

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

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For discussion  
on 18 October 2022

TFKT/05/2022

## **Urban Renewal Authority Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) and To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019)**

### **PURPOSE**

This paper is to brief Members' on the two Urban Renewal Authority's (URA) self-initiated redevelopment schemes, namely the proposed Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) and the proposed To Kwa Wan Road / Ma Tau Kok Road Development Scheme Plan (KC-019), which were commenced on 7 October 2022 and to be implemented under Section 25 of the Urban Renewal Authority Ordinance (URAO).

### **BACKGROUND**

2. The two schemes are connected sites which located at a strategic precinct next to the Ma Tau Kok waterfront of Kowloon City District. URA's intention is to implement the two sites as one inclusive redevelopment. However, in case the whole redevelopment cannot be implemented in one go owing to land acquisition progress or other issues, being under separate Development Schemes will allow flexibility during the implementation stage and thus expediting the redevelopment pace.

3. KC-018 Scheme area is broadly bounded by Ma Tau Kok waterfront the east, Grand Waterfront to the south, To Kwa Wan Road to the west and Ma Tau Kok Road to the north. It is also known as "5-Streets" area. To the north of KC-018 across Ma Tau Kok Road is the KC-019 Scheme, covering the Newport Centre Phases I and II, portion of Ma Tau Kok Road as well as the adjoining Government land and surrounding public pavement. Two draft Development Scheme Plans (DSPs) No. S/K22/URA1/A for the KC-018 Scheme and No. S/K22/URA2/A for the KC-019 Scheme were prepared and submitted to the Town Planning Board

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(TPB) on 7 October 2022 for consideration. A location plan is at **Annex A**.

## EXISTING CONDITION

4. The KC-018 scheme area consists of five-clusters of eight-storey tenement buildings along five public streets including Ming Lun Street, Chun Sun Street, Hing Yin Street, Hing Yan Street and Ma Tau Kok Road. The tenement buildings were completed between 1959 and 1960 (i.e. aged 62 to 63). Based on non-obstructive observation, buildings are mainly residential development in nature on upper floor, with commercial premises occupying the ground floor primarily engaging in eating places, retail shops and vehicle repair workshops. All buildings are without lift and their serviceability are generally poor.

5. The KC-019 scheme area consists of two industrial buildings namely Newport Centre Phase I and Phase II, which were completed in 1979 (43 years old) and 1981 (41 years old) respectively. The buildings are both six-storey high including one-basement level. Based on non-obstructive observation, the buildings are currently occupied for offices, storages, workshops, showroom and retail services uses.

6. The Kowloon City Council Sitting-out Area is located at the eastern boundary of the KC-018 Scheme next to the waterfront, it is situated behind buildings and of poor visibility and accessibility. Besides, the pavement area adjoining to the Kowloon City Council Sitting-out area is often being blocked by dumping and road side storage, utilization of this sitting-out area is relatively low due to its unwelcoming setting and hygiene issues. The remaining waterfront area within the Scheme areas were partly being fenced off and party being occupied by on-street parking which were inaccessible.

7. In addition, vehicle repairing activities, dumping, road-side storage, loading/unloading activities and on-street parking are often found along the inner streets and dead-end roads within the Scheme areas. The noise and hygiene issues caused by these on-street activities create an unpleasant environment and nuisances to pedestrians.

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## PLANNING AND LAND USE PROPOSALS

### Planning Intention and Development Intensity

8. Both Schemes currently fall within the “Comprehensive Development Area” (“CDA”) zone with the western portion shown as “Road” on the draft Kai Tak Outline Zoning Plan No. S/K22/7. The planning intention of CDA zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities.

9. Both Schemes also fall within the “5-streets area” as defined in the Urban Renewal Plan (URP) prepared by the Kowloon City District Urban Renewals Forum (KC DURF) and recommended as “Redevelopment Priority Area”. The Schemes, being a redevelopment project, is tally with the recommendations of KC DURF.

10. Under a planning-led approach, both Schemes aim to rationalize land use for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. The Schemes will optimize the land uses into the long-awaited comprehensive deigned waterfront developments fitting in with the redevelopment intention of the Ma Tau Kok waterfront area. Under the draft DSPs, the Scheme areas are proposed to be zoned “R(A)” for comprehensive high density residential developments with the provision of waterfront promenade, as well as commercial uses and/or GIC facilities at the lowest three floor or in the non-residential portion of a building; while a strip of land along the western boundary of the Scheme areas are to be shown as “Road” to allow spaces for the Government’s planned road widening works of To Kwa Wan Road. The maximum Plot Ratio (PR) of the proposed development in the “R(A)” zone is 7.5, of which PR 6.5 is for domestic uses and PR 1.0 is for non-domestic uses, with a maximum site coverage of 65%. A relaxation of maximum building height from 65mPD and 110mPD to 120mPD is proposed under the “R(A)” zone under the draft DSPs to facilitate greater design flexibility of the building blocks and provision of building setbacks.

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## Notional Layout

11. As shown in the indicative block plan of the notional design (**Annex B**), the proposed redevelopment comprises of residential towers on top of two separate podium of commercial / retail / GIC facilities uses, with an ancillary basement car park.

12. Through re-structuring and re-planning of existing land uses, a 20m-wide waterfront promenade is provided at the eastern boundary of the Scheme along the waterfront for public enjoyment. Following the requirements as stipulated under the prevailing Kai Tak OZP, two 10-m wide Non-Building Areas (NBAs) are designed in an east-west direction along the southern boundaries to enable better air ventilation and visual openness between the waterfront and the hinterland.

13. To promote vibrancy, a two-storeys retail belt abutting the waterfront promenade is provided. In addition, a minimum 25m-wide open-air central waterfront plaza will be provided between two Schemes as a focal point for gathering and place-making opportunities. It will be connected to the proposed retail belt and waterfront promenade to bring in vibrancy and strengthen the east-west connectivity.

## Other Separate Urban Renewal Revitalization Initiatives

14. Separate revitalization works at the adjoining abandoned pier structure/landing steps outside the DSP boundaries is also proposed to achieve a coherent design theme for this part of waterfront promenade for public enjoyment. Detail design and programme of the said works would be subject to the views and agreement with relevant Government departments, as well as technical feasibility and structural capacity of the said structures.

## **PLANNING AND DESIGN MERITS**

### Contribute as Part of the World-Class Waterfront Promenade

15. Through restricting and replanning of land use, the Schemes will provide a 20m wide waterfront promenade along the eastern boundary for public enjoyment purposes. With the adoption of integrated design approach, the waterfront promenade

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will link up with the adjoining waterfront area towards Kai Tak Development Area (KTDA) in the northeast, thus enabling a continuous waterfront at the Kowloon East area and helping the Government to achieve its vision in shaping the Victoria Harbour as a world-class asset for public enjoyment. The proposed waterfront promenade will also facilitate the completion of the waterfront walk which is in-line with CEDD's proposal of Kai Tak GreenWay network within KTDA.

16. Appropriate landscaping, seaside footpath and sitting-out areas will also be provided along the water promenade to create a comfortable and environment for future residents and users of promenade. With the proposed development, the existing dilapidated buildings and associated adverse environmental impacts will be vanished and to return the waterfront to the public.

17. The waterfront promenade will be opened for public use 24 hours to benefit the local community, subject to local views and liaison with relevant Government departments.

### Improve Connectivity between KTDA and Inland Areas

18. Building setbacks will be provided at the buildings facing To Kwa Wan Road to allow space for the Government planned road widening works for the section of To Kwa Wan Road from an existing four-lane road to a six-lane road when the need arises in future. The widened carriageway to connect Shing Kai Road (formerly known as Road D6) in the north, and running northward through the core of KTDA to Choi Hung/San Po Kong area in the northeast and southbound towards To Kwa Wan and southern part of Kowloon.

### Enhance Walkability and Visual Permeability through Building Design

19. The proposed redevelopment acts as a connector between the existing built-up in Ma Tau Kok in the west and the waterfront promenade in the east. Existing traffic and pedestrian networks have been rearranged to create a car-free walking environment to enhance walkability and connectivity.

20. The proposed residential towers in the Schemes will adopt careful design on block size, disposition, and layout to consider of

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building separation to improve permeability. With the proposed maximum building height of 120mPD, the residential towers can be designed in a smaller building footprint a slimmer building form to enhance building permeability of the local area, with sensible building setbacks and building separation proposed between towers to create wider pavement and more comfortable pedestrian walking environment at the valuable waterfront area.

### Shaping a Vibrant and Appealing Waterfront

21. To reinforce the waterfront ambience for public enjoyment, a waterfront plaza, with landscaping features and placemaking initiatives, will be provided between the two sites and served as focal point of the community. It will also create a sense of arrival for the public when approaching the Schemes from the hinterland from the west. Together with the adjoining two-storey retail belt and the waterfront promenade along the eastern site boundaries, the pedestrian waterfront experience and the robustness and vibrancy of the area will be significantly enhanced. The proposed retail belt abutting the waterfront promenade will be supported with alfresco dining and commercial facilities to create an attractive and appealing destination by the Ma Tau Kok waterfront.

### Create a Progressive Building Height Profile along the Waterfront

22. A maximum building height of 120mPD is proposed under the draft DSPs considering the site constraints, the compatibility with adjoining built environment at the waterfront and the additional planning merits to be brought by the proposed redevelopment. The proposed maximum building height is also not incompatible with the adjoining existing/planned developments including the Grand Waterfront to the immediate south (+176mPD), and the planned Dedicated Rehousing Estate development to the immediate north (+100mPD). The proposed maximum building height of for the Schemes will create a smooth and progressive building height profile along the waterfront to enhance the visual quality of the area.

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## MEETING HARBOUR PLANNING PRINCIPLES

23. We consider that the proposed Development Schemes align with the Harbour Planning Principles in the following aspects –

(a) **Preserving Victoria Harbour**

The proposed Schemes including the waterfront promenade does not involve any reclamation within the Victoria Harbour and it will not jeopardise the intention to preserve the waterfront areas for public enjoyment.

(b) **Stakeholder Engagement**

To promote public understanding on the Schemes, public briefings were held on 12 to 13 October 2022 for the affected owners and tenant within the Schemes. Besides the Task Force, URA will also consult with Kowloon City District Council on 27 October 2022 to solicit their comments. The statutory procedures in consulting the public during the exhibition of draft DSPs under section 5 of the Town Planning Ordinance (TPO) will be followed. If the draft DSPs are deemed to be suitable for publication under the TPO after consideration by the TPB, it will be exhibited by the TPB for public inspection under section 5 of the TPO for a period of two months. During this period, any person may make representation in writing to the TPB in respect of the draft DSP under section 6(1) of the TPO.

(c) **Sustainable Development**

The Schemes fulfil the building separation, building setback and site coverage of greenery requirements under the Sustainable Building Design Guidelines. URA had also conducted technical assessments (i.e. Visual, Social, Traffic, Environmental, Air Ventilation, Drainage and Sewerage, Water Supply and Qualitative Appraisal of Risk Impact) to demonstrate the proposed comprehensive development including waterfront promenade will NOT have any adverse impact to the surrounding area.

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In addition, together with the proposed at-grade waterfront plaza of minimum 25m-wide between the two Schemes and the 10m-wide NBA at KC-018, a total of 35m-wide corridors/open-air space will be provided within the proposed development to facilitate better air ventilation purpose and visual openness between the waterfront and the hinterland. The overall walkability and connectivity will also be enhanced through restructuring and replanning of existing land uses as well as traffic and pedestrian network. Cycling facilities will also be introduced along the proposed waterfront promenade to align with CEDD's proposal of Kai Tak GreenWay network. The Scheme will promote walking and the use of cycling, encourage the future residents and public to develop good practices of low-carbon lifestyle.

## (d) **Integrated Planning**

The Schemes including the planning of the waterfront promenade will rationalize the existing land use for holistic planning of the area into long-awaited comprehensive designed waterfront development fitting in with the redevelopment intention of the Mau Tau Kok waterfront area. It will also be a focal point that link up the surrounding developments, space, and landscaping for public enjoyment.

## (e) **Proactive Harbour Enhancement**

The new waterfront promenade together with the adjoining retail belt and waterfront plaza providing alfresco dining, commercial facilities, landscaping area, pedestrian walkway, cycling track, and other place making initiatives will significantly enhance the waterfront experience and the robustness and vibrancy of the area. It will be an attractive and appealing destination by the Ma Tau Kok waterfront.

## (f) **Vibrant and Accessible Harbour**

Upon completion of the proposed Scheme, a waterfront promenade with continuous pedestrian connecting the planned GreenWay would be available providing more open



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area for recreation and leisure use. It will also enhance the accessibility for both nearby residents and tourists to the harbourfront area. Furthermore, subject to the technical feasibility and local views, the possibility to carry out separate revitalization works for the adjoining abandoned pier structure/landing steps outside the DSP boundaries will be explored. The future use and operation of the abandoned pier shall be determined by relevant Government departments.

## (g) **Public Enjoyment**

The Schemes, in particularly the waterfront promenade, waterfront plaza and retail belts will offer diversity functional spaces for public enjoyment which will also enrich the attractiveness of the harbourfront.

24. Notional block plan and Artist's Impression of the proposed Schemes are at **Annexes B to D**. The notional block plan and artist's impression are for indicative purpose only and subject to change at detailed design stage.

## **CONCLUSION**

25. Considering the above planning gains, the Schemes will not only catalyze the improvement works of a section of the waterfront promenade, but will also formulate and contribute to the branding of an appealing waterfront in Kowloon East.

## **VIEWS SOUGHT**

26. Members are invited to give comments on the above proposal.

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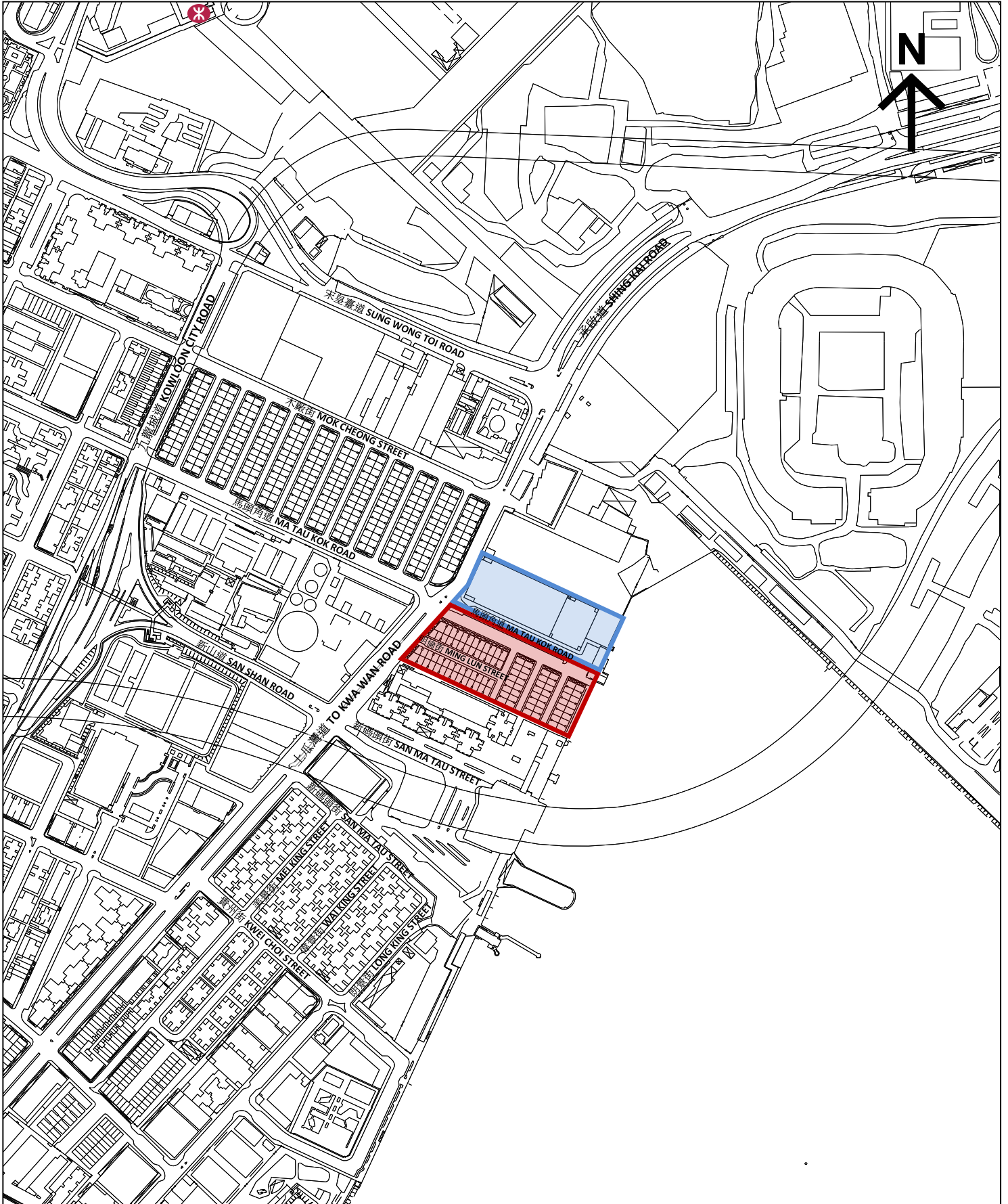
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- Annex A**    Location Plan
- Annex B**    Notional Design - Block Plan
- Annex C**    Artist's Impression – Waterfront Promenade
- Annex D**    Artist's Impression – Waterfront Plaza

**Urban Renewal Authority**  
**October 2022**



 KC-018     KC-019

 SUNG WONG TOI STATION  
EXITS

EXTRACT PLAN PREPARED ON 23.5.2022  
BASED ON SURVEY SHEET No. 11-NE-11C,  
11-NE-11D, 11-NE-16A, 11-NE-16B, 11-NE-16C,  
11-NE-16D

LOCATION PLAN

DEVELOPMENT SCHEMES  
AT MING LUN STREET / MA TAU KOK ROAD (KC-018)  
AND TO KWA WAN ROAD / MA TAU KOK ROAD (KC-019)

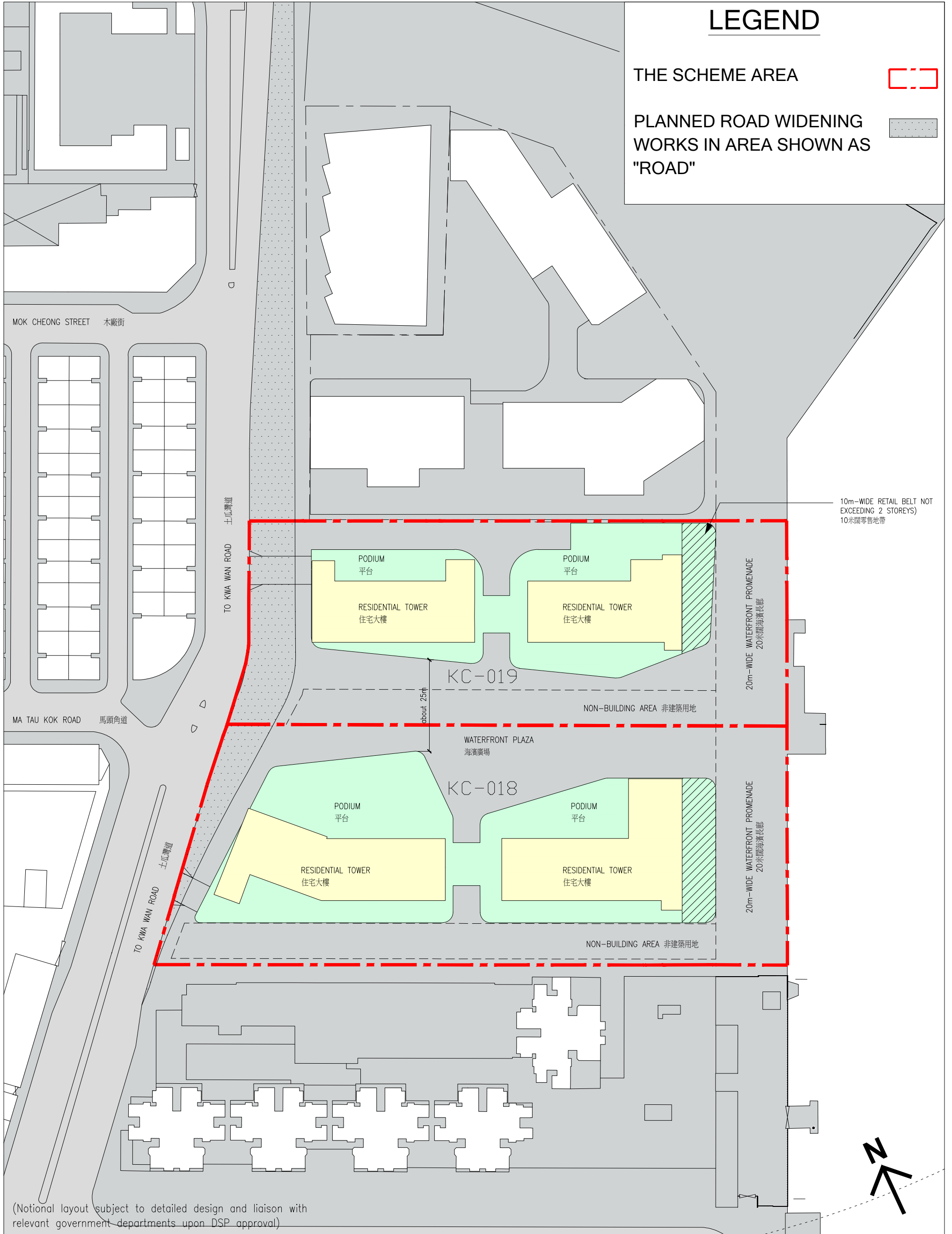
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KC-018  
& KC-019

PLAN  
1



URA Ming Lun Street/ Ma Tau Kok Road (KC-018) & To Kwa Wan Road/ Ma Tau Kok Road (KC-019) Development Scheme

Notional Design - Block Plan

FIGURE 1.1 NOT TO SCALE

# Artist's Impression: Waterfront Promenade



For indicative purpose only. Subject to detailed design.

**Artist's Impression:  
Waterfront Plaza**



For indicative purpose only. Subject to detailed design.