

Task Force on Kai Tak Harbourfront Development

For discussion
on 18 November 2015

TFKT/13/2015

Proposed Comprehensive Residential Development with “Shop and Services” and “Eating Place” in “Comprehensive Development Area (2)” Zone at KIL 10578, 7628 and 7626 in Ma Tau Kok

PURPOSE

The purpose of this Paper is to seek Members’ views on the Proposed Comprehensive Residential Development with “Shop and Services” and “Eating Place” (“Proposed Comprehensive Development”) in “Comprehensive Development Area (2)” Zone at No. 7 Mok Cheong Street and Nos. 70 – 78 Sung Wong Toi Road (“Subject Site”/the “Site”) in Ma Tau Kok (**Plan 1**). In particular, the Proponent wishes to seek Members’ views on the planning and design of Proposed Comprehensive Development in terms of, inter alia, land use compatibility, urban design context, visual impact and the provision of an accessible harbourfront.

BACKGROUND

2. The Project Proponent is the registered owner of KIL 10578 and KIL 7628. These lots take up about 75% of the Subject Site, while the remaining 25% is the owner of KIL 7626. The Proponent has made tremendous effort in liaising with the owner of KIL 7626 to put forward a comprehensive development at the Site, but the liaison was in vain. Future development at the Site shall be developed in 2 phases, Phase 1 at KIL 10578 and KIL 7628 and Phase 2 at KIL 7626 (**Plan 2**). For the sake of the current consultation and the future S16 Planning Application, the Proposed Comprehensive Development refers to future

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development at all 3 lots of the CDA (2) zone in order to demonstrate the comprehensiveness.

3. Part of the Site is the former Eastern Cotton Mills. The Site is zoned “Comprehensive Development Area (2)” (“CDA(2)”) on the Draft Ma Tau Kok Outline Zoning Plan Nos. S/K10/21 (“Draft OZP”) (**Plan 3**). The planning intention of the “CDA” zone is *“for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities”*.

3.1. The Subject Site is located within the street block bound by Sung Wong Toi Road, To Kwa Wan Road, Mok Cheong Street and Kowloon City Road. To the northeast of the Site across Sung Wong Toi Road is the future stadium in Kai Tak, to the immediate east is Wacker Industrial Building, to the south are several rows of existing dilapidated medium-rise residential buildings (also zoned “CDA”) with car washing/repairing activities commonly found at street level and to the immediate west is an existing industrial/office building named Freder Centre. The area is predominantly occupied by residential developments with a few clusters of industrial and/or office buildings. As denoted in the prevailing OZP, existing industrial use shall gradually be phased out and replaced by residential use in light of the opportunities for urban restructuring with the closure of Kai Tak Airport.

3.2. There were 3 previous planning approvals at the Subject Site. The planning approvals were all for comprehensive residential and commercial (retail) development (TPB Ref.: A/K10/187, 188 & 189 approved on 14 July 2000, 11 July 2003 and 5 December 2003 respectively).

THE PROPOSED DEVELOPMENT SCHEME

4. The Proposed Comprehensive Development comprises 3 residential tower blocks, each with 25 residential floors above 1 level of clubhouse, 2 levels of retail floors and 2 levels of basement carpark. There will be a total of about 979 dwelling units at an average flat size of 56.8m² with domestic gross floor area (“GFA”) of not more than 63,000m². The Proposed Comprehensive Development is going to accommodate about 2,742 persons at a Person per Flat of 2.8. In addition, residential clubhouse and ample landscaped open space, both at street level and on podium deck are proposed for the enjoyment of the future residents and the neighbourhood.

4.1. “Shop and Services” and “Eating Place” are proposed. The proposed GFA of these commercial elements is not more than 12,600m². The Proponent understands that the Government has plans for a future footbridge linking the Subject Site with Kai Tak Development, therefore the proposed design of the development reserves an area at 1st floor facing Sung Wong Toi Road for the future footbridge which connects to Kai Tak Development. These features help to strengthen and enhance the accessibility and connection between Ma Tau Kok and Kai Tak Development.

4.2. The existing Right-of-Way (“ROW”) will be maintained and an additional setback along the eastern boundary is proposed. These help to break down the 320m street block for better permeability (**Plan 4**).

4.3. The proposed domestic and non-domestic GFA as well as the proposed building height are all in compliance with the statutory GFA and building height restrictions as stipulated in the prevailing Draft OZP.

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4.4. The Master Layout Plan (“MLP”), the corresponding Technical Schedule and the Landscape Master Plan (“LMP”) are appended in **Annex A** and **Annex B**.

DESIGN INTENT

5. The design emphasizes in creating a better neighbourhood environment with ample provision of green landscaped open space. The open space on Mok Cheong Street will be themed with the remaining façade of Eastern Cotton Mills Limited.

5.1. The proposed development focuses on permeability, connectivity and accessibility, in various significant aspects such as wind, visual connection and physical access including connection at street level and the level above (**Plan 4**). For instance, the free/unobstructed pedestrian circulation between Sung Wong Toi Road and Mok Cheong Street, the reserved footbridge connection at first floor level facing Sung Wong Toi Road for future connection to Kai Tak District Area, the 15m wide wind corridor between two domestic towers and the 7.5m wide air in the North-East and South-West direction. They all contribute to achieve a coherent overall design of high quality which help to provide a benchmark for regeneration of the existing industrial use in the area.

5.2. The design intended to create a liveable environment not only for the residents of the future developments but also the neighbourhood areas.

5.3. The following building designs have been adopted to ameliorate the potential adverse impact air movement to the neighbouring environment:

- Maximize setback from along Sung Wong Toi Road and Mok Cheong Street at pedestrian level as permissible by

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the Code of Practice for Fire Safety in Building (2011) in order to reduce wind restriction along the annual East wind;

- Maximize building separations from adjacent buildings and Sung Wong Toi Road and Mok Cheong Street at pedestrian level to enhance the permeability of the building, and increasing the ventilation performance between Sung Wong Toi Road and Mok Cheong Street; and
- Maximize separation distance between residential towers. Buildings are designed to an orientation that allows air to penetrate through the Site in Northeast and Southwest direction. These would reduce wind restriction and allow air to reach To Kwan Wan areas, especially under the Northeast and North-northeast winds.

5.4. Inspired by the contemporary garden, the landscape design contains its colourful and natural-looking elements by selecting a range of local species to increase overall aesthetic appeal and visual comfort. The plantation also provides visual screening, relief and lowering the ambient temperature. The outdoor comfort is enhanced by the plantations. A large portion of green open space is reserved around the existing partial facade of Eastern Cotton Mills for the public to see and enjoy the historical facade, and climbers will be used to increase the aesthetic value of the facade and to integrate it to the whole landscape design.

HARBOUR PLANNING PRINCIPLES

6. Reference has been made to the Harbour Planning Principles (“HPPs”) and Harbour Planning Guidelines in devising the Proposed Scheme. The Proposed Comprehensive Development is considered to be in line with the following HPPs:

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Principle 1: Preserving Victoria Harbour

6.1. The Proposed Comprehensive Development does not involve any reclamation within the Victoria Harbour. The proposed development parameters are in line with the restrictions stipulated in the prevailing Draft OZP. The Proposed Comprehensive Development are considered not visually incompatible with the existing developments when viewed from the harbourfront areas including the Sung Wong Toi Playground, the area at the junction of To Kwa Wan Road and San Man Tau Street, and the Kai Tak Cruise Terminal Park.

Principle 2: Stakeholder Engagement

6.2. A S16 Planning Application will be required. While informal consultation with relevant Government departments (including the Planning Department) has been conducted prior to the formal submission, the application will be circulated for departmental comments. The public can also make comments during the public inspection period.

Principle 3: Sustainable Development

6.3. The Proposed Scheme aims to create a balance and cater for the economic, social and environmental needs. The Project Proponent has paid special attention in considering the proposed mixture of residential and retail use, with an aim to create a focal point and provide job opportunities within the neighbourhood. The Proposed Scheme also paid due consideration in preserving the remaining façade of Eastern Cotton Mills as well as the following technical aspects:

Traffic impact

6.4. Parking provision for the Proposed Comprehensive Development will be provided in accordance to the Hong Kong Planning Standards and Guidelines (HKPSG) Requirements. In order to assess the impact of the development related traffic on the road network, operational performance of critical junctions have been carried in design year 2026. The assessment results

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revealed that all critical junctions will still operate within their capacities in design year 2026, with a minor modification of road marking to the planned junction layout at To Kwa Wan Road/Sung Wong Toi Road/Road D2. The traffic impact assessment has demonstrated that the traffic generated by the proposed development can be absorbed by the nearby road network and it can be concluded that the Proposed Comprehensive Development is acceptable in traffic terms.

Environmental impact

6.5. With the implementation of mitigation measures and the inclusion of standard pollution control clauses in the future construction contracts, adverse environmental impact during construction stage will not be anticipated. Road traffic noise, vehicular gaseous emission and chimney emission are the 4 major aspects on environmental concern for the proposed development. Practicable mitigation measures, including building setback, transfer plate building design, site barrier, noise tolerant building design, end wall design, acoustic balcony and fixed window and etc., will be adopted in the building design scheme. With the incorporation of the aforementioned mitigation measures, it is anticipated that there will be no residual adverse impact.

Air Ventilation

6.6. To ameliorate the potential adverse ventilation impact to the neighbouring environment, the building designs, with maximum setback, and building separations are proposed. Potential wind restriction will be minimized and ventilation performance between Sung Wong Toi Road and Mok Cheong Street could be maintained. Maximization of the separation distance between residential towers and building orientation would reduce wind restriction reaching To Kwan Wan areas, especially under the Northeast and North-northeast winds.

Principle 4: Integrated Planning

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6.7. The Proposed Comprehensive Development is in line with the planning intention of the “CDA” zone, which aims to “*facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints*”. The mixed use nature of the Proposed Comprehensive Development and the enhanced accessibility via ROW/setbacks help to bring people to the waterfront. The future footbridge will further strengthen the integration with Kai Tak Development.

Principle 5: Proactive Harbour Enhancement

6.8. The preservation of the remaining façade of Eastern Cotton Mills and the commercial element of the Proposed Comprehensive Development add value to the liveliness of Mok Cheong Street. These help to increase the attractiveness of the waterfront areas.

Principle 6: Vibrant Harbour

6.9. The extensive open space and the proposed stadium /regional open space in Kai Tak Development will carry a major role in creating a vibrant harbour. The Subject Site will supplement by providing sufficient retail and/or F&B floorspace plus open space with an elevated pedestrian bridge connection allowed.

Principle 7: Accessible Harbour

6.10. The Proposed Comprehensive Development will not affect the accessibility to the harbour as the major connections between the inland and the harbourfront areas will be maintained (**Plan 5**). The Proponent has focused on the connection with Kai Tak Development via the commercial element of the proposal and allow a future footbridge in creating greater synergy and better connectivity to attract people to the waterfront.

Principle 8: Public Enjoyment

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6.11. While the proposed uses are considered compatible to the HPP and all infrastructures and utility installations will not require additional land in the harbourfront, the Proposed Comprehensive Development would not jeopardise the opportunities for public enjoyment. On the contrary, the Proposed Comprehensive Development with 2 retail floors and open spaces along both Sung Wong Toi Road and Mok Cheong Street will further enhance the liveliness of the waterfront areas.

ADVICE SOUGHT

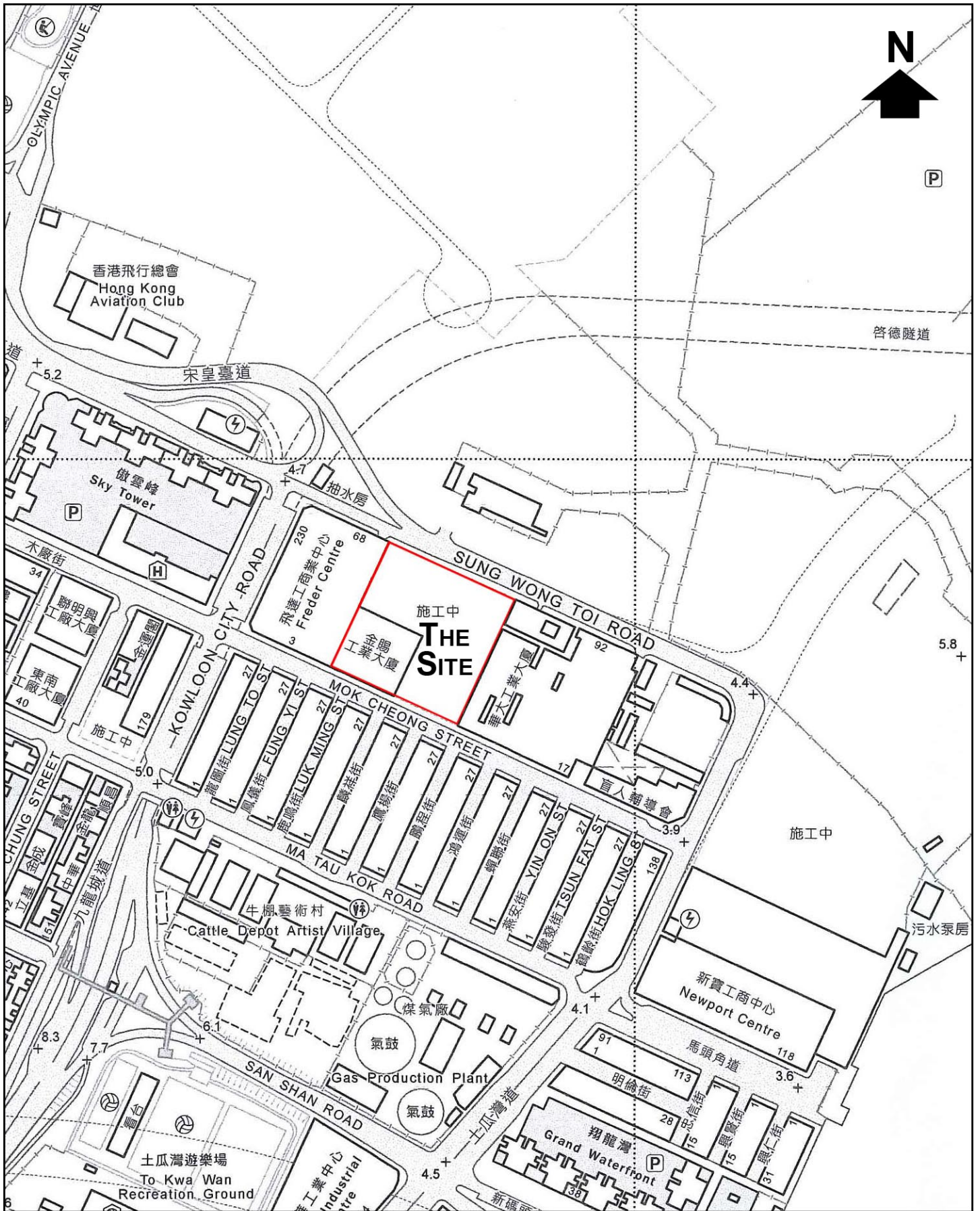
7. Members are invited to comment on the planning and design of the Proposed Comprehensive Development at the Subject Site.

Kenneth To & Associates Ltd.
November 2015

ATTACHMENTS

- Plan 1 Site Location Plan
- Plan 2 Phasing Plan
- Plan 3 Zoning Context Plan
- Plan 4 Permeability & Connectivity Enhanced Through the Proposed Development
- Plan 5 Access to the Waterfront via Existing Pedestrian Crossing Facilities

- Annex A Master Layout Plan and Development Schedule
- Annex B Landscape Master Plan



KTA

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 杜立基規劃顧問有限公司
 TOWN PLANNING
 AND DEVELOPMENT
 CONSULTANTS

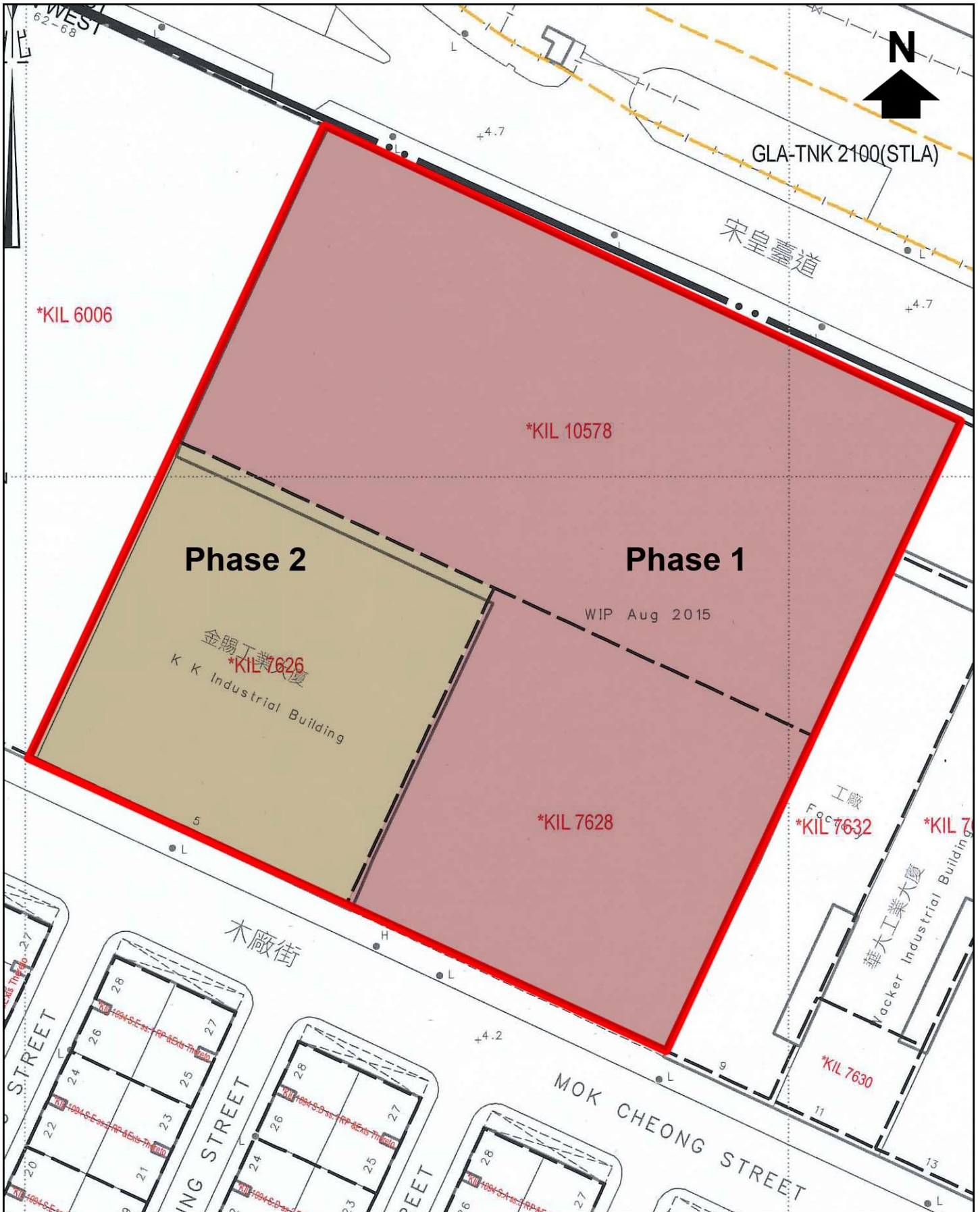
LOCATION PLAN

Scale 1:5,000

PROPOSED COMPREHENSIVE
 DEVELOPMENT AT No. 7 Mok
 CHEONG STREET & Nos. 70-78
 SHUNG WONG TOI ROAD,
 KOWLOON

Plan 1

Date: 29 October 2015



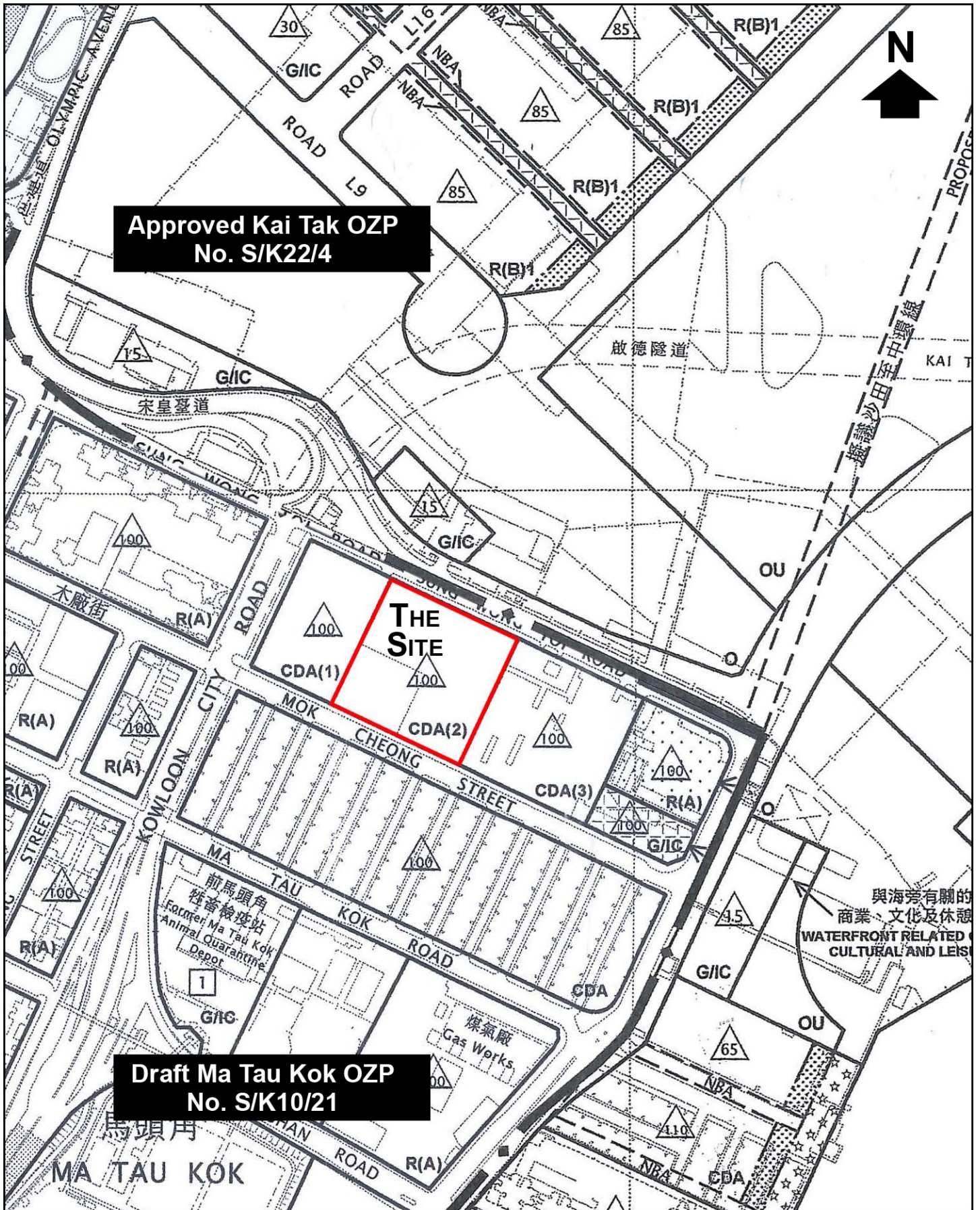
KTA
 Kenneth To & Associates Ltd.
 杜立基規劃顧問有限公司
 TOWN PLANNING
 AND DEVELOPMENT
 CONSULTANTS

PHASING PLAN

PROPOSED COMPREHENSIVE DEVELOPMENT AT No. 7 MOK CHEONG STREET & Nos. 70-78 SHUNG WONG TOI ROAD, KOWLOON

Plan 2

Date: 29 October 2015



KTA

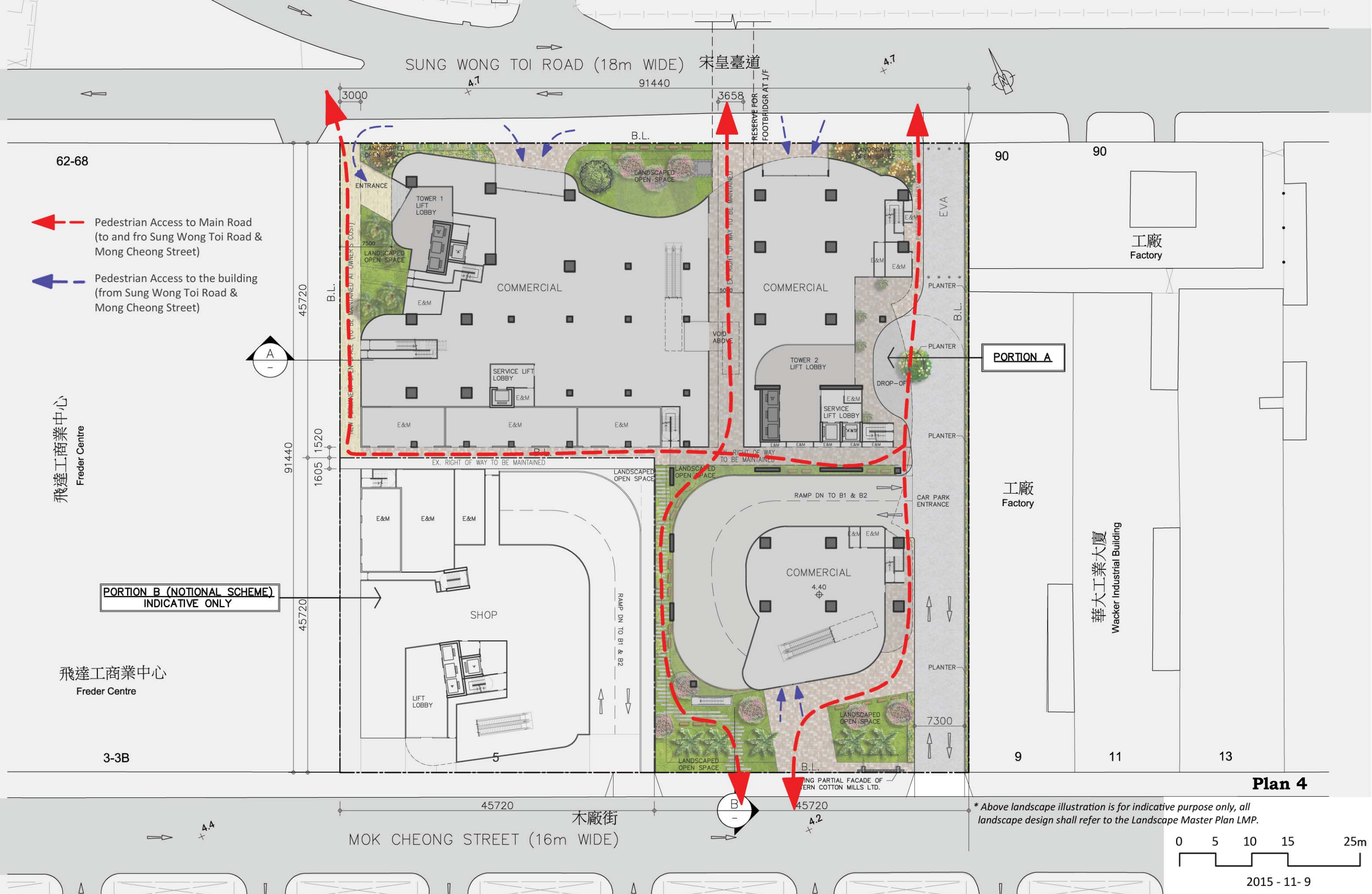
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ZONING PLAN

PROPOSED COMPREHENSIVE
 DEVELOPMENT AT No. 7 MOK
 CHEONG STREET & Nos. 70-78
 SHUNG WONG TOI ROAD,
 KOWLOON

Plan 3

Date: 29 October 2015



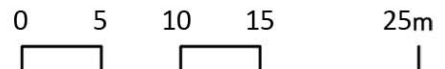
- Pedestrian Access to Main Road (to and fro Sung Wong Toi Road & Mong Cheong Street)
- Pedestrian Access to the building (from Sung Wong Toi Road & Mong Cheong Street)

PORTION B (NOTIONAL SCHEME) INDICATIVE ONLY

PORTION A

Plan 4

* Above landscape illustration is for indicative purpose only, all landscape design shall refer to the Landscape Master Plan LMP.



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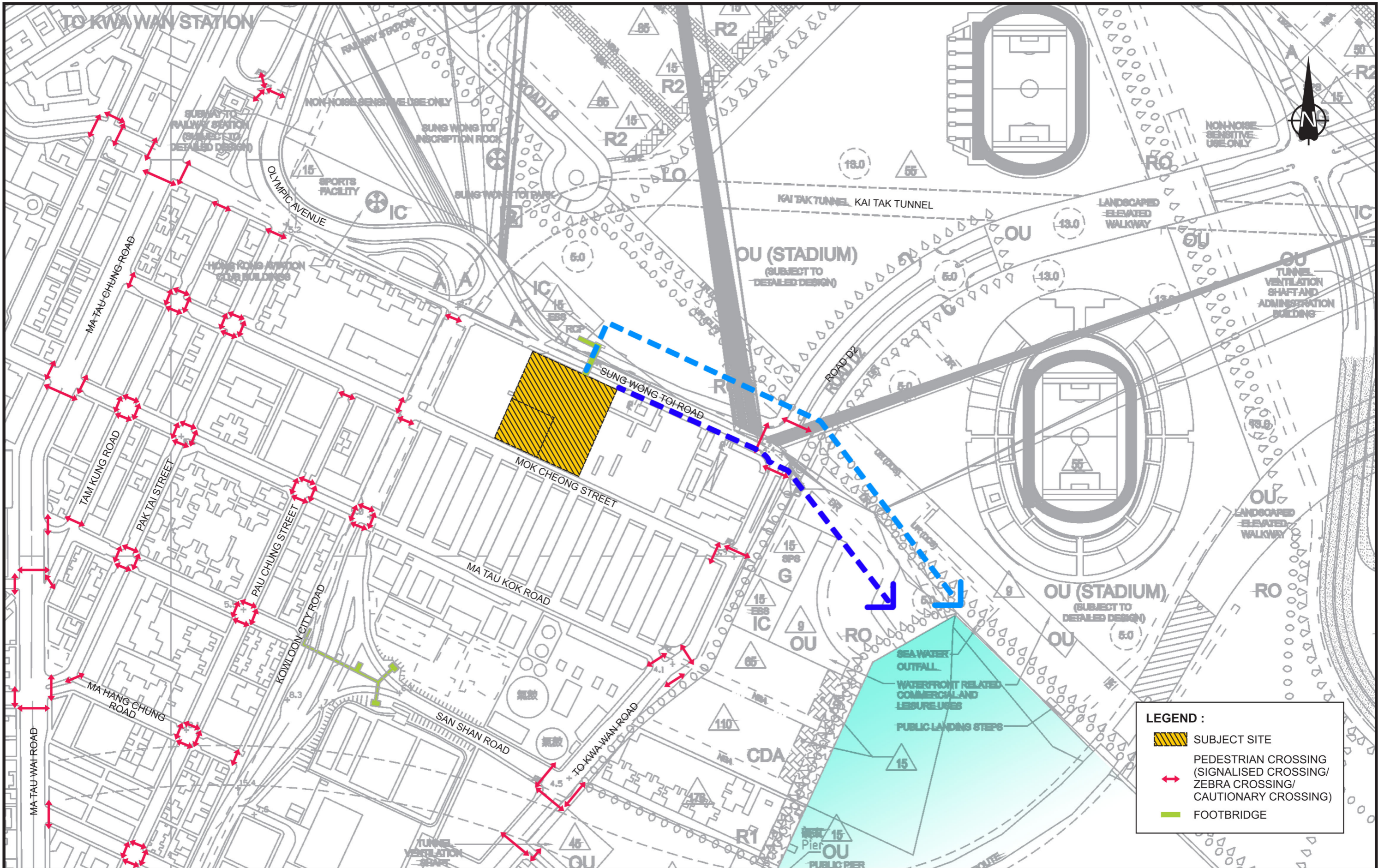
AT-GRADE ACCESSIBILITY




**COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON**

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LEGEND :	
	SUBJECT SITE
	PEDESTRIAN CROSSING (SIGNALISED CROSSING/ ZEBRA CROSSING/ CAUTIONARY CROSSING)
	FOOTBRIDGE

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title
**COMPREHENSIVE DEVELOPMENT AT
 K.I.L. 10578 AND K.I.L. 7628**

Drawing Title
ACCESS TO THE WATERFRONT VIA EXISTING PEDESTRIAN

Designed SFL Checked GPH Scale NTS Date NOV 2015 Drawing No. **Plan 5** Rev. -



Task Force on Kai Tak Harbourfront Development**DEVELOPMENT SCHEDULE**

	Phase 1	Phase 2	Total
Gross Site Area	6,271m ²	2,090.3m ²	8,361.3m ²
Existing Right-of-Way Row A (Not Accountable for Site Area)	69.494m ²	-	69.494m ²
Private Open Space & New Diversionary Lane (Not Accountable for Site Area)	544.080m ²	-	544.080m ²
Net Site Area	5,657.426m ²	2,090.3m ²	7,747.726m ²
Domestic GFA	Not more than 47,250m ²	Not more than 15,750m ²	Not more than 63,000m ²
Non-Domestic GFA	Not more than 9450m ²	Not more than 3,150m ²	Not more than 12,600m ²
Max. Site Coverage	Residential Tower: 37.5% Retail Podium: 62.5%	Residential Tower: 33.33% Retail Podium: 60%	-
Building Height	100mPD	100mPD	-
No. of Storeys	28 plus 2 Basement Carpark Levels	28 plus 2 Basement Carpark Levels	-
No. of Flats	About 777	About 202	Not more than 979
Open Space	Not less than 2,176m ²	About 566m ²	Not less than 2,742m ²

SUNG WONG TOI ROAD (18m WIDE) 宋皇臺道

91440

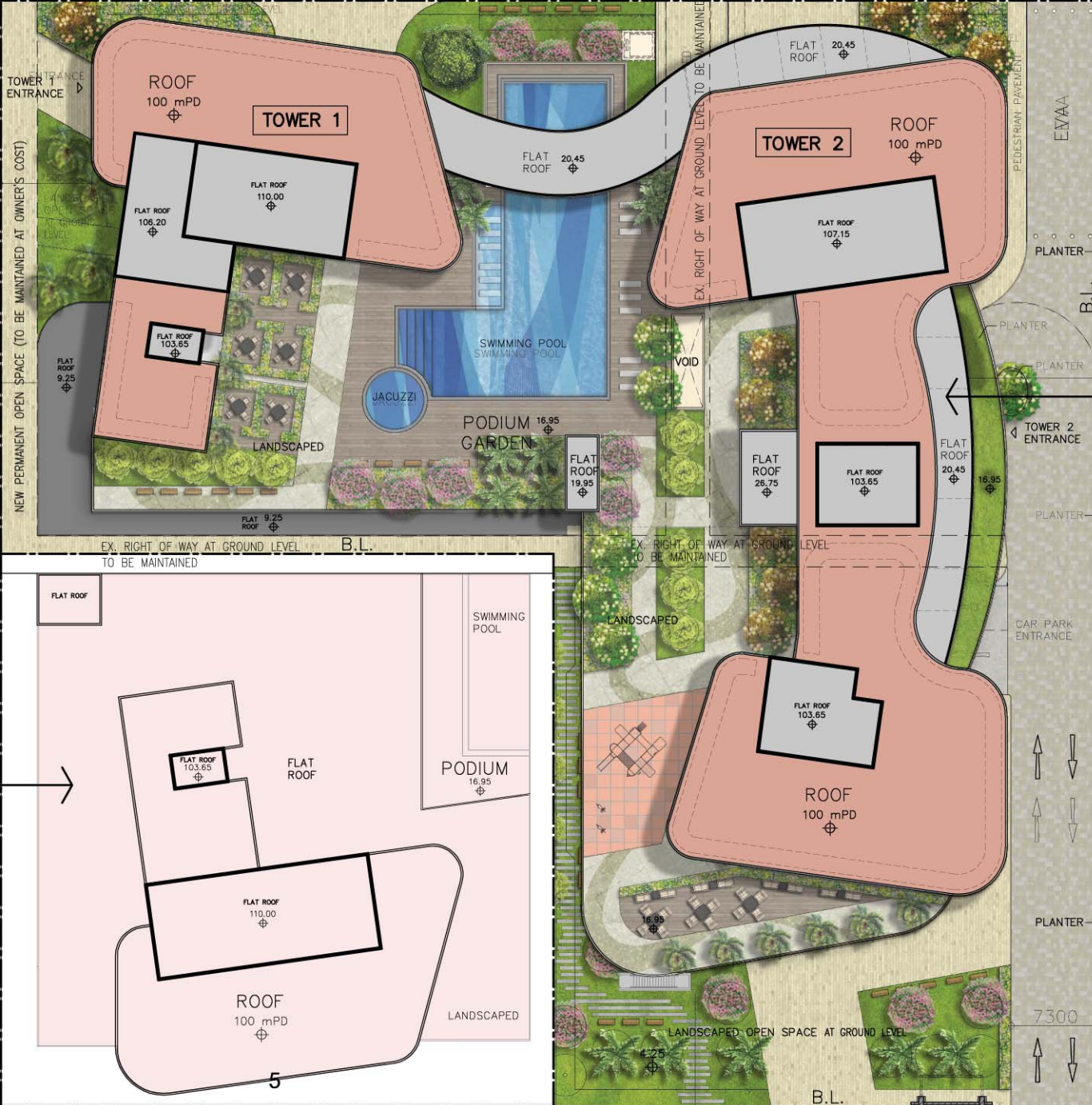
4.7

RESERVE FOR FOOTBRIDGE AT 1/F

62-68

45720

B.L.



90

90

工廠
Factory

PORTION A

工廠
Factory

華大工業大廈
Wacker Industrial Building

9

11

13

飛達工商業中心
Freder Centre

PORTION B (NOTIONAL SCHEME)
INDICATIVE ONLY

飛達工商業中心
Freder Centre

3-3B

91440

1605

1520

45720

45720

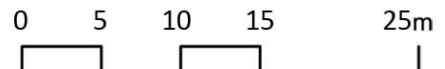
木廠街

MOK CHEONG STREET (16m WIDE)

45720

4.2

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MASTER LAYOUT PLAN

MLP PRELIMINARY REVIEW

COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

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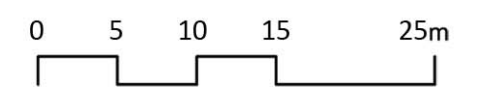


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SUNG WONG TOI ROAD (18m WIDE)



MOK CHEONG STREET (16m WIDE)



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B2 FLOOR PLAN

MLP PRELIMINARY REVIEW

COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
 AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

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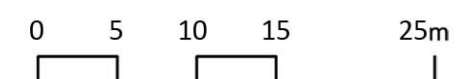


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SUNG WONG TOI ROAD (18m WIDE)



MOK CHEONG STREET (16m WIDE)



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B1 FLOOR PLAN

MLP PRELIMINARY REVIEW

COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

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GROUND FLOOR PLAN

MLP PRELIMINARY REVIEW

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SUNG WONG TOI ROAD (18m WIDE) 宋皇臺道

A.1

A.1



62-68

90

90

飛達工商業中心
Freder Centre

B.L.

7500



B.L.

PORTION A

工廠
Factory

PORTION B (NOTIONAL SCHEME)
INDICATIVE ONLY

SHOP

工廠
Factory

華大工業大廈
Wacker Industrial Building

飛達工商業中心
Freder Centre

3-3B

9

11

13

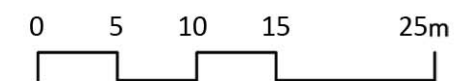
EXISTING PARTIAL FACADE OF
EASTERN COTTON MILLS LTD.
AT GROUND LEVEL

木廠街

MOK CHEONG STREET (16m WIDE)

A.4

A.2



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1ST FLOOR PLAN

MLP PRELIMINARY REVIEW

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SUNG WONG TOI ROAD (18m WIDE)

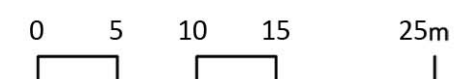


PORTION B (NOTIONAL SCHEME)
INDICATIVE ONLY

PORTION A

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MOK CHEONG STREET (16m WIDE)



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2/F PODIUM FLOOR PLAN
COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
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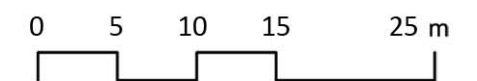


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SUNG WONG TOI ROAD (18m WIDE)



MOK CHEONG STREET (16m WIDE)



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3F FLOOR PLAN

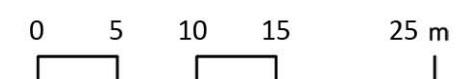
MLP PRELIMINARY REVIEW

COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
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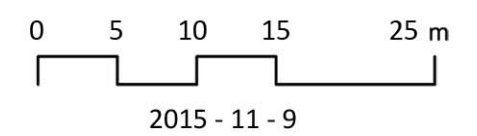
4/F - 13/F FLOOR PLAN
COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
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14/F - 25/F FLOOR PLAN
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AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

MLP PRELIMINARY REVIEW

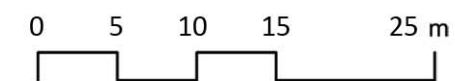
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SUNG WONG TOI ROAD (18m WIDE)



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26/F LOWER DUPLEX FLOOR PLAN

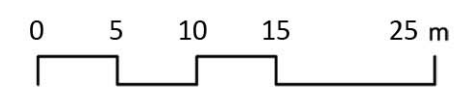
MLP PRELIMINARY REVIEW

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 AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

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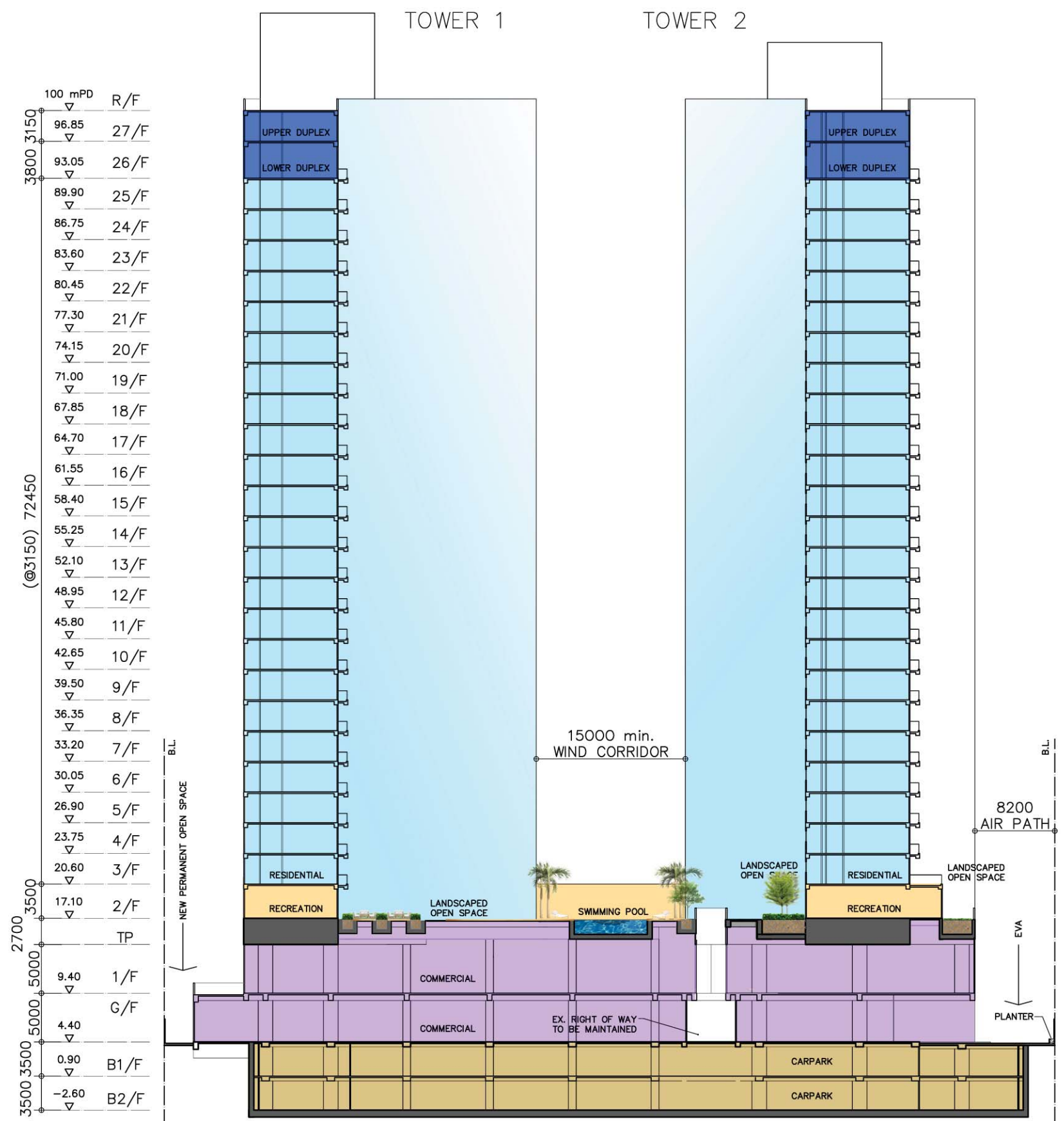
27/F UPPER DUPLEX FLOOR PLAN
COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

MLP PRELIMINARY REVIEW

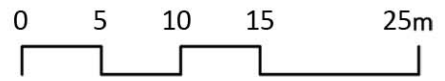
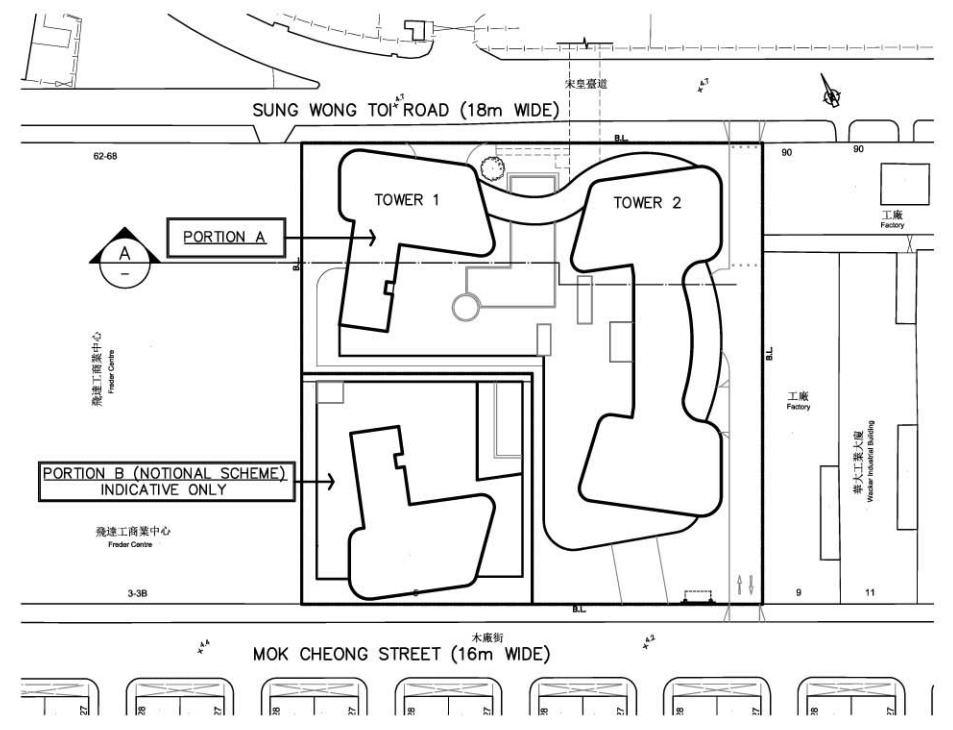
Prepared by Ivanho Architect Limited, November 2015. All Rights Reserved. CAD FILE : N:\1510\Presentation\HC\2015-11-09\MLP Preliminary Review.pdf



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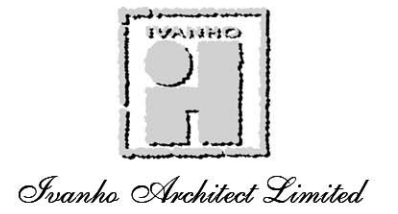
* Above landscape illustration is for indicative purpose only, all landscape design shall refer to the Landscape Master Plan LMP.

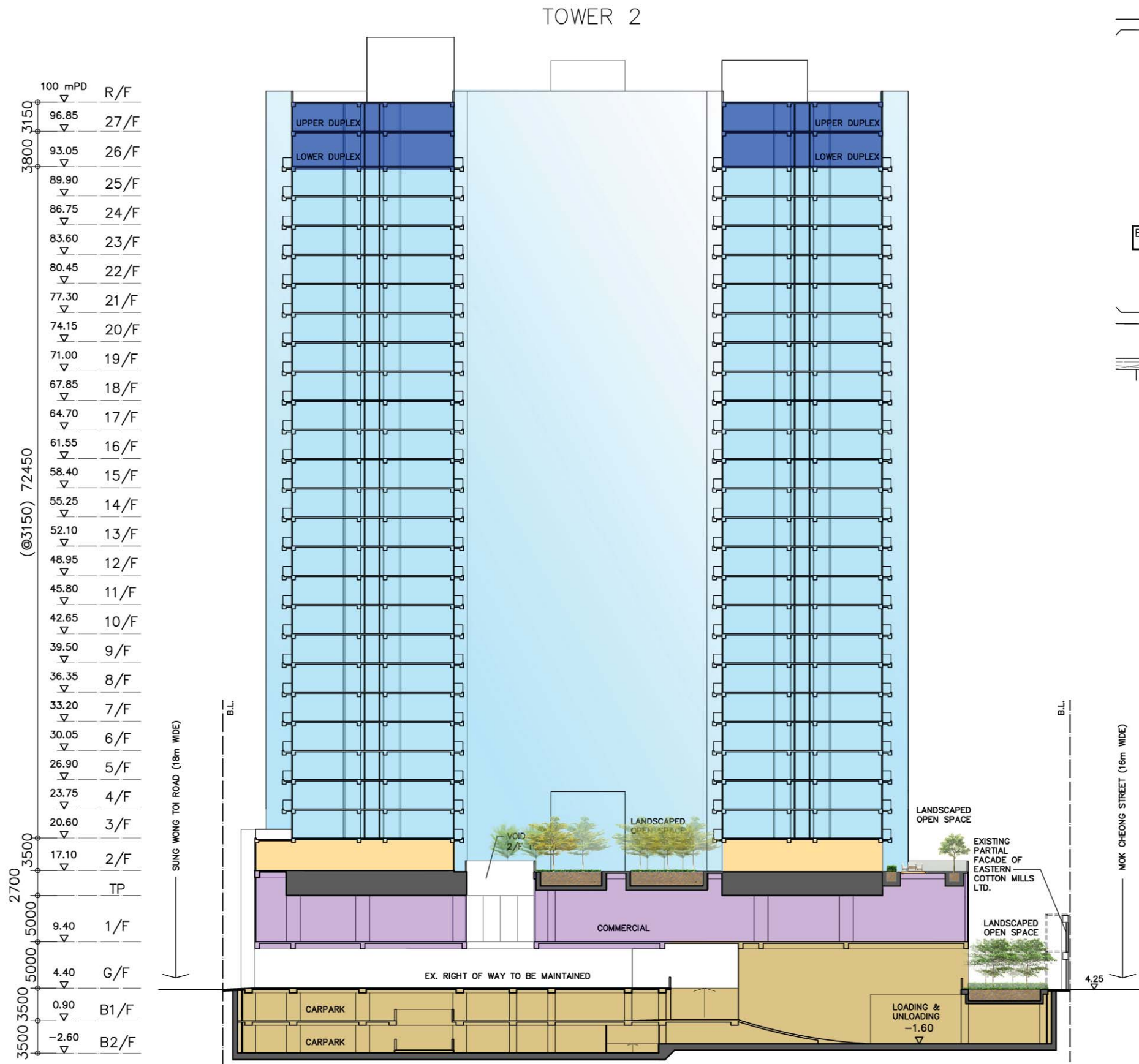


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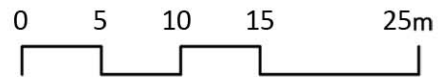
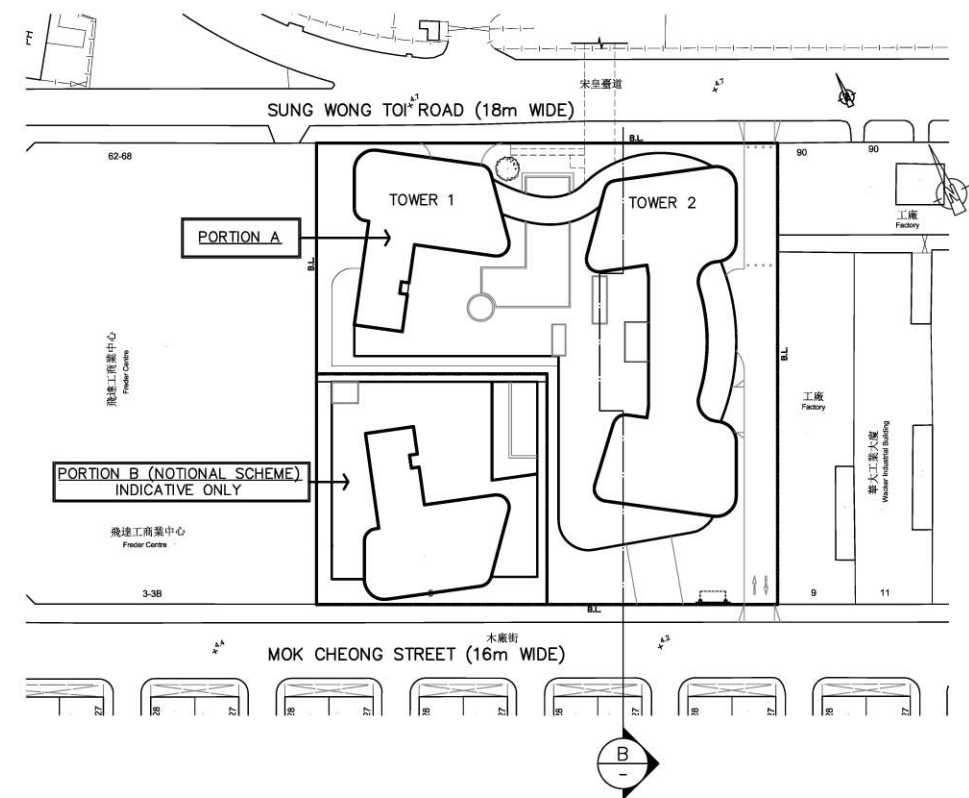
SCHEMATIC SECTION A
COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

MLP PRELIMINARY REVIEW





* Above landscape illustration is for indicative purpose only, all landscape design shall refer to the Landscape Master Plan LMP.



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SCHEMATIC SECTION B
COMPREHENSIVE DEVELOPMENT AT K.I.L.7628 & K.I.L. 10578
AT NO. 7 MOK CHEONG STREET & NOS. 70-78 SUNG WONG TOI ROAD, KOWLOON

MLP PRELIMINARY REVIEW



Ivanho Architect Limited

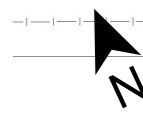
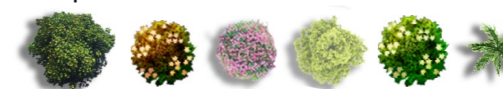
PH

LEGEND:

- Outdoor Furniture
- Paving
- Children Play Area
- Wood Decking

- Flowering Shrubs and Lawn
- Stepping Stone
- Swimming Pool
- Existing Partial Facade of Eastern Cotton Mills Ltd.

Proposed New Tree



INFINITY POOL



ENCLOSED SITTING AREA



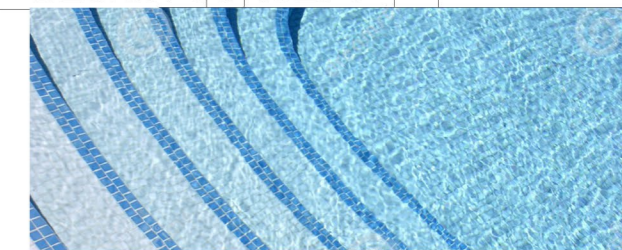
OPEN SITTING AREA



CHILDREN PLAY AREA



DESIGN CONCEPT



Factory



BU



210-230

1605 1520

45720

木廠街

MOK CHEONG STREET (16m WIDE)

45720

4.2

4.4

MASTER LANDSCAPE LAYOUT PLAN (1:500)