



Urban Renewal Authority Development Schemes

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

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

Planning Report
October 2022

PART 1

PLANNING REPORT

Urban Renewal Authority

DEVELOPMENT SCHEME

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of the Urban Renewal Authority Ordinance**

**Ming Lun Street / Ma Tau Kok Road (KC-018)
and
To Kwa Wan Road / Ma Tau Kok Road (KC-019)**

PLANNING REPORT

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EXECUTIVE SUMMARY

1. The Urban Renewal Authority (URA) submits this Planning Report to seek approval of the Town Planning Board (TPB) for two draft Development Scheme Plans (DSPs) Nos. S/K22/URA1/A and S/K22/URA2/A. The draft DSPs refer to a proposed holistic redevelopment located in a strategic precinct by the waterfront of Kowloon City District, covering two connected sites 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 (KC-019).
2. 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. 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 optimise the land uses into the long-awaited comprehensive designed waterfront developments fitting in with the redevelopment intention of the Ma Tau Kok waterfront area.
4. A 20m-wide waterfront promenade is provided at the eastern boundary of the Schemes along the waterfront for public enjoyment. The proposed waterfront promenade will be connecting with the adjoining planned waterfront promenade / waterfront developments at the 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 as recommended in the Kowloon City District Urban Renewal Forum (KC DURF) and in-line with CEDD's proposal of Kai Tak GreenWay network within KTDA.
5. To promote vibrancy, a 2-storeys retail belt abutting the waterfront promenade is provided. In addition, an at grade open-air central waterfront plaza with not less than 25m wide 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 pedestrian connectivity.
6. Through restructuring and re-planning of existing land uses, the proposed developments will be setback from To Kwa Wan Road to allow space to align with Government's planned road widening works of the existing To Kwa Wan Road from a four-lane road to a six-lane road. Detailed design

and implementation programme of the planned road widening will be subject to the local views and agreement from relevant Government departments.

7. The building height restriction of the Schemes will be optimized to 120mPD, which generally respects the urban design context of the new KTDA, as well as the nearby Ma Tau Kok and To Kwa Wan areas that are undergoing major urban regeneration with numerous redevelopments, and to blend in with the surrounding building height of the existing and planned developments. The proposed relaxation of building height will also allow flexibility for creation of the at-grade waterfront plaza and well as providing sensible building separations and building setbacks within the proposed developments. Two 10m wide non-building areas (NBAs) along the southern boundaries of both Schemes will also be provided to facilitate better air ventilation and visual openness between the waterfront and the hinterland.
8. In addition to the proposed redevelopment under two DSPs, URA will explore the possibility to revitalize the adjoining abandoned Government's pier structure/landing steps located outside the DSP boundaries under separate revitalisation works. Subject to further liaison with relevant Government departments, a possible footbridge connection at the podium level over To Kwan Wan Road can be explored to enhance the pedestrian connection between the waterfront and the inland area.

行政摘要

1. 市區重建局（市建局）向城市規劃委員會（城規會）提交兩份發展計劃草圖（編號 S/K22/URA1/A 及 S/K22/URA2/A），涉及一項位於九龍城區策略性臨海地帶，涵蓋兩個分別命名為明倫街/碼頭角道發展計劃（KC-018）及土瓜灣道/馬頭角道發展計劃（KC-019）的雙連地盤的一個整體重建發展。
2. 市建局視兩個相連地盤為一個的整體重建發展項目。然而，考慮到整個發展開可能因土地收購進度或其他事宜導致未能全面推行，把整個發展分為兩個發展計劃將能為項目實施時提供彈性，從而加快重建步伐。
3. 發展計劃旨在以規劃主導的模式，透過整體規劃重整現有土地用途，更有效善用土地並為社區帶來規劃裨益。發展計劃將優化土地用途，以配合期待已久於馬頭角海濱一帶地區重建作綜合海濱發展的規劃願景。
4. 發展計劃東邊的沿海部份將設有一條 20 米闊的海濱長廊，供公眾享用。擬議的海濱長廊將連接毗鄰已規劃的海濱長廊 / 位於東北面啟德發展區的海濱發展，冀能在九龍東一帶提供一條無間斷的海濱長廊，以協助政府達致於維多利亞港締造世界級海濱的願景。擬議的海濱長廊亦有助實現於「九龍城市區更新地區諮詢平台」中建議的海濱休閒路段，同時配合土木工程拓展署於啟德發展區所推動「共融通道」的計劃。
5. 為促進海濱一帶的活力，發展計劃建議沿海濱長廊提供一段樓高兩層的零售帶。此外，於兩個發展計劃之間的地面將提供一個不少於 25 米闊的海濱廣場，作為臨海休閒空間並提供地方營造的機遇。該海濱廣場將連接擬議的零售帶和海濱長廊，以提昇活力並加強東西向的行人連接。
6. 透過重整及重新規劃現有土地用途，擬議發展將從土瓜灣道後移，以騰出足夠的地面空間配合政府於土瓜灣道的擴建工程，由目前四線車道擴闊至六線車道。有關工程的詳細設計及實施須視乎地區人士意見及相關政府部門的許可而定。
7. 考慮到啟德發展區的地市設計，以及毗鄰地區如馬頭角、土瓜灣地區等所進行的地區更新及多個重建發展，該計劃的建築物高度限制將建議放寬至主水平基準以上 120 米，以配合周邊現有及將來的建築物高度輪廓。擬議放寬建築物高度限制亦將為該計劃內的樓宇設計提供更大彈性，包括提供地面海濱廣場，以及提供合理的樓宇間距及建築物後移。加上兩條闊 10 米，分別位處兩個發展計劃南面邊界的非建築用地，將促進海濱及內陸地區之間的空氣流通及景觀開揚度。
8. 除兩個計劃內的擬議發展，市建局為計劃界線外毗鄰的閒置政府碼頭構築物/登岸梯級，探討透過其他市區更新手法進行活化工程的可能性。此外，為加強行人連接，市建局亦會研究於平台層興建一條橫跨土瓜灣道的行人天橋的可行性。相關的活化計劃將有待進一步研究及與相關政府部門商討。

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1. INTRODUCTION

- 1.1 The Urban Renewal Authority (URA) has proposed two Development Schemes, namely the Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) (the KC-018 Scheme) and the To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) (the KC-019 Scheme) under section 25 of the Urban Renewal Authority Ordinance. The KC-018 and KC-019 Schemes are connected sites which located at a strategic precinct next to the Ma Tau Kok waterfront of Kowloon City District. Under an integrated planning-led approach, both Schemes are considered as one comprehensive redevelopment which aim to rationalize land use for holistic planning of the area to enable more efficient land use and to bring planning gains to the community.
- 1.2 The Schemes are included in the URA's 21st Business Plan approved by the Financial Secretary for commencement in 2022/23. It is proposed to be proceeded as Development Schemes under Section 25 of the URA Ordinance (URAO). In June 2022, the URA's Board approved the submission of the Development Schemes under Section 25(5) of the URAO to the TPB for consideration. The 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 have been prepared for submission to TPB.
- 1.3 Pursuant to Section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of both Schemes on 7 October 2022. The draft DSPs are now submitted under Section 25(5) of the URAO to TPB for consideration.
- 1.4 This Planning Report (**Part 1** of the whole report) is prepared to provide the TPB with the background information and the planning proposal to facilitate its consideration of the draft DSPs (**Part 2** of the report), submitted under section 25 of the URAO. Supplementary information, including the preliminary design of the proposed development, key technical assessments, Social Impact Assessment Stage 1 (SIA1) reports and implementation approach are enclosed in **Part 3** for reference.

2. THE DEVELOPMENT SCHEME PLAN AREA

- 2.1. The Schemes are located in the waterfront area between new development area of KTDA and old urban district of Mau Tau Kok in To Kwa Wan. It is broadly bounded by the Ma Tau Kok waterfront to the east, Grand Waterfront to the immediate south, To Kwa Wan Road to the west and reserved site for development of Dedicated Rehousing Estate (DRE) of the Hong Kong Housing Society (HKHS) to the immediate north. Ma Tau Kok Road is situated in between the two Schemes. **Plan 1** shows the location of the Schemes.
- 2.2. KC-018 Scheme area is broadly bounded by Ma Tau Kok waterfront to 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-Street” area, consists of five clusters of eight-storey tenement buildings with 101 building blocks of buildings comprising Nos. 91-113 Ma Tau Kok Road (odd nos.), 1-25 Ming Lun Street (odd nos.), 2 – 28A Ming Lun Street (even nos.), 1-15 Chung Sun Street (odd nos.), 1-16 Hing Yin Street (even and odd nos.), 1-17 Hing Yan Street (even and odd nos.), and 19-31 Hing Yan Street (odd nos). The KC-018 Scheme area also involves five public streets within the Scheme area, including Ma Tau Kok Road (part), the whole of Ming Lun Street, Chung Sun Street, Hing Yin Street, Hing Yan Street. The existing Kowloon City District Council Sitting-out Area as well as the surrounding public pavement are also included in the KC-018 Scheme area. The total gross site area of KC-018 is about 11,430 sq.m. Subject to site survey and detailed design, the net site area for Plot Ratio (PR) calculation is about 10,496 sq.m. The Scheme area of KC-018 is shown in **Plan 2**.
- 2.3. To the north of KC-018 across Ma Tau Kok Road is the KC-019 Scheme. KC-019 Scheme area covers Newport Centre Phases I and II located at Nos. 116-118 Ma Tau Kok Road (even nos.), portion of Ma Tau Kok Road, adjoining Government land and the surrounding public pavement. The total gross site area of KC-019 is about 8,759 sq.m. Subject to site survey and detailed design, the net site area for PR calculation is about 7,816 sqm. The Scheme area of KC-019 is also shown in **Plan 2**.
- 2.4. Both Schemes currently falls within the “Comprehensive Development Area” (“CDA”) zone with the western portion shown as “Road” on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (**Plan 3** refers). 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. A minor portion of the existing pavement area currently shown as “Road” on the approved Ma Tau Kok

OZP No. S/K10/28 have been included in the scheme areas to facilitate future land resumption and implementation of the Schemes, such area will not be accountable for GFA/PR calculation.

- 2.5. Both Schemes fall within the “5-Street” area of the “5-Street” and “13 Street” area, To Kwa Wan as defined in the Urban Renewal Plan (URP) prepared by KC DURF. Under the URP of KC DURF, the area is recommended as “*Redevelopment Priority Area*”. DURF recommended to sub-divide the “Comprehensive Development Area (CDA)” site at “5-Street” into two portions based on the existing residential building portion and the industrial / commercial building portion. The Scheme, being a redevelopment project, is tally with the recommendations of KC DURF.
- 2.6. Both Schemes are prepared with the consideration of the proposals and recommendations by the KC DURF and the public aspirations and views from local stakeholders in the area to achieve a wider planning gain to the community. The schemes together with other completed and on-going URA redevelopment projects within the district can synergise the neighbourhood with the vision to help address the problem of urban decay and to improve the living conditions of residents in dilapidated urban area of Kowloon City.

3. BACKGROUND AND EXISTING CONDITIONS

Historical Background

- 3.1. After the first major reclamation in the 1890s, To Kwa Wan began its transformation into an area for industrial activities which extended from Hung Hom and the ex-Whampoa Docks. The second large-scale reclamation of To Kwa Wan started in the 1950s when industrial activities in Kowloon became even more prosperous. The Schemes and its vicinity were then transformed into a mixture of residential developments and industrial uses including manufacturing, vehicle repairing, weaving, bleaching and dyeing, printing and electroplating. Today, these industrial activities still scatter within the area.
- 3.2. The Ma Tau Kok Gas Production Plant (South Plant) was originally built in the 1930s at the location just south of KC-018. In 1956, with the growing demand due to the increasing industrial activities it was then expanded to the other side of Ma Tau Wai Road, namely the North Plant at its current location. The South Plant operates until 1994, and was subsequently redeveloped into the present Grand Waterfront residential development in early 2000's while the North Plant remains in operation till now but only with minor supply of gas production. According to the website¹ of The Hong Kong and China Gas Company Limited (Town gas), "In Hong Kong, town gas is produced at two production plants. Over 98% is supplied from the Tai Po Plant, with the Ma Tau Kok Plant making up the rest".

Existing Uses, Building and Living Conditions

KC-018

- 3.3. The area within KC-018 consists of five-clusters of eight-storey tenement buildings along five public streets including Ming Lun Street, Chung Sun Street, Hing Yin Street, Hing Yan Street and Ma Tau Kok Road. The tenement buildings were completed between the years 1959 and 1960 (i.e., aged 62 to 63). According to the record of General Building Plans, all the buildings are permitted for domestic use on the upper floors and for non-domestic uses on ground floor. All buildings are without lift and their serviceability are generally poor (**Plan 4** and **Plan 5** refers).

¹ Town Gas, Gas Production (6 September 2022)

<<https://www.towngas.com/en/About-Us/Hong-Kong-Gas-Business/Gas-Production>>

- 3.4. Based on non-obtrusive site observation conducted in September 2022, buildings within KC-018 are mainly residential development in nature on the upper floors. Commercial premises are occupying the ground floor primarily engaging in eating places, retail shops and vehicle repair workshops.
- 3.5. Based on the URA's Building Care Management Information System (BCMIS) as of August 2022, 24 out of the 101 building blocks within KC-018 (about 24 %) are of either "Poor" or "Varied" condition, which are the two worst categories under BCA. The remaining 77 building blocks (about 76%) which have recently completed or are currently undergoing building rehabilitation works from 2007 to 2022 are in "Satisfactory" or "Acceptable" conditions. Based on the advice from consultant and the experience of URA, for buildings in "Poor" or "Varied" condition, their structural elements, components, finishes and facilities are observed in decay condition due to lack of building repairs and ongoing maintenance, major repair works will be required. For buildings in "Acceptable" condition, minor defects are found on the structural elements. Appropriate building repairs and ongoing maintenance works will be required in order to maintain the habitability and avoid further deterioration of the buildings. Results of the BCMIS is shown in **Plan 6**.
- 3.6. According to Home Affairs Department's "Database of Private Buildings in Hong Kong" as of April 2022, 69 out of 101 building blocks within KC-018 (about 68%) are "3-nil" buildings without management body for building management.
- 3.7. According to Buildings Department (BD)'s records held by URA as of May 2022, 53 out of 101 building blocks (about 53%) have outstanding Fire Safety Notices. 15 out of 101 building blocks (about 15%) have outstanding building orders under S26/26A Dangerous Buildings under Buildings Ordinance (Cap. 123) and 85 out of 101 the building blocks (about 84%) have outstanding Mandatory Building Inspection notices under S30B of Cap. 123. Seven out of 101 building blocks (about 7%) are carrying out improvement works under the Fire Safety Improvement Works Subsidy Scheme (FSWS) under Fire Safety (Buildings) Ordinance (Cap 572). 11 out of 101 building blocks (about 11%) have outstanding S28 Drainage Repair orders of Cap 123, implying hygiene concerns and their vulnerabilities particularly under the COVID-19 pandemic period.
- 3.8. BD's records also show that 67 out of the 101 building blocks (about 66%) have completed building rehabilitation works under Operation Building Bright (OBB1.0) in the last ten years. As at August 2022, 73 out of the

101 building blocks (about 72%) have been undertaking rehabilitation works under OBB2.0. It is understood that OBB works comprise mainly repairing defects (e.g., major cracks, spalling) and FSWS works comprise improvement of fire services installations, equipment and fire safety construction measures in common or public areas of the buildings. Repair works to the interior of private units are not included. Based on URA's past experience in rehabilitation works, even buildings that have undergone repair works/schemes would still be required to undertake comprehensive building rehabilitation regularly to avoid further deterioration.

KC-019

- 3.9. The area of KC-019 consists of Newport Centre Phase I and Phase II, which were completed in 1979 (43 years old) and 1981 (41 years old) respectively, are both six-storey including one-basement level. According to the record of occupation permits the two buildings were for workshop and repair garage from LG/F to 3/F, and car parking spaces and warehouses in the basement level. Based on the latest building conditions recorded by URA's BCMIS conducted in August 2022, Newport Centre Phases I and II are of "Varied" condition. Results of the BCMIS is shown in **Plan 6**.
- 3.10. Newport Centre phases I and II are internally connected and lift services are available in both Phases. Based on the non-obstructive site observation on common area conducted in August 2022, the building is currently occupied for offices, storage, workshops, showrooms and retail services use.
- 3.11. Photos showing the existing conditions of KC-018 and KC-019 are provided in **Plan 9, 10 and 11**.

Demographic Background

- 3.12. According to 2021 Census and the experience of URA, the population within KC-018 is estimated to be about 2,970 in about 1,414 households. Detailed demographic information will be ascertained after Freezing Survey (FS) and incorporated in the SIA (Stage 2) report. According to census and non-obstructive site observation on common area, there is no living population in the two buildings within KC-019.

Ownership Pattern

- 3.13. As of August, 2022, all the tenement buildings within KC-018 are under multiple ownerships (**Plan 7** refers). The total number of interests (as of August 2022) is 821. The boundary of KC-018 also includes Government land allocated to Kowloon City District Council sitting-out area along the waterfront.
- 3.14. The Newport Centre Phases I and II in KC-019 are under multiple ownerships (**Plan 7** refers). The total number of interests (as of August 2022) of Phases I and II are about 13 and 100 respectively.

Surrounding Land Uses

- 3.15. The street blocks in close proximity to the Schemes are occupied by a mix of residential, commercial, Government, Institution or Community (GIC) developments and area zoned “Open Space” (**Figure 3.1 refers**). Residential developments are found at the immediate south (i.e., Grand Waterfront), immediate north (DRE of HKHS) and northwest (i.e., “13-Street” tenement buildings) of the Schemes. Commercial uses such as retail shops, eateries and vehicle repair workshops are found on the ground floor of the residential buildings nearby. The MTKGW is located to the west of the area of KC-018 across To Kwa Wan Road and is still in operation but with only minor supply of gas production.
- 3.16. A number of GIC facilities are found within close proximity of the Scheme areas. To the north and adjoining the DRE site of HKHS is the To Kwa Wan North Substation. To the further northwest along To Kwa Wan Road is the Hong Kong Society for the Blind (HKSB) factory cum sheltered workshop. The Cattle Depot Artist Village and the Cattle Depot Art Park adjoining the MTKGW are located to the further west of the Schemes.
- 3.17. To the further northeast is the Kai Tak Sports Park which is currently in construction. It will accommodate the main stadium, public sports ground, indoor sports centre building, hotel and office. To Kwa Wan Sports Centre and To Kwa Wan Recreation Ground, to the further southwest of the Schemes, are popular venue for local sports activities. Kowloon City Ferry Pier Public Transport Interchange, which is partially in operation and partially occupied as the works area of Central Kowloon Route Project, is located to the further southeast of the Schemes.
- 3.18. An abandoned Government landing step/pier and the To Kwa Wan Typhoon Shelter are located to the immediate east outside the boundaries of both Schemes.

- 3.19. Industrial buildings can be found to the further northwest and southwest of the Schemes. These buildings including Freder Centre, KK Industrial Building, Cheong Wah Factory Building, Merit Industrial Centre and more are mainly engaged in non-polluting activities including office, storage, workshop and showroom uses.

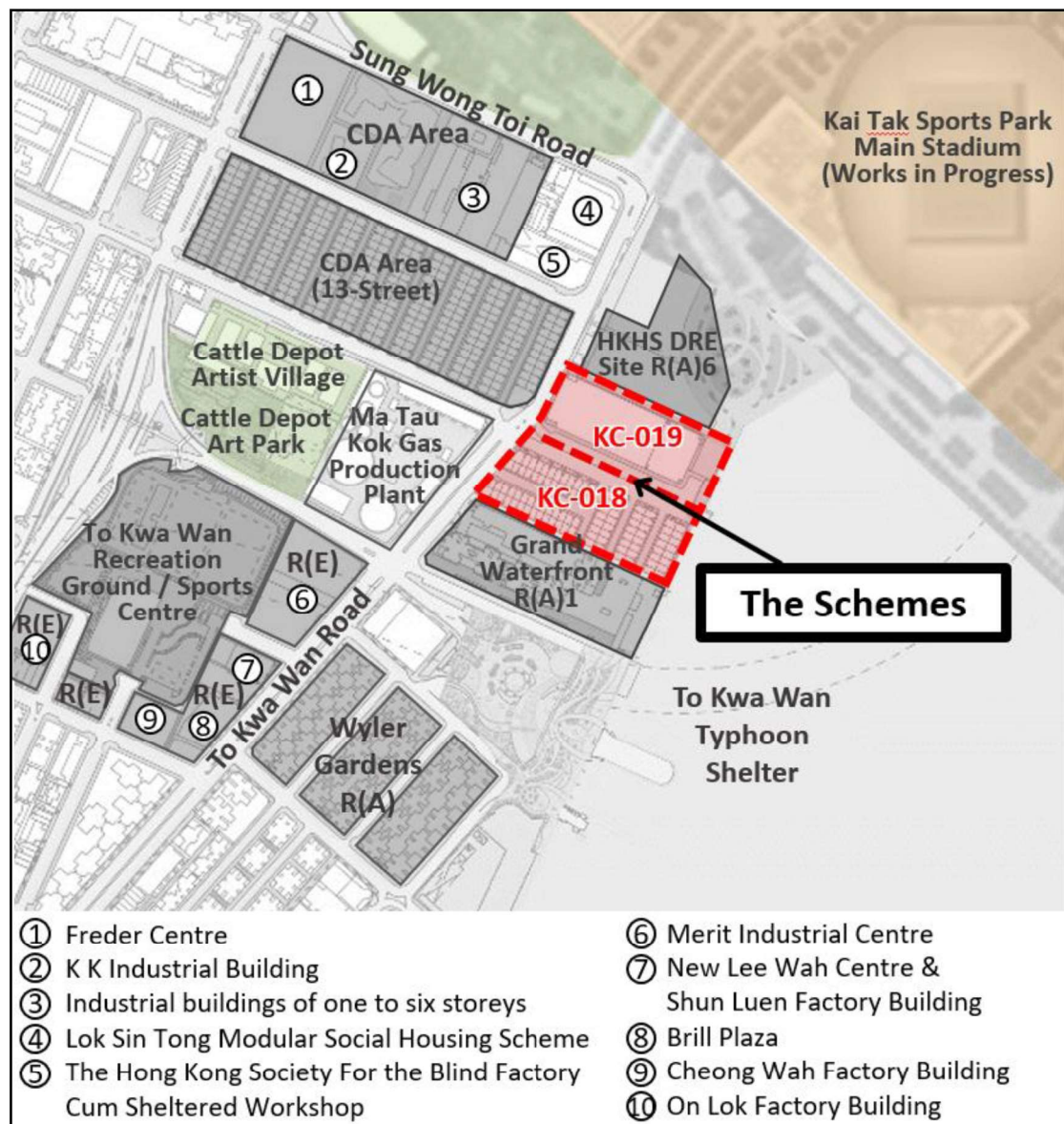


Figure 3.1 Surrounding Developments

Existing Traffic Network

- 3.20. To Kwa Wan Road along the western boundary of the Schemes is a single carriageway four-lane north-south district distributor linking KTDA in the north and To Kwa Wan in the south. Ma Tau Kok Road is also a district distributor connecting east and west between Ma Tau Kok in the hinterland to the waterfront area. Ming Lun Street, Chung Sun Street, Hing Yin Street, and Hing Yan Street are local roads which are frequently occupied by illegal road-side parking, vehicle repair workshops using the streets as parking space, storage and loading/unloading activities.
- 3.21. At present, the Schemes are well-served by various public transport services operating along To Kwa Wan Road, Ma Tau Kok Road and Mok Cheong Street including franchised bus, green minibus and public light bus. In addition, the Kowloon City Ferry Pier and bus terminus about five minutes walking distance from the Schemes. Please refer to **Appendix 4** – TIA Report for details of the existing public transport facilities.

Existing Pedestrian Network

- 3.22. The two Schemes are located in about 15 minutes walking distance away from both the MTR Sung Wong Toi Station and To Kwa Wan Station. Public transport services including buses and franchised buses are located in proximity of the Scheme area. Local residents of nearby residential development would walk along the two major pedestrian corridors on To Kwa Wan Road and Ma Tau Kok Road for public transport services.
- 3.23. Five existing road sections are included in the Schemes for redevelopment, namely portion of Ma Tau Kok Road, and the whole of Ming Lun Street, Chung Sun Street, Hing Yin Street and Hing Yan Street. Except Ming Lun Street, the remaining streets are dead-end roads. The pavement areas are often occupied by on-street parking, car repairing activities, dumping and storage, resulting a congested and unpleasant walking environment.

Environmental and Hygiene Condition

- 3.24. The proposed holistic redevelopment is envisaged to be subject to some traffic noise and air pollutants generated from the heavy trafficked road in To Kwa Wan Road.
- 3.25. The portion of Ma Tau Kok Road within the Scheme is often being occupied by vehicles and used for loading/unloading activities. Besides,

the existing Kowloon City District Council sitting-out area is situated behind buildings and of poor visibility and accessibility. Part the existing promenade area is being fenced off and not accessible by the public. The noise and hygiene issues caused by these on-street activities at Ma Tau Kok Road creates an unpleasant environment and nuisances to pedestrians.

- 3.26. Although Newport Centre was built for industrial uses, the premises is currently used for offices, storage, non-polluting workshops, showrooms etc. There are no chillers or massive machine rooms on the roof top of the buildings, which make the Newport Centre not a main source of environmental nuisance at all.

Planned Developments in the Vicinity

- 3.27. On 10 December 2021, the DRE site of HKHS adjoining KC-019 in the immediate north was gazetted and rezoned to “Residential (Group A) 6” (“R(A)6”) with domestic PR of 6.5 and non-domestic PR of 1.0. Upon completion, it will be redeveloped into a subsidized housing development consists of about 1,100 units in three-towers, with about 8,500 sq.m. of retail and about 2,700 sq.m. of welfare facilities.
- 3.28. The Kai Tak Sports Park and Metro Park located to the further north and east are part of the major developments within the KTDA. The Sports Park is zoned “Other Specified Uses” annotated “Stadium” with a maximum building height of 55mPD, which aims to provide high-quality facilities for wide variety of sports venues, open spaces, park facilities, dining cove, office, hotel and more upon completion in 2023. The Metro Park zoned “Open Space” is currently under planning and design stage.
- 3.29. The HKSB site located at the junction of To Kwa Wan Road and Mok Cheong Street zoned “G/IC” will be redeveloped into a new welfare complex with a maximum building height of 100mPD. According to HKSB, the demolition works will tentatively commence in 2022 and expected completion date is in 2025.
- 3.30. The “Lok Sin Tong Modular Social Housing Scheme”, a completed transitional housing project, is located at the proposed public housing site at the junction of Sung Wong Toi Road and To Kwa Wan Road. It is to provide affordable housing and family supporting services for low-income families that are queuing for public rental housing. According to MPC Paper No. 2/15 dated April 2015, the site will be redeveloped into one residential block of public housing. With proposed building height of

100mPD and maximum domestic plot ratio of 7.5, the proposed public housing project will provide about 600 flats.

- 3.31. To the further northwest of the Schemes along Mok Cheong Street are a number of factory buildings also zoned CDA. Among these, the Freder Centre and the K.K. Industrial Building remains in operation and the former sites of the Eastern Cotton Mills Ltd. and Good Harvest Air Freight Centre are currently vacant. These land parcels fall within three different “CDA” sites. Planning applications (i.e. No. A/K10/256 and No. A/K10/259), submitted by different applicants, for comprehensive residential and commercial development at “CDA(2)” site, with maximum building height of 100mPD, covering K.K. Industrial Building and Eastern Cotton Mills, have been approved with conditions by the TPB on 27 May 2016 and 7 December 2018 respectively.
- 3.32. Pedestrian walkways linking Mok Cheong Street and Sung Wong Toi Road are proposed including one which links to KTDA via a proposed footbridge connected to an elevated level within the commercial podium. According to the proposed scheme of planning application no. A/K10/259, a portion of the front facade of Eastern Cotton Mills Ltd. (a Grade III historic building) will be preserved and incorporated into the future development. Another planning application (i.e. No. A/K10/265) for comprehensive residential and commercial development at the “CDA(3)” site, with maximum building height of 100mPD covering seven-land-lots, has also been approved with conditions by the TPB on 10 September 2021.
- 3.33. To the northwest of the two Schemes across To Kwa Wan Road is a cluster of tenements building which is known as the “13-Street area”. The area is recommended as a “*Proposed Redevelopment Priority Area*” under KC DURF. To the further north is the KTDA, which is under construction and the land is designed for a mix of residential, commercial, tourism, community uses, sports uses supported with infrastructure facilities.
- 3.34. The Schemes are sandwiched between the new development area of Kai Tak and the old urban district fabrics of Ma Tau Kok and To Kwa Wan. Given the planned developments as described above, the vicinity areas are undergoing urban regeneration with numerous developments for various uses, and a major face-lift is underway.

4. PLANNING OBJECTIVES

- 4.1. Both Schemes aim to rationalize land use by adopting an integrated planning-led approach for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. The Urban Renewal Strategy (URS) issued in 2011 promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:
- Restructuring and re-planning of concerned urban areas;
 - Designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
 - Rationalizing land uses within the concerned urban areas;
 - Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
 - Providing more open space and community / welfare facilities; and
 - Enhancing the townscape with attractive landscape and urban design.
- 4.2. Following the objectives in the 2011 URS, the Schemes, as a holistic redevelopment, seek to restructure and re-plan the area through a holistic “planning-led” and “district-based” urban renewal approach with integration of Redevelopment (R1) and Revitalisation (R4) initiatives.
- 4.3. Both Schemes fall within the “5-Street” area of the “5-Street” and “13 Street” area, To Kwa Wan as defined in the Urban Renewal Plan (URP) prepared by KC DURF. Under the URP of KC DURF, the area is recommended as “*Redevelopment Priority Area*”. DURF recommended to sub-divide the “Comprehensive Development Area (CDA)” site at “5-Street” into two portions based on the existing residential building portion and the industrial / commercial building portion. The Scheme, being a redevelopment project, is tally with the recommendations of KC DURF.
- 4.4. Apart from the redevelopment of the Schemes, an integration of other urban renewal initiatives is proposed at the adjoining area by separate revitalisation works outside the Scheme boundary to multiply the planning gains and urban renewal effects. Details of the planning proposals are provided in Section 5.

5. PLANNING AND LAND USE PROPOSALS

Development Intensity

- 5.1. Under the draft DSPs, the scheme areas in orange color are proposed to be zoned “R(A)”, which is primarily intended 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 floors or in the purpose-designed non-residential portion of a building; while the scheme areas in beige color are proposed to be zoned “Road” to allow spaces for Government’s planned road widening works of To Kwa Wan Road.
- 5.2. In the proposed Notes of “R(A)” zone, the maximum PR of the proposed development 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%. The proposed PR and site coverage are in line with the development intensity of “R(A)6” at the adjoining DRE site of HKHS under the prevailing Kai Tak OZP. Not less than 1,000 sq.m and 500 sq.m. non-domestic GFA is proposed for the GIC uses under the KC-018 and KC-019 DSPs, respectively. It is proposed a clause to be included in the “Remarks” of the proposed Notes of “R(A)” that any floor space that is constructed intended for use solely as GIC facilities, as required by Government, may be disregarded from GFA/PR calculation.
- 5.3. To optimise the land uses into the long-awaited comprehensive designed waterfront developments fitting in with the redevelopment intention of the Ma Tau Kok waterfront area, a 20m-wide waterfront promenade is provided at the eastern boundary of both Schemes along the waterfront for public enjoyment. A strip of land abutting the waterfront promenade will be designated as for “Shop and Services” and “Eating uses” only, with buildings not exceeding 2 storeys for provision of a retail belt to bring vibrancy to the waterfront area. Such provision are also in line with the planning intention of the current “CDA” zone under the prevailing Kai Tak OZP.
- 5.4. Whilst achieving the planning objectives as identified in Section 2.4 above, 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 provisions of building setbacks in the Schemes. The proposed building height of 120mPD in the Schemes generally respect the surrounding built environment in the adjoining Ma Tau Kok, To Kwa Wan and Kai Tak area which are facing dramatic changes through redevelopment, with building heights ranging from 55mPD to 176mPD (i.e. 55mPD for the Kai

Tak Sports Park, 100mPD for the proposed DRE site of HKHS, 159mPD for Sky Tower and 176mPD of Grand Waterfront).

- 5.5. The proposed development parameters of the Schemes are shown in **Table 5.1**, which will be subject to adjustments at the detailed design stage after DSP's approval.

Table 5.1 Proposed Development Parameters of the Schemes

Parameters	Overall	KC-018	KC-019
Gross Site Area	about 20,189 sq.m.	about 11,430 sq.m.	about 8,759 sq.m.
Site Area for PR Calculation (Subject to survey and detailed design)	about 18,312 sq.m.	about 10,496 sq.m.	about 7,816 sq.m.
Proposed Zonings	"R(A)", Road		
Proposed Maximum Building Height (at main roof level)	Not more than 120mPD		
Proposed Maximum Domestic GFA (PR)^	about 119,028 sq.m. (PR = 6.5)	about 68,224 sq.m. (PR = 6.5)	about 50,804 sq.m. (PR = 6.5)
Proposed Maximum Non-domestic GFA (excluding GIC Provision) (PR) ^	about 18,312 sq.m. (PR = 1.0)	about 10,496 sq.m. (PR = 1.0)	about 7,816 sq.m. (PR = 1.0)
Proposed Maximum Non-domestic GFA for GIC Provision^ (proposed to be exempted from GFA calculation under DSP)	1,500 sq.m.	1,000 sq.m.	500 sq.m.
Total GFA (about)	138,840 sq.m.	79,720 sq.m.	59,120 sq.m.
No. of Flats@	2,226	1,276	950
Average Flat Size@ (GFA)	about 53.5 sq.m.		
Internal Transport Facilities for the proposed development*	Basement ancillary car park to accommodate: - 758 nos. private car parking spaces - 36 nos. motor-cycle parking spaces	Basement ancillary car park to accommodate: - 434 nos. private car parking spaces - 20 nos. motor-cycle parking spaces	Basement ancillary car park to accommodate: - 324 nos. private car parking spaces - 16 nos. motor-cycle

	- 28 nos. L/UL bays	- 16 nos. L/UL bays	parking spaces - 12 nos. L/UL bays
Assumed PPOF	2.3		
Completion Year	2033		
Notes:			
^ The exact GFA and PR are subject to TPB approval, detailed design and prevailing First Schedule of Building (Planning) Regulations.			
@ Indicative only, subject to detailed design at implementation stage.			
* Subject to liaison and agreement with Transport Department.			

Notional Layout

- 5.6. As shown in the indicative block plan and the section plans of the notional design (**Appendix 1**), the proposed redevelopment comprises 4 residential towers on top of two separate three-storey-podium of commercial / retail / GIC facilities uses, and a three levels basement for ancillary with separate ingress/egress.
- 5.7. 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. Through integrated design approach, the waterfront promenade within the Schemes will be connected with the adjoining waterfront developments including the dining cove, Kai Tak Sports Park, Metro Park in KTDA in the northeast, enabling better connection between the old and new districts and continuous waterfront promenade. To align with CEDD's proposal of Kai Tak GreenWay network within KTDA, cycling facilities along the proposed waterfront promenade will also be provided.
- 5.8. Two 10-m wide NBAs along the southern boundaries of both Schemes as stipulated under the prevailing OZP will also be appreciated and retained. The two NBAs will enable better air ventilation and visual openness between the waterfront and the Ma Tau Kok and To Kwa Wan in the hinterland. Building setbacks will be provided along To Kwa Wan Road to allow sufficient space for Government's future implementation of the planned road widening works.
- 5.9. To promote vibrancy, a 2-storeys retail belt abutting the waterfront promenade is provided. In addition, an 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 Initiatives to be Considered after DSPs approval

- 5.10. Through integration of redevelopment revitalisation initiatives, the Scheme provides a valuable opportunity to link up the wider neighbourhood at the inner part of To Kwa Wan. To capture the opportunity, a footbridge connection is proposed at the Scheme to facilitate the development of a footbridge across To Kwa Wan Road under separate URA's revitalisation initiatives.
- 5.11. In addition, separate revitalization works at the adjoining abandoned pier/landing step outside the DSP is proposed to achieve a coherent design theme for this part of waterfront promenade for public enjoyment. Detailed design and programme of the said works would be subject to the views and agreement with relevant Government departments.

6 TECHNICAL ASSESSMENTS

- 6.1. Given both Schemes are considered as one redevelopment as a whole, comprehensive technical assessments have been carried out to assess the cumulative impacts for the two Schemes, with the exception of the Social Impact Assessment Stage 1 (SIA1) reports which will be prepared separately for each scheme.

Visual Impact

- 6.2. A Visual Impact Assessment (VIA) was conducted (see **Appendix 2**) to study the potential visual impact with the implementation of the two Schemes. Visual appraisal has made reference to the TPB Guidelines No. 41 and have been carried out at local viewpoints. To comprehensively compare the visual impact of the Proposed Schemes, two sensitivity tests, namely Sensitivity Test 1 (with maximum building height permitted in OZP in the surroundings) and Sensitivity 2 (with 20% increase in building height in the surroundings), were also prepared for scenario testing. The two sensitivity tests are for reference only and intend to demonstrate the possible visual changes of the surroundings before and after the proposed developments with assumption of the possible future redevelopments in the nearby area under the two proposed schemes.
- 6.3. The proposed maximum building height of 120mPD falls between the Grand Waterfront of +176mPD in the immediate south and the approved DRE of HKHS with +100mPD in the immediate north. The VIA has demonstrated that the proposed developments are visually compatible with the surrounding built environment and planned developments, and would not create significant visual impact in general.

Social Impact

- 6.4. In accordance with the URS, non-obtrusive SIA (Stage 1) has been conducted for KC-018 and KC-019, respectively. The reports are included as **Appendices 3a and 3b**. The reports include the local profile of the two Schemes, which will need to be prepared for and borne in mind during the implementation of the Schemes. The Stage 2 SIA reports are under preparation based on factual data, which has been conducted on the commencement of the Schemes. The Stage 2 SIA reports will be submitted to TPB separately. The SIA reports are to assess the likely effect of the implementation of the Schemes and to propose mitigation measures to minimise any social impacts.

Traffic Impact

- 6.5. A Traffic Impact Assessment (see **Appendix 4**) has been conducted to assess the traffic impact of the two Schemes and the proposed provision of internal transport facilities of the proposed developments. The TIA demonstrated that the Schemes have no adverse traffic impact on the local traffic network and the pedestrian walking environment. The proposed parking provision and the internal transport facilities fulfil the high-end requirements of the latest Hong Kong Planning Standards and Guidelines and are acceptable from traffic engineering point of view.

Environmental Aspect

- 6.6. An Environmental Assessment (see **Appendix 5**) was conducted to study any potential environmental impact/benefits associated with the implementation of the two Schemes. The study concluded that the impact on air quality, noise impact, land contamination and waste management were not insurmountable with mitigation measures adopted if necessary.
- 6.7. The Air Quality Impact Assessment indicated that the predicted concentrations of assessment parameters except NO₂ at all Air Sensitive Receivers (ASR) of the Schemes would comply with the relevant Hong Kong Air Quality Objectives. Therefore, no fresh air intake for the podium would be located within the area with exceedance. It is also anticipated that the ASR will not be subject to adverse air quality impact. The predicted concentration of odour for all ASRs are expected to be within the odour criterion, as such, the occupant at these uses will not be subject to adverse odour impact.
- 6.8. On Noise Impact Assessment, with appropriate noise mitigation measures implemented during the construction period, no adverse impact arising from the construction activities is expected. Based on the notional layouts and adoption of mitigated measures, direct noise mitigation measures including fixed glazing (with or without maintenance window), utility platform with self-closing door (not for ventilation), acoustic window/door (baffle type) are recommended to address the adverse traffic noise impact. The potential noise impact from the fixed noise sources has also assessed and no adverse noise impact is anticipated with the mitigated measures adopted.
- 6.9. A Land Contamination appraisal was carried out for the Scheme areas. Since vehicle repair workshops and hardware stores are found on the ground floor of buildings in KC-018 by on-site observation, the release of oils, fuels and lubricants are expected during vehicle and equipment

maintenance and refuelling. For KC-019, the basement and ground floor of the Newport Centre comprise mainly of showrooms and offices. No aboveground/ underground oil storage tanks or chemical dangerous goods were observed during the site visits. Owing to the nature of the building, manufacturing industries might be present in the past. Further site appraisal shall be conducted upon DSP approval to ascertain any land contamination issues.

- 6.10. On waste management, appropriate sustainable measures/approaches to waste management are proposed to reduce less waste and reuse or recover value from waste, no adverse environmental impacts arising from handling, storage, transportation or disposal of the wastes generated the construction and operation stage of the Schemes are envisaged.

Air Ventilation

- 6.11. An Air Ventilation Assessment - Expert Evaluation has been conducted to assess the ventilation performance of the area surrounding the two Schemes (see **Appendix 6**). A comparison of air ventilation was made between the notional design under the OZP-compliant Scheme (the Baseline Scheme) and the notional design under the draft DSPs (the Proposed Schemes). It is concluded that no adverse air ventilation impact is anticipated for the proposed Schemes as compared to the Baseline Scheme.

Drainage and Sewerage Impact

- 6.12. A Drainage and Sewerage Impact Assessment (DSIA) was conducted for both Schemes (see **Appendix 7**). The DSIA report concluded that the impact on the capacities of the existing drainage and sewerage system due to the increase of population from the two Schemes will be acceptable. With the provision of new drainage and sewerage pipes and upgrading/diversion of a few sections of existing drainage and sewerage pipes connecting with the proposed development, the discharge generated from the proposed redevelopment will be within the capacities and will not have adverse impact to the existing drainage and sewerage systems.

Water Supply Impact

- 6.13. A Water Supply Impact Assessment (WSIA) was also conducted (see **Appendix 8**). Findings of WSIA concluded that there would be no adverse impact to the water supply due to the two proposed Schemes.

Qualitative Appraisal of Risk Impact

- 6.14. The Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI) had reviewed a quantitative risk assessment (QRA) report, which had assessed the risk levels associated with the MTKGW arising from potential residential development (including development in DRE site of HKHS, “5-Street” and “13-Street” area) within the Consultation Zone of the PHI of the MTKGW. The CCPHI considered the risk level acceptable and endorsed the QRA in August 2021.
- 6.15. A set of QRA Technical Notes (TN) was prepared (see **Appendix 9**) in support of the proposed developments in KC-018 and KC-019. According to the TN, as the planned population of the proposed Schemes will have no more than that adopted in the approved QRA, the proposed development would not adversely affect the risk levels as compared with the assessment in the endorsed QRA report.
- 6.16. All technical assessments, apart from QRA TN, have also included a sensitivity testing scenario based on the assumption that the adjacent “13-Street” area being redeveloped by others, with the consideration of relaxation of the permitted development intensity stipulated under prevailing OZP of the respective “CDA” zone. To form a base for an aggressive sensitivity test, a 15% addition has been added to the total GFA and a 20% increase of maximum building height of the OZP compliant scheme. This sensitivity testing scenario was found to be technically feasible and will not have any adverse environmental and traffic impacts with mitigation measures.

7 PLANNING AND DESIGN MERITS

- 7.1. The Schemes are located in a strategic precinct within Kowloon City District. The Schemes are also situated by the waterfront, which connects with KTDA and the old urban district of Ma Tau Kok and To Kwa Wan in the hinterland. The following planning and environmental benefits will be provided under the proposed schemes.

Contribute as Part of the World-Class Waterfront Promenade

- 7.2. 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 two waterfront promenades under KC-018 and KC-019 will be connected with each other and linking up with the adjoining waterfront area towards 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 as recommended in the KC DURF and in-line with CEDD's proposal of Kai Tak GreenWay network within KTDA.
- 7.3. 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 so as to return the waterfront to the public.

Improve Connectivity between KTDA and Inland Areas

- 7.4. Building setbacks will be provided at the buildings facing To Kwa Wan Road to allow space for the planned road widening works for the section of To Kwa Wan Road abutting the scheme boundaries. The proposed building setbacks will allow the widening of the sections 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 to To Kwa Wan and southern part of Kowloon.
- 7.5. In addition, a possible footbridge connection at the podium level over To Kwa Wan Road will be explored under separate URA's revitalisation

initiatives. The proposed footbridge connection will provide opportunity to enhance the walkability and to link up the wider neighbourhood at the inner part of To Kwa Wan.

Enhance Walkability and Visual Permeability through Building Design

- 7.6. 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.
- 7.7. The proposed residential towers in the Schemes will adopt careful design on block size, disposition and layout to take into account of building separation to improve permeability. With the proposed increase of building height of 120mPD, the residential towers can be designed in a smaller building footprint an 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.
- 7.8. Besides, two 10m-wide NBAs will be provided along the southern boundaries of both KC-018 and KC-019 to enhance the air ventilation and visual permeability of the proposed redevelopment. The two NBAs as direct pedestrian access towards the waterfront promenade.

Shaping a Vibrant and Appealing Waterfront

- 7.9. 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 inland area in 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. A preliminary landscape design concept of the waterfront plaza, retail belt and promenade is shown in **Appendix 1**. The proposed waterfront promenade, retail belt and waterfront plaza will be owned, managed and

maintained by URA or its assignee or its joint venture partner(s) upon completion. These facilities are intended to be opened at for public enjoyment at reasonable hours.

- 7.10. In addition, separate revitalization works at the adjoining abandoned pier structure/landing steps outside the DSP boundary 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.
- 7.11. In light of the above planning gains, the Schemes will not only catalyse 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.

Create a Progressive Building Height Profile along the Waterfront

- 7.12. A maximum building height of 120mPD is proposed under the draft DSPs taking into account 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 DRE 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.

No Adverse Impacts to the Surrounding Environment

- 7.13. As stated in Section 6, a number of technical assessments have been conducted and concluded that the proposed developments are technically feasible and no insurmountable impact on the surrounding environment are anticipated. Please refer to **Appendices 4 to 9** for details.
- 7.14. The proposed redevelopment will facilitate the expedition of redevelopment of the existing industrial uses which help phase out the non-conforming uses and address the possible Industrial / Residential (I/R) interface problems. Nevertheless, as mentioned in paras. 3.9 and 3.10 above, the Newport Centre in KC-019 are mainly used for office, showroom, storage purposes that are non-polluting uses in nature. Should KC-018 and KC-019 cannot be proceed in one go owing to land

acquisition or other issues, no I/R interface issues are anticipated. Besides, the site to the immediate north of KC-019 was also reserved for DRE development of HKHS.

Provisioning of GIC Facilities

- 7.15. Apart from achieving the planning objectives to create a successful waterfront redevelopment embracing the above planning gains, a total of about 1,500sqm floor space will be provided for GIC facilities at the podium levels of the Schemes to meet community needs. Actual GIC provision will be subject to liaison and agreement with relevant Government departments.

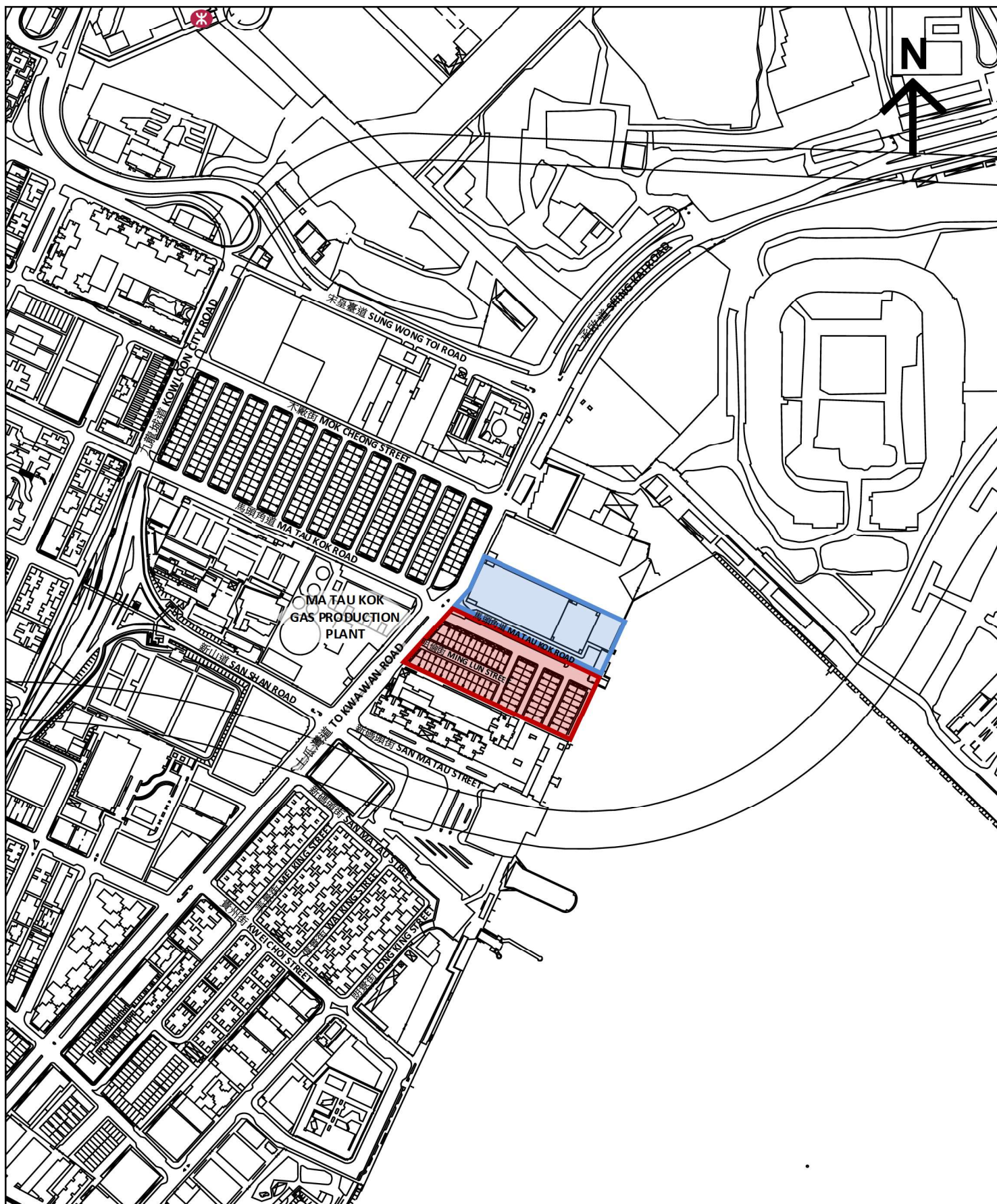
8 IMPLEMENTATIONS OF THE DEVELOPMENT SCHEME

- 8.1. The URA currently does not own or lease any land within the boundaries of the Schemes and will acquire all the private lots within the Development Scheme boundaries. The URA intends to acquire the property within the Scheme boundaries by purchase under the current acquisition policy. An owner of domestic and non-domestic property will receive the market value of his/her property (valued on vacant possession basis). As for the owner-occupier of domestic property, on top of the said market value, the URA will pay a Home Purchase Allowance, which is assessed based on a seven-year-old notional replacement unit of similar size within the same locality.
- 8.2. Supplementary documents detailing the implementation programme for the Schemes as one comprehensive redevelopment is attached in **Appendix 10**. In case the whole redevelopment cannot proceed in one-go owing to land acquisition or other issues, being under two DSPs will allow flexibility for carrying on the implementation as two projects following separate implementation programmes with two land grants. The URA may implement the two Schemes in association with one or more parties or by itself alone.
- 8.3. The URA's acquisition, rehousing and ex-gratia allowance principles are subject to prevailing policies at the time of issuing acquisition offers. The policies will be published on the URA's website and communicated to affected persons when issuing the acquisition offers. Prevailing policies relating to property acquisition, rehousing and ex-gratia allowances will be reviewed by the URA from time to time. For details of the mitigation measures and acquisition policies for the two Schemes, please refer to the Social Impact Assessment (SIA) Stage 1 report (**Appendices 3a and 3b**).
- 8.4. Any information contained in this document relating to compensation and re-housing arrangement are with reference to the URA's prevailing policy on compensation and re-housing arrangement ("Compensation Package") offered by the URA to owners/ tenants at the time of issuance of this document. The Compensation Package may be subject to change from time to time upon any review carried out by the URA. The Compensation Package to be offered by the URA to owners / tenants affected by the URA's redevelopment shall be that Compensation Package prevailing at the time of offer. Nothing contained in this document shall constitute any representation or warranty on the part of the URA or give rise to any expectation that the Compensation Package

contained in this document will not be changed at the time of implementation of the proposal.

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
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AND TO KWA WAN ROAD / MA TAU KOK ROAD (KC-019)

SCALE 1 : 5000

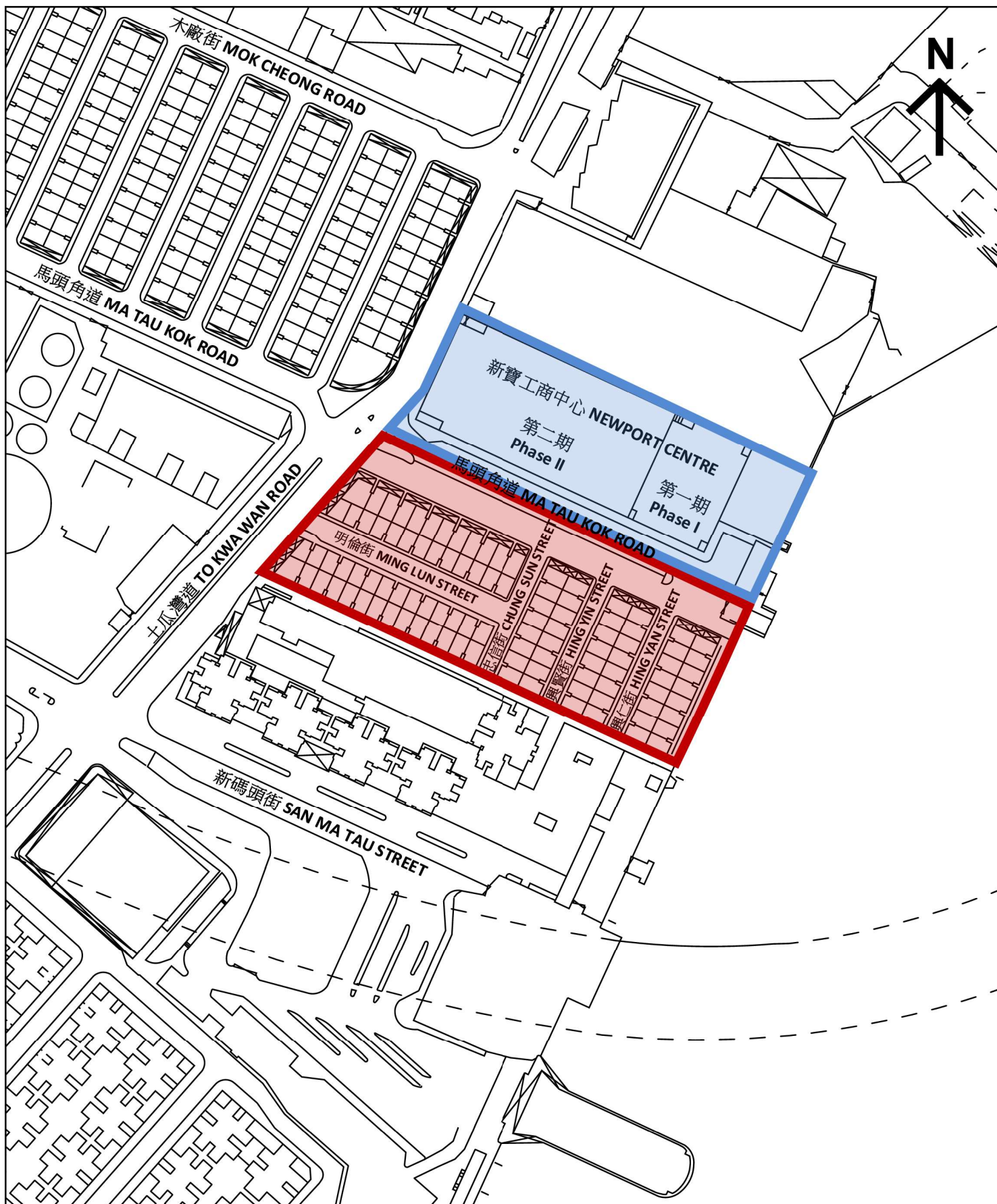
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市區重建局
URBAN RENEWAL
AUTHORITY

KC-018
& KC-019

PLAN
1



- KC-018
- KC-019

EXTRACT PLAN PREPARED ON 23.5.2022
BASED ON SURVEY SHEET No. 11-NE-16A

SCHEME AREA

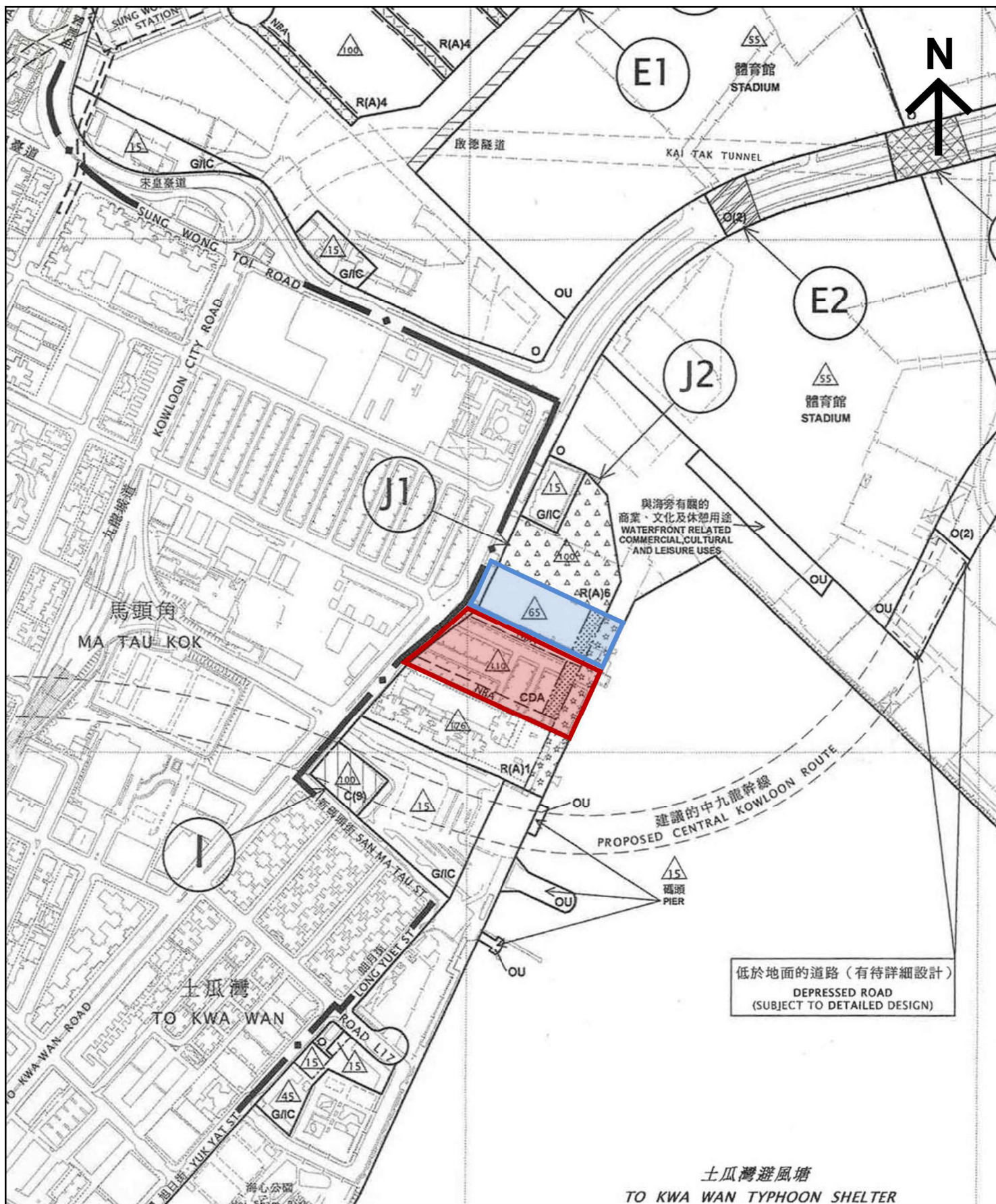
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AT MING LUN STREET / MA TAU KOK ROAD (KC-018)
AND TO KWA WAN ROAD / MA TAU KOK ROAD (KC-019)

SCALE 1 : 2000
METRES 20 0 20 40 60 80 100 METRES



KC-018
& KC-019

PLAN
2



KC-018

KC-019

EXTRACT PLAN BASED ON
DRAFT KAI TAK OUTLINE ZONING PLAN
No.S/K22/7

EXISTING ZONING OF THE DEVELOPMENT SCHEMES

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

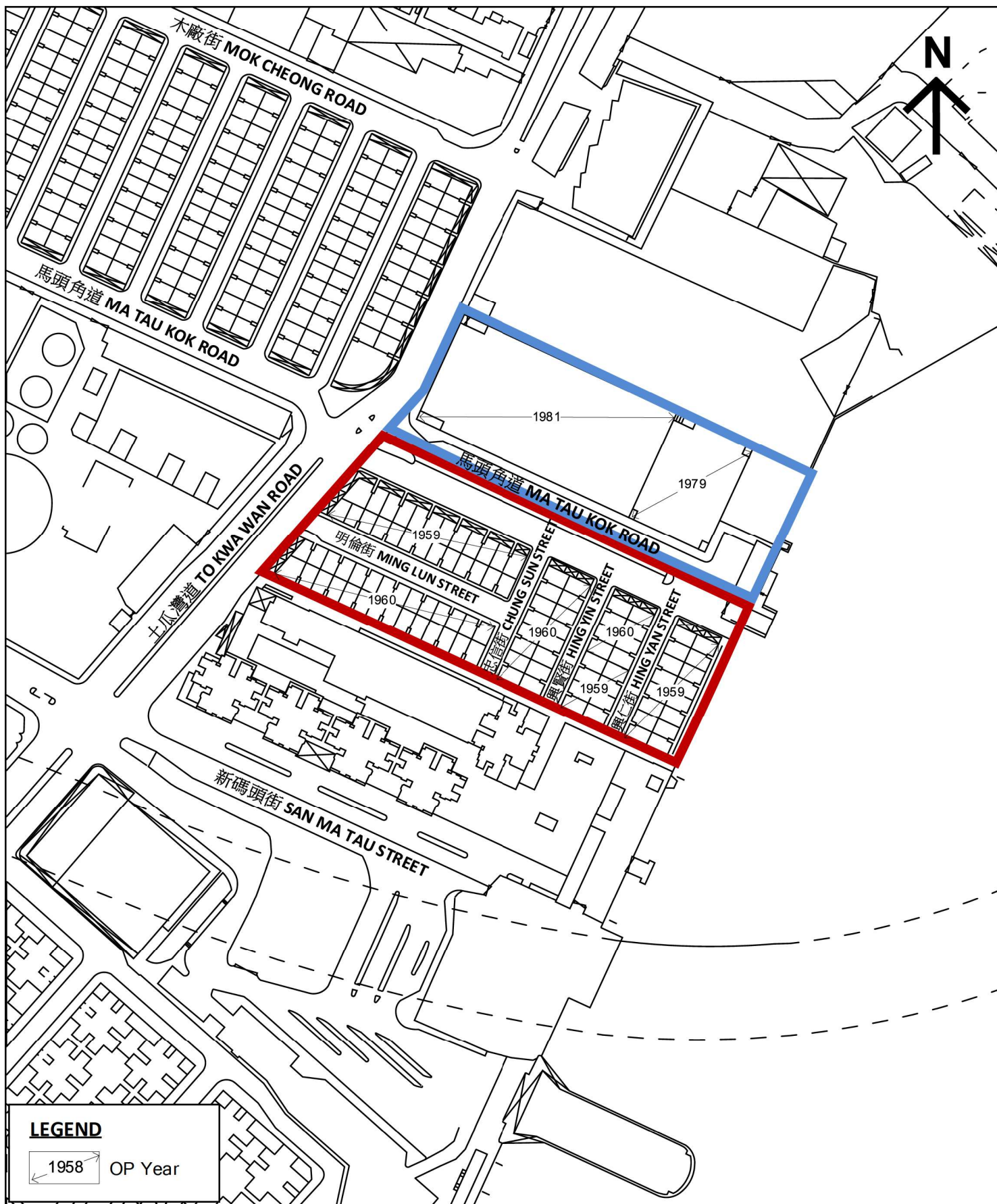
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 市區重建局
URBAN RENEWAL
AUTHORITY

KC-018
& KC-019

PLAN
3



KC-018

KC-019

EXTRACT PLAN PREPARED ON 23.5.2022
BASED ON SURVEY SHEET No. 11-NE-16A

BUILDING AGE

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

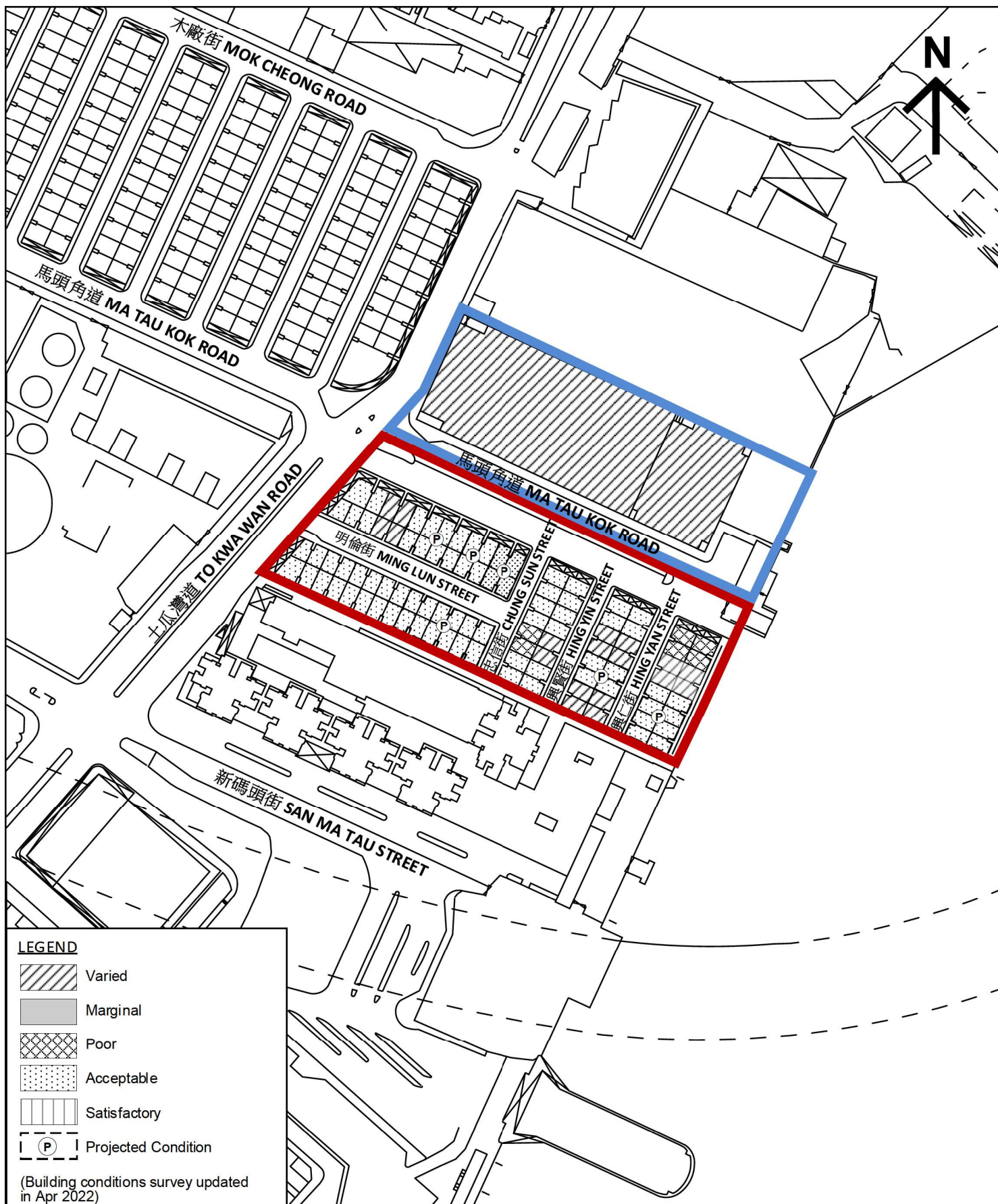
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METRES 20 0 20 40 60 80 100 METRES

 市區重建局
URBAN RENEWAL
AUTHORITY

KC-018
& KC-019

PLAN
4



 KC-018
 KC-019

EXTRACT PLAN PREPARED ON 23.5.2022
 BASED ON SURVEY SHEET No. 11-NE-16A

BUILDING CONDITION

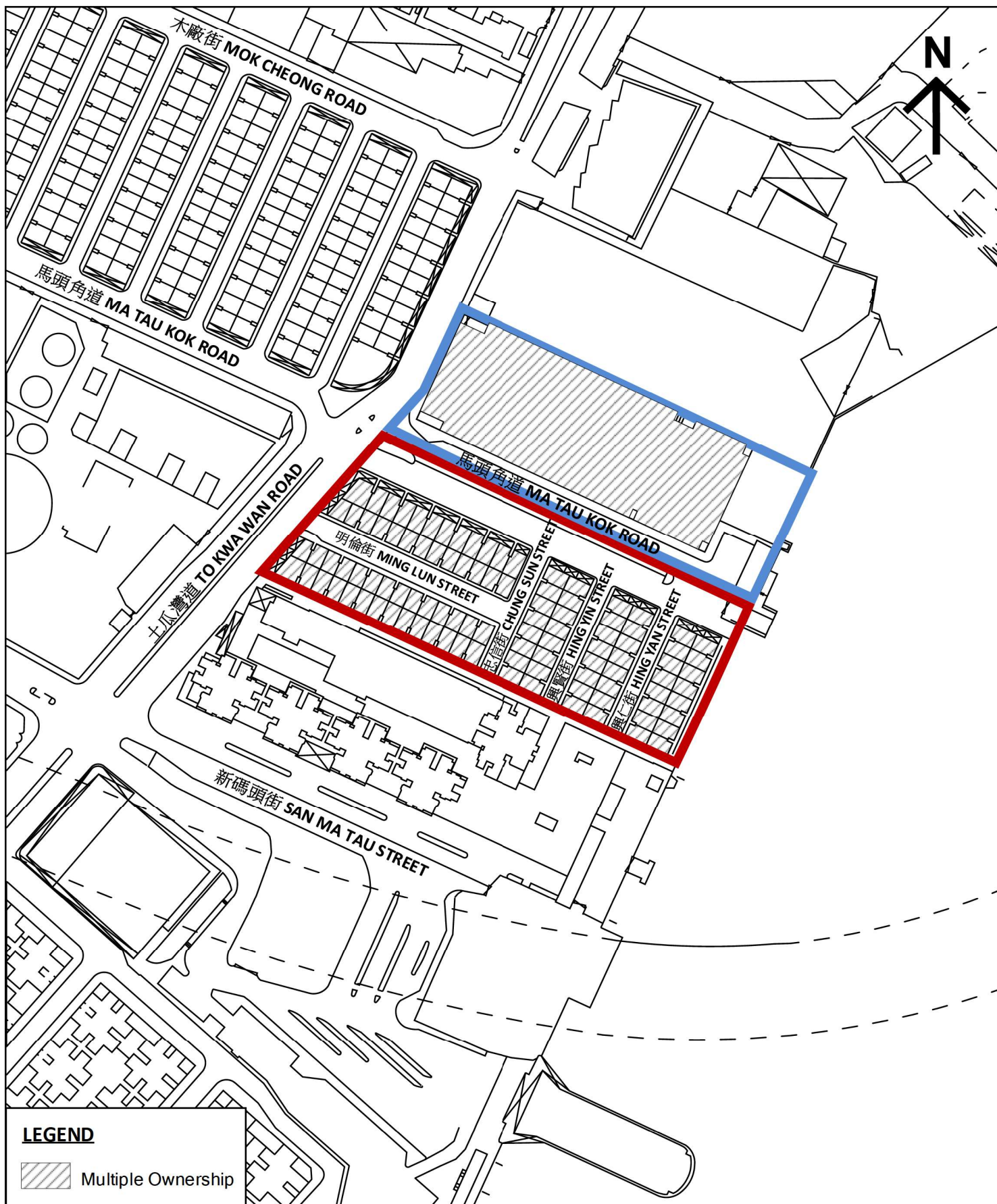
DEVELOPMENT SCHEMES
 AT MING LUN STREET / MA TAU KOK ROAD (KC-018)
 AND TO KWA WAN ROAD / MA TAU KOK ROAD (KC-019)
 SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

 市區重建局
 URBAN RENEWAL
 AUTHORITY

KC-018
 & KC-019

PLAN
 6



KC-018

KC-019

EXTRACT PLAN PREPARED ON 23.5.2022
BASED ON SURVEY SHEET No. 11-NE-16A

OWNERSHIP PATTERN

DEVELOPMENT SCHEMES
AT MING LUN STREET / MA TAU KOK ROAD (KC-018)
AND TO KWA WAN ROAD / MA TAU KOK ROAD (KC-019)
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

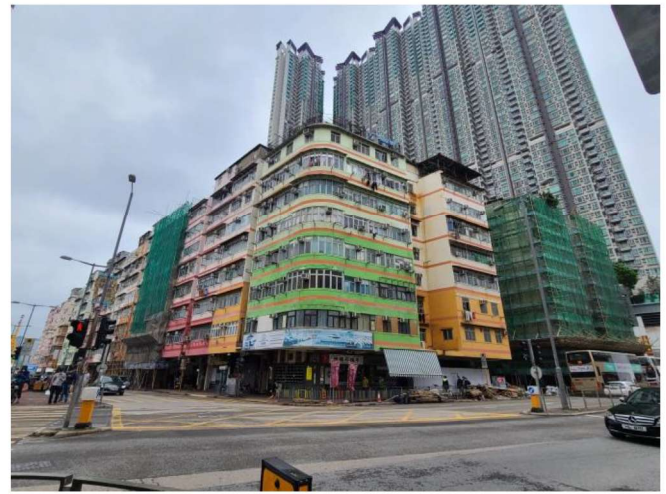
市區重建局
URBAN RENEWAL
AUTHORITY

KC-018
& KC-019

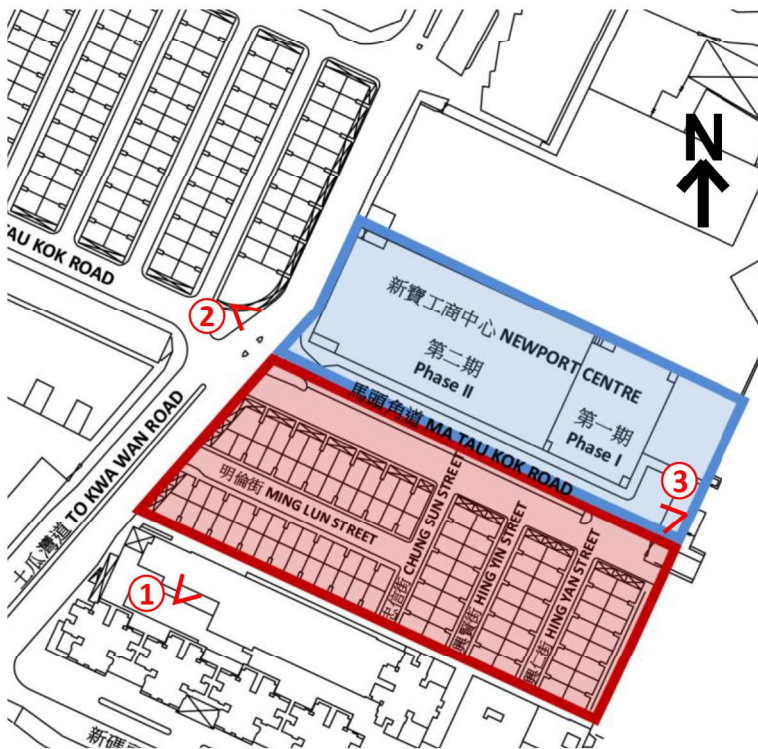
PLAN
7



VIEW 1: BUILDINGS WITHIN THE SCHEMES



VIEW 2: BUILDINGS WITHIN KC-018 ALONG
TO KWA WAN ROAD AND MA TAU KOK ROAD



VIEW 3: BUILDINGS WITHIN KC-018 ALONG
MA TAU KOK ROAD



KC-018



KC-019

PHOTOS TAKEN IN
MARCH 2022

SITE PHOTOS

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



KC-018
& KC-019

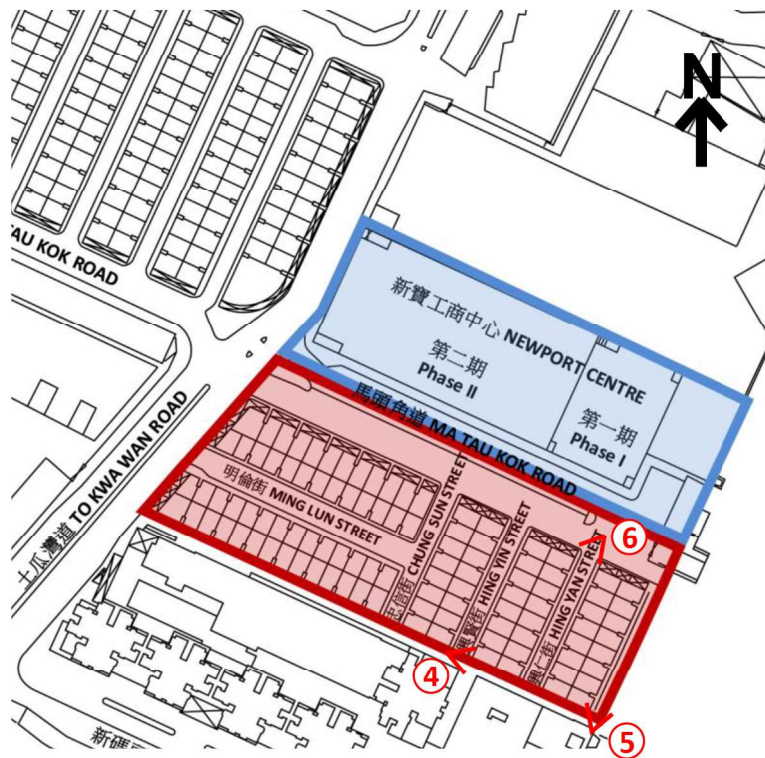
PLAN
8



VIEW 4: SOUTHERN BOUNDARY ABUTTING GRAND WATERFRONT (DEAD-END ROAD)



VIEW 5: KOWLOON CITY DISTRICT COUNCIL SITTING-OUT AREA



VIEW 6: BUILDINGS ALONG HING YAN STREET (DEAD-END ROAD)



KC-018



KC-019

PHOTOS TAKEN IN
MARCH 2022

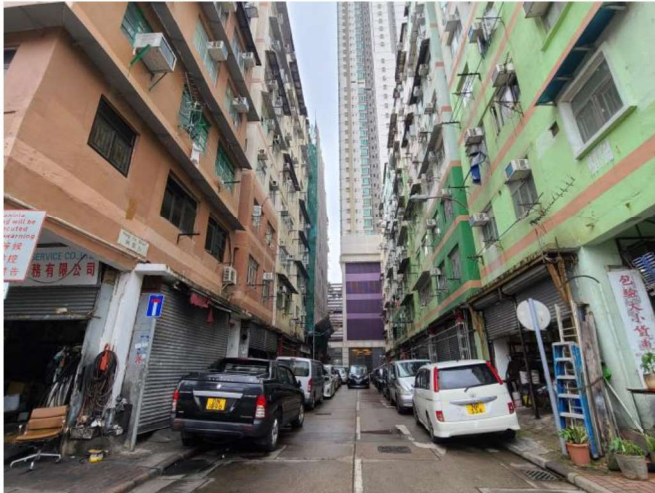
SITE PHOTOS

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



KC-018
& KC-019

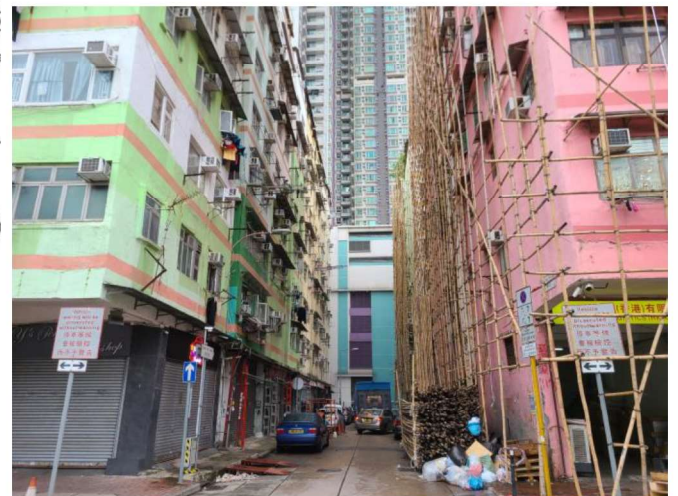
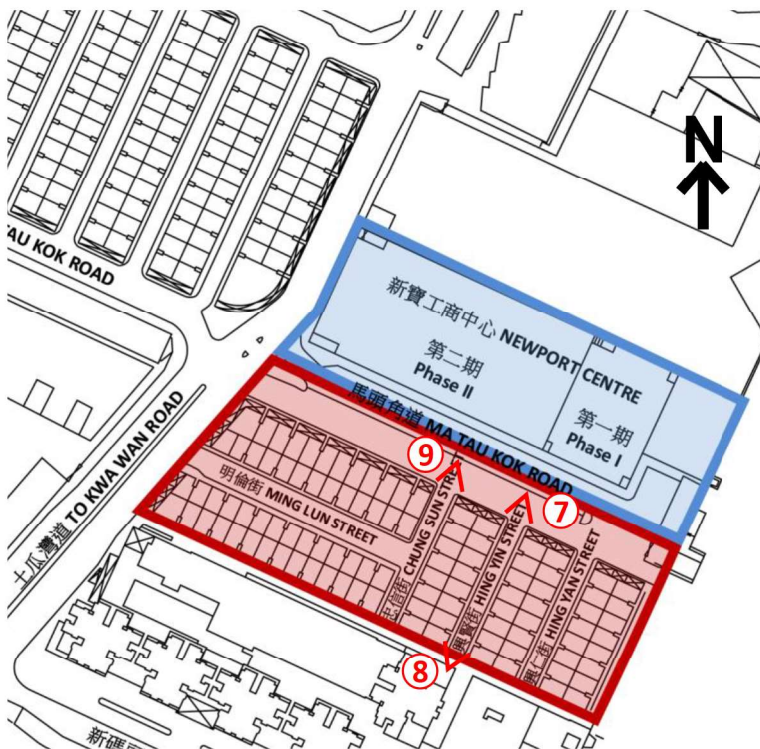
PLAN
9



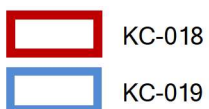
VIEW 7: BUILDINGS ALONG HING YIN STREET
(DEAD-END ROAD)



VIEW 8: BUILDINGS ALONG HING YIN STREET
(DEAD-END ROAD)



VIEW 9: BUILDINGS ALONG CHUNG SUN STREET
(DEAD-END ROAD)



PHOTOS TAKEN IN
MARCH 2022

SITE PHOTOS

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



KC-018
& KC-019

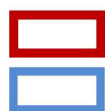
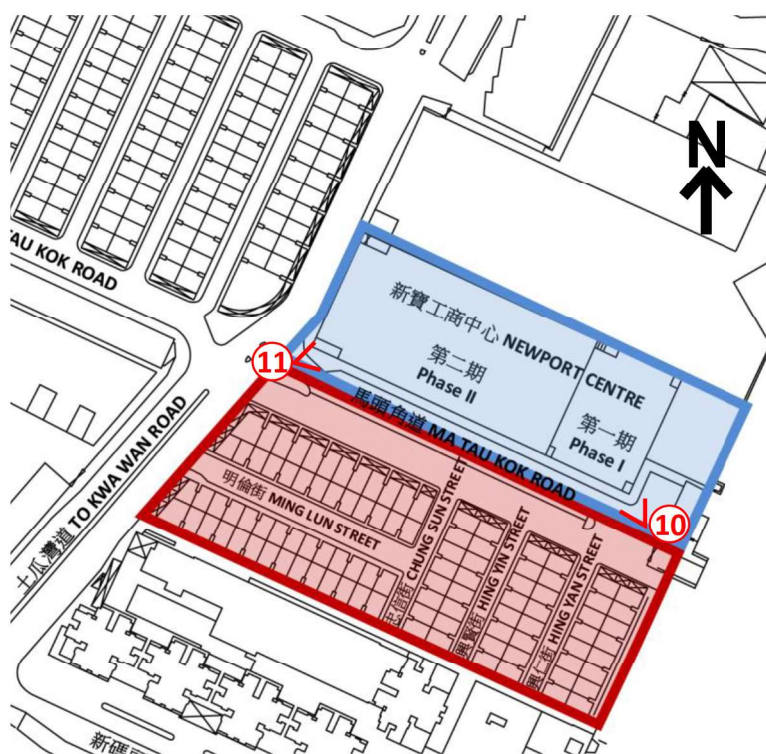
PLAN
10



VIEW 10: BUILDINGS ALONG MA TAU KOK ROAD



VIEW 11: BUILDINGS ALONG MA TAU KOK ROAD



KC-018

KC-019

PHOTOS TAKEN IN
MARCH 2022

SITE PHOTOS

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



KC-018
& KC-019

PLAN
11

PART 2
THE DRAFT PLANS

KC-018

DSP notes, ES and DSP Plan

DRAFT URBAN RENEWAL AUTHORITY
MING LUN STREET / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’);

- a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/tram/public light bus stop or layby, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related

facilities, waterworks (excluding works on service reservoir) and such other public works coordinated or implemented by Government; and

- (c) maintenance or repair of watercourse.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park, railway track and tram track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- (11) Any development not compatible with the Urban Renewal Authority's Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
MING LUN STREET / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for comprehensive high-density residential developments with provision of waterfront promenade. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
6.5	1.0	65%

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) or the existing building, whichever is the greater, subject to, as applicable –
- (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) On land designated 'Shop and Services' and 'Eating Place' uses only, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (5) On land designated 'Waterfront Promenade', a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (6) In determining the maximum plot ratio for the purposes of paragraph (1) above,
- (a) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; and
 - (b) any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (7) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and/or building height restrictions as stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT URBAN RENEWAL AUTHORITY

MING LUN STREET / MA TAU KOK ROAD

DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

MING LUN STREET / MA TAU KOK ROAD

DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	3
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	7

DRAFT URBAN RENEWAL AUTHORITY
MING LUN STREET / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA1/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the Ordinance), this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Urban Renewal Authority (URA) Ming Lun Street / Ma Tau Kok Road Development Scheme Plan (DSP) No. S/K22/URA1/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 21st Business Plan (2022/23) which was approved by the Financial Secretary, the Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) (the Development Scheme) was proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO).
- 2.2 On 7 October 2022, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.

- 2.3 On the same day of commencement (i.e. 7 October 2022), the URA submitted the draft URA Ming Lun Street/Ma Tau Kok Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX 2022, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Ming Lun Street /Ma Tau Kok Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX 2022, the draft Ming Lun Street/Ma Tau Kok Road DSP No. S/K22/URA1/A (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

- 3.1 The Plan illustrates that the Development Scheme Area (the Area) is designated as “Residential (Group A)” (“R(A)”) and areas shown as ‘Road’. It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. The Development Scheme intends to achieve a holistic re-planning of land uses together with the adjoining urban fabric at To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) to facilitate the expedition of redevelopment of existing uses into comprehensive designed waterfront developments fitting in with the redevelopment intention of the 5-Streets area in Ma Tau Kok. Waterfront promenade and retail belt will be provided in the Area for public enjoyment purpose. GIC facilities will be provided within the Area to meeting community needs.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area in this zone and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. The Area is broadly bounded by Ma Tau Kok Waterfront to the east, the Grand Waterfront to the south and To Kwa Wan Road to the west and Ma Tau Kok Road to the north. With a total gross site area of about 11,430m², the Area includes buildings built on private lots, the Kowloon City District Council Sitting-out Area, roads, government lanes and the surrounding public pavement.
- 5.2 On the draft Kai Tak OZP No. S/K22/7, the Area is zoned "Comprehensive Development Area" as well as and a strip of land shown as "Road"¹ before the exhibition of the Plan.

6. EXISTING CONDITIONS

The Area is currently consisting of 5 clusters of 8 storey residential buildings, and were completed between 1959 and 1960. They are predominantly occupied for domestic use on the upper floors and non-domestic uses on the ground floors. All buildings are without lift and the serviceability is poor.

¹ To facilitate land resumption and implementation of the Scheme, the Development Scheme boundary covers minor portion of the pavement area which falls within the approved Ma Tau Kok OZP No. S/K10/28, while the pavement area along To Kwa Wan Road is not accountable for GFA/PR calculation.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, the Area is zoned “R(A)” and areas shown as ‘Road’. The Notes of the Plan indicated broadly the intended land uses within the Area. The area covered by the “R(A)” zone is about 10,496 m², subject to site survey.

Uses

- 7.2 The “R(A)” zone is intended primarily for comprehensive high-density residential developments with the provision of waterfront promenade for public enjoyment purposes. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building.
- 7.3 The maximum plot ratio within the “R(A)” zone is 7.5, or the plot ratio of the existing building(s), whichever is the greater. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 6.5. The “R(A)” zone is also subject to a maximum site coverage of 65% and maximum building height of 120 metres above Principal Datum (mPD).
- 7.4 The PR control under “R(A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 7.5 To provide design flexibility, minor relaxation of the plot ratio, site coverage and/or building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Waterfront Promenade

- 7.6 In view of the waterfront location of the Area, a waterfront promenade of not less than 20m wide will be provided for public enjoyment. Seaside footpath, siting-out area, cycling facilities and landscaping will be

provided at the waterfront promenade as appropriate. The waterfront promenade will seamlessly connect with the planned waterfront promenade at the north, contributing as part of the continuous promenade from Ma Tau Kok towards Cha Kwo Ling. To promote vibrancy and liveliness of the waterfront area, a strip of land for provision of a two-storey retail belt for “Shop and Services” and “Eating Place” uses will be provided along the waterfront promenade. 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.

Waterfront Plaza

- 7.7 Subject to detailed design, an at-grade Waterfront Plaza, with landscaping, covered and uncovered sitting out area, is proposed to connect with the retail belt and waterfront promenade. The Waterfront Plaza will be integrated with the adjoining planned waterfront plaza in URA’s To Kwa Wan Road / Ma Tau Kok Road Development Scheme (KC-019) to the north, to provide pedestrian connection between To Kwa Wan Road to the west and the retail belt and waterfront promenade to the east. The Waterfront Plaza will reinforce the waterfront ambience of the Area through creating a focal point for harbour viewing, leisure strolling and place-making.

Non-building Area and Building Setback

- 7.8 In respecting the waterfront setting and promoting public access and visual permeability to the waterfront, a NBA of about 10m wide in a east-west direction is designated along the southern boundary of the “R(A)” zone of the Area. The NBA is intended to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the Area. Landscaping feature, covered walkway and/or boundary fence/boundary wall that is designed to allow high air porosity will be provided at above ground within the NBA. Below ground structure is allowed within the NBA.
- 7.9 Ground floor/podium setback is proposed at the “R(A)” site to create wider and more comfortable walking environment. The setback is

subject to detailed design on the feasibility and agreement with relevant government departments.

Government, Institution or Community (GIC) Facilities

- 7.10 Subject to confirmation of operational needs and detailed design, not less than 1,000m² non-domestic gross floor area would be proposed for GIC uses within the non-domestic portion of the Area. The intended GIC use would be subject to further liaison with relevant Government departments as well as views from local stakeholders. The actual GIC GFA is subject to departmental confirmation upon land grant preparation stage. In determining the relevant maximum plot ratio of the development and/or redevelopment, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. The total GFA of GIC facilities shall be determined based on the operational and design requirements of the confirmed uses as advised by relevant Government departments.

Internal Transport Facilities

- 7.11 Ancillary car parking spaces and loading/unloading bays would be provided in a basement car park. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Pedestrian and Vehicular Circulation

- 7.12 Under a holistic planning approach, the Development Scheme is proposed to enhance both the pedestrian and vehicular connectivity to Kai Tak Development Area (KTDA) and the old urban area of Ma Tau Kok and To Kwa Wan in the hinterland. To enhance walkability and connectivity of the Area with the waterfront promenade and the surrounding neighbourhood, the section of Ma Tau Kok Road, whole of Ming Lun Street, Chung Sun Street, Hing Yin Street and Hing Yan Street within the Area will be closed permanently for redevelopment and/or creation of the Waterfront Plaza. It can facilitate a car-free walking

environment to bring pedestrians from the hinterland of Ma Tau Kok towards the waterfront promenade.

- 7.13 In addition, through rationalizing of existing land uses, the residential development within the “R(A)” site will be setback from To Kwa Wan Road to provide an opportunity to reserve area for the planned road widening works of the existing To Kwa Wan Road from a 4-lane road to a 6-lane road. Detailed design and implementation programme will be subject to local views and agreement with relevant Government departments.

Abandoned Pier Structure and Landing Steps

- 7.14 There is potential to revitalize the existing abandoned pier structure and landing steps owned by the Government to achieve a coherent design theme for waterfront area for public enjoyment. Given the pier structure and landing steps are located outside the DSP boundary and does not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

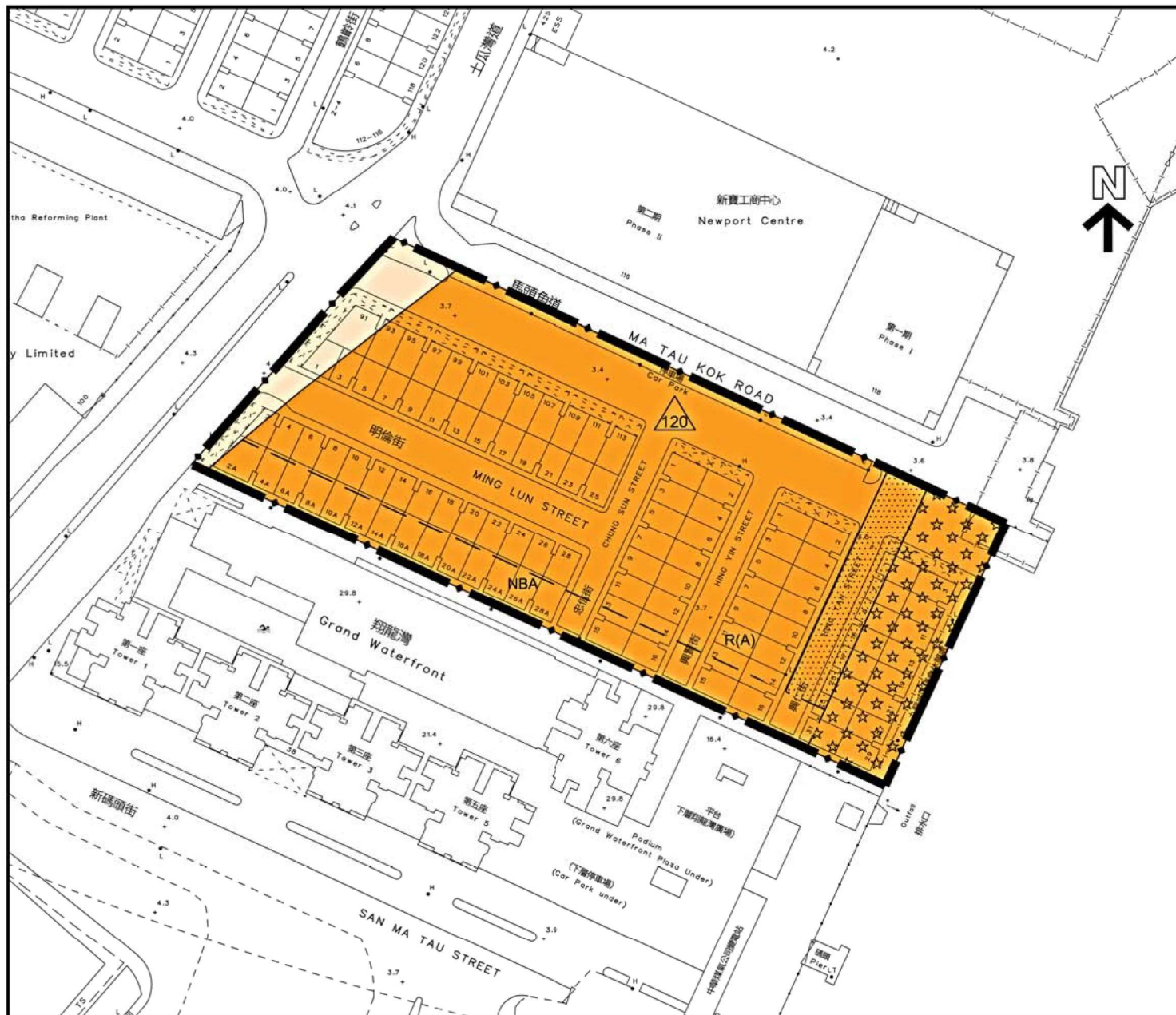
- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme and intends to acquire the properties within the Area of the Development Scheme. With respect to any of such properties which cannot be acquired by purchase, the Secretary for Development would consider, upon the application of the URA, recommending to the Chief Executive in Council the resumption of properties under the Lands Resumption Ordinance, if necessary.
- 8.3 All eligible tenants will be offered an ex-gratia payment package in accordance with URA’s policy. The URA has already entered into agreement with the Hong Kong Housing Society (HKHS) and the Hong

Kong Housing Authority (HKHA) for the purpose of making available rehousing units by HKHS or HKHA to rehouse affected tenants who satisfy the eligibility criteria of HKHS or HKHA.

- 8.4 Non-domestic tenants of properties acquired by URA whose tenancies are terminated by URA due to implementation of the Development Scheme may be offered an ex-gratia allowance to assist in their business relocation.
- 8.5 Details of the acquisition, rehousing and ex-gratia allowance policies are subject to the URA's prevailing policies at the time of acquisition. The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

October 2022



圖例 NOTATION

- BOUNDARY OF DEVELOPMENT..... 發展計劃範圍界線
SCHEME
- RESIDENTIAL (GROUP A)..... R(A) 住宅(甲類)
- ROAD..... 道路
- MAXIMUM BUILDING HEIGHT..... 最高建築物高度
(IN METRES ABOVE PRINCIPAL DATUM) 120 (在主水平基準上若干米)
- AREA DESIGNATED FOR..... 只限於指定為
'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY 商店及服務行業和食肆用途的地區
- AREA DESIGNATED FOR..... 指定為 海濱長廊
'WATERFRONT PROMENADE' 的地區
- NON-BUILDING AREA [NBA] 非建築用地

夾附的<<註釋>>屬這份圖則的一部分

THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2022年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則
適宜公布，並於2022年 月 日按照城市規劃條例第5條展示。

PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL
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香港城市規劃委員會依據城市規劃條例擬備的市區重建局明倫街/馬頭角道發展計劃圖則

TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY MING LUN STREET / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號
PLAN No. S/K22/URA1/A

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

SCALE 1:1000 比例尺
米 METRES 10 0 10 20 30 40 50 METRES 米

KC-019

DSP notes, ES and DSP Plan

DRAFT URBAN RENEWAL AUTHORITY
TO KWA WAN ROAD / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA2/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’);

- a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/tram/public light bus stop or layby, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine; and
 - (b) geotechnical works, local public works, road works, sewerage works,

drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse.

- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.
- (11) Any development not compatible with the Urban Renewal Authority's Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
TO KWA WAN ROAD / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA2/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading / unloading bay and / or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments with the provision of waterfront promenade. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of a building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater.

Maximum
Domestic
Plot Ratio
6.5

Maximum
Non-Domestic
Plot Ratio
1.0

Maximum Site Coverage
(excluding basement(s))
65%

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) or the existing building, whichever is the greater, subject to, as applicable –
- (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) On land designated ‘Shop and Services’ and ‘Eating Place’ uses only, buildings not exceeding 2 storeys to accommodate ‘Shop and Services’ and ‘Eating Place’ uses shall be provided.
- (5) On land designated ‘Waterfront Promenade’, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) In determining the maximum plot ratio for the purposes of paragraph (1) above,
- (a) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded; and
 - (b) any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

- (7) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and/or building height restrictions as stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT URBAN RENEWAL AUTHORITY

TO KWA WAN ROAD / MA TAU KOK ROAD

DEVELOPMENT SCHEME PLAN NO. S/K22/URA2/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

TO KWA WAN ROAD / MA TAU KOK ROAD

DEVELOPMENT SCHEME PLAN NO. S/K22/URA2/A

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5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
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DRAFT URBAN RENEWAL AUTHORITY
TO KWA WAN ROAD / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN NO. S/K22/URA2/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the Ordinance), this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Urban Renewal Authority (URA) To Kwa Wan Road/Ma Tau Kok Road Development Scheme Plan (DSP) No. S/K22/URA2/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 21st Business Plan (2022/23) which was approved by the Financial Secretary, the To Kwa Wan Road/Ma Tau Kok Road Development Scheme (KC-019) (the Development Scheme) was proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO).
- 2.2 On 7 October 2022, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.

- 2.3 On the same day of commencement (i.e. 7 October 2022), the URA submitted the draft URA To Kwa Wan Road/Ma Tau Kok Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX 2022, the Board, under section 25(6)(a) of the URAO, deemed the draft URA To Kwa Wan Road/Ma Tau Kok Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX 2022, the draft To Kwa Wan Road/Ma Tau Kok Road DSP No. S/K22/URA2/A (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The Plan illustrates that the Development Scheme Area (the Area) is designated as “Residential (Group A)” (“R(A)”) and areas shown as ‘Road’. It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. The Development Scheme intends to achieve a holistic re-planning of land uses together with the adjoining urban fabric at Ming Lun Strret / Ma Tau Kok Road Development Scheme (KC-018) to facilitate the expedition of redevelopment of existing uses into comprehensive designed waterfront developments fitting in with the redevelopment intention of the 5-Streets area in Ma Tau Kok. Waterfront promenade and retail belt will be provided in the Area for public enjoyment purpose. GIC facilities will be provided within the Area to meeting community needs.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area in this zone and which may be permitted by the Board, with or without conditions,

on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. The Area is broadly bounded by Ma Tau Kok waterfront to the east, northern portion of Ma Tau Kok Road to the south, To Kwa Wan Road to the west and Hong Kong Housing Society's (HKHS) reserved site for dedicated rehousing estate (DRE) to the north. With a total gross site area of about 8,759m², the Area includes buildings built on private lots, government land, roads and the surrounding public pavement.
- 5.2 On the draft Kai Tak OZP No. S/K22/7, the Area is zoned "Comprehensive Development Area", and the pavement and streets are shown as "Road"¹ before the exhibition of the Plan.

6. EXISTING CONDITIONS

The Area of KC-019 consists of Newport Centre Phase I and Phase II, which were built between 1979 and 1981 and are both 6 storeys including one basement level. The buildings are currently occupied for workshops, storage, showrooms offices, garage, and retail services. Lift services are available at both New Port Centre Phase I and Phase II.

¹ To facilitate land resumption and implementation of the Scheme, the Development Scheme boundary covers minor portion of the pavement area which falls within the approved Ma Tau Kok OZP No. S/K10/28, while the pavement area along To Kwa Wan Road is not accountable for GFA/PR calculation.

7. **PLANNING AND LAND USE PROPOSALS**

- 7.1 On the Plan, the Area is zoned “R(A)” and areas shown as ‘Road’. The Notes of the Plan indicated broadly the intended land uses within the Area. The area covered by the “R(A)” zone is about 7,816 m², subject to site survey.

Uses

- 7.2 The “R(A)” zone is intended primarily for comprehensive high-density residential developments with the provision of waterfront promenade for public enjoyment purposes. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of an existing building.
- 7.3 The maximum plot ratio within the “R(A)” zone is 7.5, or the plot ratio of the existing building(s), whichever is the greater. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 6.5. The “R(A)” zone is also subject to a maximum site coverage of 65% and maximum building height of 120 metres above Principal Datum (mPD).
- 7.4 The PR control under “R(A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 7.5 To provide design flexibility, minor relaxation of the plot ratio, site coverage and/or building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Waterfront Promenade

- 7.6 In view of the waterfront location of the Area, a waterfront promenade of not less than 20m wide will be provided for public enjoyment. Seaside footpath, sitting-out area, cycling facilities and landscaping will be provided at the waterfront promenade as appropriate. The waterfront promenade will seamlessly connect with the planned waterfront promenade at the north, contributing as part of the continuous promenade from Ma Tau Kok towards Cha Kwo Ling. To promote vibrancy and liveliness of the waterfront area, a strip of land of about 10m for provision of a two-storey retail belt for “Shop and Services” and “Eating Place” uses will be provided along the waterfront promenade. 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.

Waterfront Plaza

- 7.7 Subject to detailed design, an at-grade Waterfront Plaza, with landscaping, covered and uncovered sitting out area, is proposed to connect with the retail belt and waterfront promenade. The Waterfront Plaza will be integrated with the adjoining planned waterfront plaza in URA’s Ming Lun Street / Ma Tau Kok Road Development Scheme (KC-018) to the south, to provide pedestrian connection between To Kwa Wan Road to the west and the retail belt and waterfront promenade to the east. The Waterfront Plaza will reinforce the waterfront ambience of the Area through creating a focal point for harbour viewing, leisure strolling and place-making.

Non-building Area and Building Setback

- 7.8 In respecting the waterfront setting and promoting public access and visual permeability to the waterfront, a NBA of about 10m wide in a east-west direction is designated along the southern boundary of the “R(A)” zone of the Area. The NBA is intended to allow for better wind penetration into the inland sites, which can also help to improve the overall air ventilation and visual permeability for the Area. Landscaping feature, covered walkway and/or boundary fence/boundary wall that is

designed to allow high air porosity will be provided at above ground within the NBA. Below ground structure is allowed within the NBA.

- 7.9 Ground floor/podium setback is proposed at the “R(A)” site to create wider and more comfortable walking environment. The setback is subject to detailed design on the feasibility and agreement with relevant government departments.

Government, Institution or Community (GIC) Facilities

- 7.10 Subject to confirmation of operational needs and detailed design, not less than 500m² non-domestic gross floor area would be proposed for GIC uses within the non-domestic portion of the Area. The intended GIC use would be subject to further liaison with relevant Government departments as well as views from local stakeholders. The actual GIC GFA is subject to departmental confirmation upon land grant preparation stage. In determining the relevant maximum plot ratio of the development and/or redevelopment, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. The total GFA of GIC facilities shall be determined based on the operational and design requirements of the confirmed uses as advised by relevant Government departments.

Internal Transport Facilities

- 7.11 Ancillary car parking spaces and loading/unloading bays would be provided in a basement car park. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Pedestrian and Vehicular Circulation

- 7.12 Under a holistic planning approach, the Development Scheme is proposed to enhance both the pedestrian and vehicular connectivity to Kai Tak Development Area (KTDA) and the old urban area of Ma Tau Kok and To Kwa Wan in the hinterland. To enhance walkability and connectivity of the Area with the waterfront promenade and the surrounding neighbourhood, the section of Ma Tau Kok Road within the

Area will be closed permanently for redevelopment and/or creation of the Waterfront Plaza. It can facilitate a car-free walking environment to bring pedestrians from the hinterland of Ma Tau Kok towards the waterfront promenade.

In addition, through rationalizing of existing land uses, the residential development within the “R(A)” site will be setback from To Kwa Wan Road to provide an opportunity to reserve area for the planned road widening works of the existing To Kwa Wan Road from a 4-lane road to a 6-lane road. Detailed design and implementation programme will be subject to local views and agreement with relevant Government departments

Provision of Footbridge Connection

- 7.13 To further enhance the walkability and connectivity between the Area and the inland area of To Kwa Wan, separate revitalisation initiative to provide a footbridge connection at the podium level at the “R(A)” site over To Kwa Wan Road will be explored. The design and openings of the footbridge is subject to liaison and agreement with relevant Government departments.

Abandoned Pier Structure and Landing Steps

- 7.14 There is potential to revitalize the existing abandoned pier structure and landing steps owned by the Government to achieve a coherent design theme for waterfront area for public enjoyment. Given the pier structure and landing steps are located outside the DSP boundary and does not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme and intends to acquire the properties within the Area of the Development Scheme. With respect to any of such properties which cannot be acquired by purchase, the Secretary for Development would consider, upon the application of the URA, recommending to the Chief Executive in Council the resumption of properties under the Lands Resumption Ordinance, if necessary.
- 8.3 All eligible tenants will be offered an ex-gratia payment package in accordance with URA's policy. The URA has already entered into agreement with the HKHS and the Hong Kong Housing Authority (HKHA) for the purpose of making available rehousing units by HKHS or HKHA to rehouse affected tenants who satisfy the eligibility criteria of HKHS or HKHA.
- 8.4 Non-domestic tenants of properties acquired by URA whose tenancies are terminated by URA due to implementation of the Development Scheme may be offered an ex-gratia allowance to assist in their business relocation.
- 8.5 Details of the acquisition, rehousing and ex-gratia allowance policies are subject to the URA's prevailing policies at the time of acquisition. The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

October 2022



圖例 NOTATION

- BOUNDARY OF DEVELOPMENT..... 發展計劃範圍界線
SCHEME
- RESIDENTIAL (GROUP A)..... R(A) 住宅(甲類)
- ROAD..... 道路
- MAXIMUM BUILDING HEIGHT..... 120 最高建築物高度
(IN METRES ABOVE PRINCIPAL DATUM) (在主水平基準上若干米)
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'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY 商店及服務行業和食肆用途的地區
- AREA DESIGNATED FOR..... 指定為海濱長廊
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- NON-BUILDING AREA [NBA] 非建築用地

夾附的<<註釋>>屬這份圖則的一部分

THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2022年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則適宜公布，並於2022年 月 日按照城市規劃條例第5條展示。

PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE ON 2022 AND EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2022.

香港城市規劃委員會依據城市規劃條例擬備的市區重建局土瓜灣道/馬頭角道發展計劃圖則

TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY TO KWA WAN ROAD / MA TAU KOK ROAD
DEVELOPMENT SCHEME PLAN

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號
PLAN No. S/K22/URA2/A

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

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米 METRES 10 0 10 20 30 40 50 METRES 米