestrian network to enhance connectivity and walkability of the area

Legend	
Scheme boundaries	
Kai Tak Development Area	
Open Space	
Waterfront Promenade	
Road Connection	
Pedestrian Connection	

* For illustration purpose only; to be confirmed upon detailed design stage.

Current Challenges

Kai Tak Development Area



Buildings are setback from TKW Rd to allow space for Government's planned road widening works



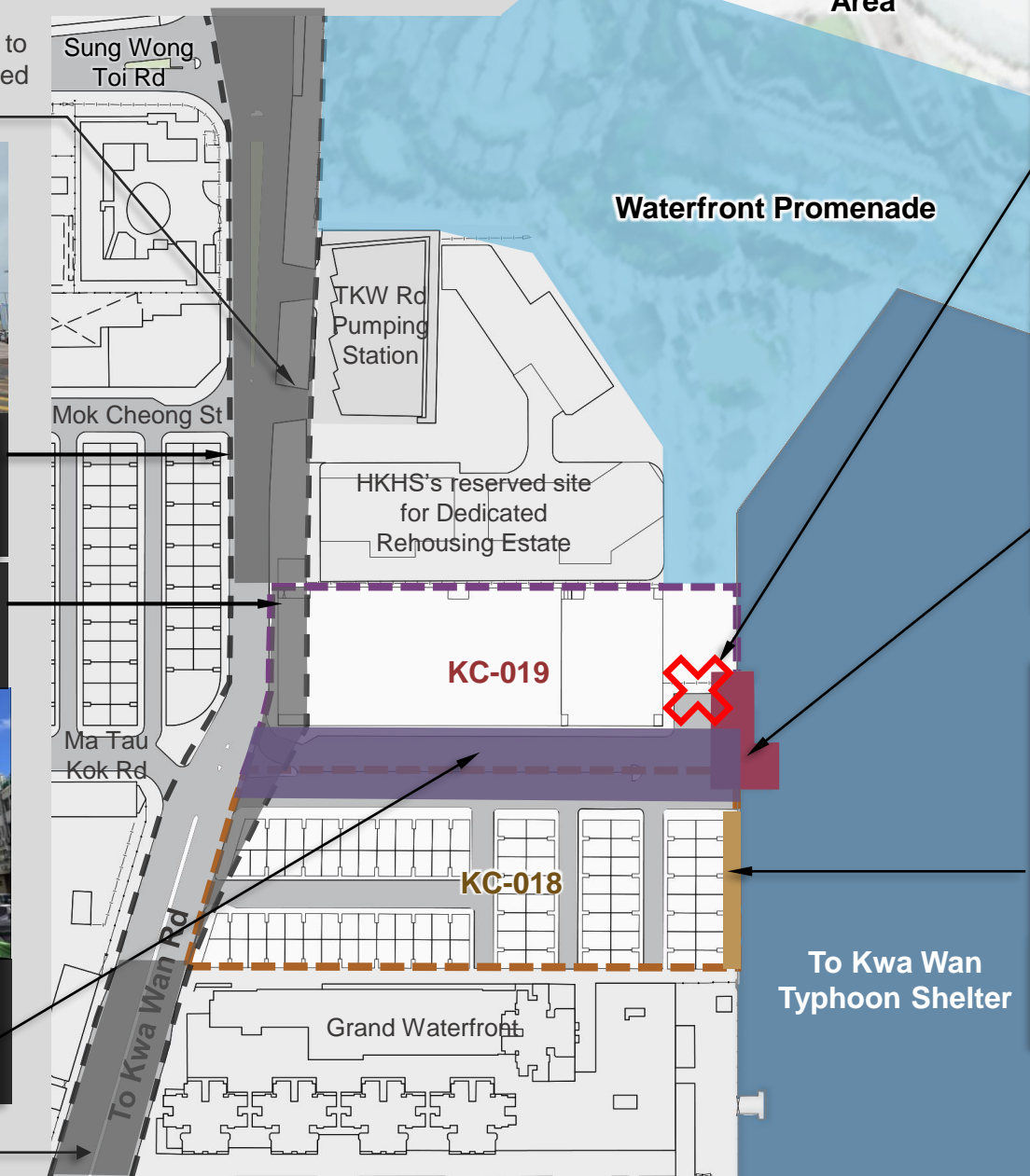
5- Government's planned road widening works of the existing TKW Road from a four-lane road to a six-lane road

A missing link for completion of planned road widening works



4 - Existing road traffic and on-street parking along the MTK Rd within the Schemes has led to poor walking environment

Existing six-lane road



3 - Poor connectivity due to on-street parking



2 - Part of the existing promenade area is being fenced off and inaccessible



1 - Existing sitting out area is narrow (about 2.5m wide) and in an unwelcoming setting



Planning Proposal and Planning Gain

Kai Tak Development Area

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Provision of **20m wide Waterfront Promenade** to enhance connection between old and new districts

A 2-storeys **retail belt** abutting the waterfront promenade

Waterfront Plaza (min. 25m-wide) connected to promenade enhancing connectivity and vibrancy



Contribute as Part of the World-Class Waterfront Promenade

Artist's Impression – Waterfront Promenade



A **2-storeys retail belt** abutting the waterfront promenade with **alfresco dining and commercial facilities** to create an attractive and vibrant waterfront

Provision of cycling facilities and align with CEDD's proposal of Kai Tak **GreenWay network** within KTDA

Appropriate **landscaping, seaside footpath and sitting-out areas** will be provided to create a comfortable and environment for public enjoyment

Explore the possibility to **revitalize the adjoining abandoned Government's pier structure/landing steps** located outside the Schemes boundaries#

The management and maintenance of the waterfront promenade will subject to further liaison with relevant government departments upon approval of the DSPs by CE in C.

** For illustration purpose only; to be confirmed upon detailed design stage.
#Subject to further study and liaison with relevant Government departments.*

Shaping a Vibrant and Accessible Waterfront

Artist's Impression – Waterfront Plaza



Extend the vibrancy of the waterfront and retail belt with **alfresco dining and commercial facilities**

Reinforce the waterfront ambience with **landscaping features and placemaking initiatives** for public enjoyment

Create **a sense of arrival** for the public when approaching the Schemes from the inland area in the west

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Proposed Development Parameters

KC-018	
Total GFA :	About 79,720 sq.m
Domestic GFA:	About 68,220 sq.m
No. of flats:	About 1,280 small to medium size flat (about 500 sq.ft. average flat SA)
Non-domestic GFA:	About 10,500 sq.m
GFA for “Government, Institution or Community” facilities (Non-domestic GFA):	About 1,000 sq.m
Underground ancillary carpark:	About 430 nos. underground ancillary car parking spaces
Tentative completion year:	2033

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Proposed Development Parameters

KC-019	
Total GFA :	About 59,120 sq.m
Domestic GFA:	About 50,800 sq.m
No. of flats:	About 950 small to medium size flat (about 500 sq.ft. average flat SA)
Non-domestic GFA:	About 7,820 sq.m
GFA for “Government, Institution or Community” facilities (Non-domestic GFA):	About 500 sq.m
Underground ancillary carpark:	About 320 nos. underground ancillary car parking spaces
Tentative completion year:	2033

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Thank you!

