

(Translation)

Kowloon City District Urban Renewal Forum

For Discussion on
26 August 2013

Paper No.: DURF KC/05/2013

Preliminary Summary of Public Views – Stage 2 Public Engagement for Urban Renewal Plan for Kowloon City

Purpose

This paper serves to report to Members on an overview of the activities of the Stage 2 Public Engagement (“PE”) and the preliminary summary of major public views.

Public Engagement Activities

2. The Stage 2 PE for Urban Renewal Plan for Kowloon City was undertaken from 29 April 2013 to 30 June 2013. During this period, the following activities were organised:

- (a) public engagement opening ceremony;
- (b) 4 community workshops;
- (c) 5 topical discussions;
- (d) 1 public forum;
- (e) 6 briefing sessions; and
- (f) a number of roving and mobile exhibitions.

Details of the activities and the number of attendees are listed in **Annex**. In addition, the PE Consultant received a total of 117 public comments through e-mail, by comment forms or via other channels. The main points of the public views are now summarised below:

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General Comments	<ul style="list-style-type: none">• Members of the public asked for a redevelopment schedule and to expedite the implementation of redevelopment projects as soon as possible.• Insitu rehousing of residents affected by redevelopment.
Nga Tsin Wai Road (Lung Tong) - Dining and Cultural District	<ul style="list-style-type: none">• Quite a few supported the proposed exemption of car parking requirement having regard to the size of redevelopment sites, while some considered that spaces should be reserved for loading/unloading.• Some supported the designation of part-time pedestrian precinct for some sections of Nam Kok Road, Hau Wong Road and Nga Tsin Long Road in order to enhance pedestrian flow on street. There were also opposing views due to concern on the noise nuisance caused to residents.• Some supported that the site to the east of Kai Tak Road should be designated for comprehensive residential and commercial development to enhance connectivity with Kai Tak Development Area.• There was general support for the redevelopment of Kowloon City Municipal Services Building and its adjoining sites after identifying suitable temporary reprovisioning sites so as to increase the provision of community facilities. However, there were divided views on sites for interim reprovisioning of the existing facilities. Besides, residents generally supported that public car parks should be provided in the area. However, they had divided views on the proposed location of such car parks. Some opined that Kowloon City Municipal Services Building and its adjoining sites could be used while some supported a proposed public car park at the

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	<p>underground space of Carpenter Road Park.</p> <ul style="list-style-type: none"> • Some asked for early implementation of the redevelopment projects for comprehensive planning.
<p>“5 Streets” / “13 Streets” (To Kwa Wan) – Cultural and Art Living District</p>	<ul style="list-style-type: none"> • It was generally agreed that the buildings in the area were seriously dilapidated. The redevelopment of “5 Streets” / “13 Streets” should be implemented as soon as possible. However, as the buildings in the area were under multiple ownership, the redevelopment would require huge sum of investment. It was proposed to be carried out by the Urban Renewal Authority (“URA”). • The proposed sub-division of the “Comprehensive Development Area” (“CDA”) zone of “5 Streets” and the plot ratio relaxation of the domestic portion were generally supported as an incentive to speed up redevelopment pace. • Quite a few supported the proposed sub-division of the “CDA” zone of “13 Streets” to reduce the difficulties in land acquisition by developers and to provide public access to strengthen the linkage with Kai Tak Development Area, however there were divided views on the number of zones be divided. There were suggestions for sub-dividing the site into two or more “CDA” zones, while some were opposed to the sub-division proposal for the reasons that the attractiveness of different sites to the developers would vary after sub-division, and this might result in a slower pace of redevelopment for some sites. It was considered that redevelopment should be implemented as a whole. • The local vehicle repairing industry operators indicated at focus group meetings organised by the SIA Consultant earlier that it would be acceptable if

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	<p>the vehicle repairing workshops could be relocated to urban areas such as Kwun Tong or even further locations, including Tsuen Wan or Kwai Chung, however the rental rate should be affordable and more or less the same as compared with the existing one. Some residents commented that the desire and affordability of the industry should be taken into account in considering the proposal.</p> <ul style="list-style-type: none"> • Some asked for relocating the Ma Tau Kok Gasworks (North Plant).
To Kwa Wan Central - Multi-use Local Centre	<ul style="list-style-type: none"> • There was general support for the proposed rezoning of the land along the East Kowloon Corridor to “Other Specified Uses” annotated “Mixed Use” zone with provision of more community facilities as appropriate. However, some proposed to demolish the East Kowloon Corridor in the long run. • Some supported to enhance streetscape underneath the East Kowloon Corridor Flyover. Apart from provision of greening and seating, it was also proposed for provision of community facilities and shops etc. • Some pointed out that there were quite a lot of old buildings in the mixed redevelopment and rehabilitation area. Since the owners concerned were unable to coordinate maintenance works for the buildings, it was hoped that redevelopment can be implemented by the URA as soon as possible.
Wuhu Street / Winslow Street / Gillies Avenue South (Hung Hom) – Capitalising on the Opportunities of New	<ul style="list-style-type: none"> • There was general demand for relocation of the funeral and related businesses from Hung Hom Area, and some proposed that these services could be centralised in designated building(s). Funeral business operators stated that proper arrangement

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Railway Service to Enhance the Local Character and Living Quality	<p>should be provided if the Government had a plan to relocate the funeral business.</p> <ul style="list-style-type: none"> • Quite a few pointed out that the funeral service and related businesses encroached onto public space and pedestrian walkways, and enforcement action should be strengthened. • Quite a few supported to extend the opening hours of the public furnace, ban on-street paper burning and strengthen enforcement action. However some residents thought that the proposal could not help resolve the air pollution problem in the area. • Some asked for redevelopment of the old buildings in the area as soon as possible. • Some pointed out that a car park above Hung Hom Station had been opened for hearse parking before, and it was hoped that the Government could discuss with the MTRC to allow hearse parking at the concerned car park again. • Some reflected that the environmental enhancement measures, such as enhancing the sitting-out areas, replacement of seating and street paving as proposed in the PE Digest could not mitigate impacts generated by the funeral and related businesses in the area. However, the public did not oppose the relevant proposals as stated in the PE Digest, and urged the Government to strengthen enforcement action and management to keep environmental hygiene in addition to the enhancement works.
Revitalising Heritage and Designation of Themed Walking Trail	<ul style="list-style-type: none"> • Quite a few residents supported revitalising the Cattle Depot with some proposing to bring in commercial elements such as eateries. However, some pointed out that the art theme of the Cattle Depot was incompatible with the local environment

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	<p>and suggested using the area as an open space with community facilities.</p> <ul style="list-style-type: none"> • The proposed designation of a themed walking trail was generally supported. Ancillary facilities such as barrier-free access were also proposed.
Enhancing Waterfront and District Connectivity	<ul style="list-style-type: none"> • The proposals of providing a continuous waterfront promenade and widening the existing promenade along King Wan Street were well received. • There was general support for revitalising Kowloon City Ferry Pier with the proposal to develop catering and retail businesses to attract visitors. • Some supported the proposed rezoning of the Green Island Cement Pier and Harbour Centre Tower 2 to “CDA” zone and opening the promenade for public use. • Quite a few proposed to increase greening in the area by planting more trees. • Some proposed that a cycling track be set up along the promenade. • Some agreed to the potential of Kowloon City Pier Public Transport Interchange and its adjoining industrial buildings for comprehensive development. However, the development intensity and building height should be carefully considered and adequate community facilities should be provided to meet local needs. • Some commented that the land formed under the temporary reclamation works in To Kwa Wan for the construction of Central Kowloon Route should be preserved for use as open space.
Optimising Land Resources	<ul style="list-style-type: none"> • There was general support that URA should continue with the “flat-for-flat” (“FFF”) arrangement,

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	<p>however there was concern that some owners who were eligible to participate in the “FFF” scheme might need to pay the rent for the other unit before the buildings under the “FFF” scheme were completed.</p> <ul style="list-style-type: none"> • The redevelopment of the aged public estates that are of lower development density was generally supported so as to increase the supply of public housing in the area. • Some hoped that the redevelopment of the old buildings in the area will be expedited in order to increase housing supply.
<p>Social Impact Assessment Mitigation Measures</p>	<ul style="list-style-type: none"> • There was general support to set up a “one-stop support and information services centre” to provide the residents with information, legal advice and emotional support services, and to enhance support for the new arrivals and ethnic minorities by setting up a hotline to answer the enquiries. There was no specific comment on the service providers and the funding arrangement. • Some suggested that the services of the one-stop centre could include outreach elements and provide support services for the residents during the urban renewal process.

Remarks: The above is only a preliminary summary of public views gathered by the PE Consultant. The Consultant will continue to collate and analyse in depth the comments received. A Stage 2 PE Report will be prepared for consideration at the District Urban Renewal Forum and then for release publicly.

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Follow-up Work

3. The PE Consultant will compile, analyse and summarise the public views received during the Stage 2 PE. The Stage 2 PE Report will then be prepared for consideration by the Study Steering Group.

Advice Sought

4. Members are requested to note the overview of the Stage 2 PE and the preliminary summary of public views.

**Public Engagement Consultant
Urban Renewal Plan for Kowloon City
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