

(Translation)

**Urban Renewal Plan for Kowloon City**  
**Summary of Major Public Views and Responses**  
**for Stage 2 Public Engagement**

Summary of Major Public Views		Responses
<b>General Comments</b>	<ul style="list-style-type: none"><li>Members of the public asked for a redevelopment schedule and the implementation of redevelopment projects as soon as possible.</li><li>Urban Renewal Authority (URA) was asked to initiate property acquisition and redevelopment.</li></ul>	<ul style="list-style-type: none"><li>The District Urban Renewal Forum (DURF) will soon complete the formulation of the Urban Renewal Plan for Kowloon City and submit it to the Government for consideration. However, as the undertaking of urban renewal involves different organisations and is not limited to the Government or URA, it is difficult to propose an implementation schedule. The implementation timeframe of individual proposals can be categorised into short-term, medium-term and long-term according to their complexity and required timeframe.</li><li>DURF will reflect the relevant comments to the Government for consideration.</li></ul>

	Summary of Major Public Views	Responses
	<ul style="list-style-type: none"> <li>• Insitu rehousing of owners and residents affected by redevelopment to maintain the social network.</li> </ul>	<ul style="list-style-type: none"> <li>• The Urban Renewal Plan proposes to carry on the “Flat-for-Flat” (FFF) arrangement and explore the possibility of redeveloping the old public housing estates which are of lower development intensity in the district, so as to increase housing supply.</li> </ul>
<p><b>“5 Street” / “13 Streets” (To Kwa Wan) – Cultural and Art Living District</b></p>	<ul style="list-style-type: none"> <li>• The buildings in the area are seriously dilapidated, and the problem cannot be solved by rehabilitation.</li> <li>• Some supported the recommendations on Cultural and Art Living District in the DURP. However, there were comments that building separation, widening of roads and greenery works should be considered during redevelopment. The Cultural and Art Living District should also tie in with the development of Cattle Depot.</li> <li>• Some requested to build public housing in “13 Streets” and Home Ownership Scheme flats in “5 Streets”, and recommended URA to co-ordinate overall development of the area. It was hoped that the Kowloon City old district could better integrate with Kai Tak Development Area, and that the transportation and community facilities could be enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>• The area is proposed to be designated as Redevelopment Priority Area, and redevelopment will be given priority as the urban renewal approach</li> <li>• The Urban Renewal Plan recommends various proposals to facilitate urban renewal of the area, and the area will be shaped as Cultural and Art Living District taking into account the development of the Cattle Depot.</li> <li>• Proposals for the concerned area in the Urban Renewal Plan aim at expediting the redevelopment pace. As for whether public housing should be built in the area, DURF will reflect the relevant comments to the Government for consideration.</li> </ul>

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<ul style="list-style-type: none"> <li>• Some hoped that more facilities could be provided after redevelopment such as wet markets, libraries, community halls, youth centres, elderly centres, clinics, parks, sport grounds, swimming pools and small stores, etc. Some agreed that the character of shops fronting streets should be maintained after redevelopment, so that shop operators affected by redevelopment could continue their businesses in the same district.</li> <li>• Most of the views supported the proposed sub-division of the “Comprehensive Development Area” (“CDA”) zone of “5 Streets” and the plot ratio relaxation of the residential portion.</li> <li>• The public basically agreed to the proposed sub-division of the “CDA” zone of “13 Streets” which could speed up redevelopment pace. However there were divided views on the number of zones to be divided. There were comments questioning on how the rights of residents can be safeguarded after sub-division.</li> </ul>	<ul style="list-style-type: none"> <li>• The details of the proposals will be refined. Provision of community facilities after redevelopment is recommended.</li> <li>• This proposal aims at increasing the incentive of redevelopment, hence expediting the redevelopment pace</li> <li>• It is recommended to further investigate the number and size of sub-division so as to address the numerous and fragmented land ownership issue effectively. The redevelopment potential of the subdivided sites will be examined. The Government is recommended to formulate a planning brief for incorporating the development requirements of each subdivided site and addressing the interface problem among the sites.</li> </ul>

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	<ul style="list-style-type: none"> <li>Strengthening of the function as a gateway to Kai Tak Development Area was agreed to enhance the connectivity with Kai Tak Development Area.</li> <li>Identification of suitable relocation sites for vehicle repairing industry was generally agreed. The exact relocation site should be far away from residential areas. The relocation arrangement should take into account the wish and affordability of the industry.</li> </ul>	<ul style="list-style-type: none"> <li>The details of the proposals will be refined.</li> <li>The vehicle repair industry generally accepts the relocation arrangement of vehicle repair centre in the focus group meetings with the Social Impact Assessment (SIA) Consultants. In addition, they would like to continue their business in the urban area.</li> </ul>
<b>Nga Tsin Wai Road (Lung Tong) – Dining and Cultural District</b>	<ul style="list-style-type: none"> <li>The shop-lined street character was treasured. Apart from the support on the proposed Dining and Cultural District, there were concerns on “gentrification” after redevelopment. It was worried that the original residents and shop operators would have to be relocated and replaced by the moving in of people with higher incomes because of the increase in property prices and rents.</li> <li>There was general support for the proposed exemption of car parking requirement having regard to the size of redevelopment sites in order to preserve the shop-lined streets, while some comments considered that spaces should be reserved for loading/unloading.</li> </ul>	<ul style="list-style-type: none"> <li>The various revitalisation proposals aim at preserving the shop-lined street character during urban renewal, and improving the living environment of residents through environment improvement measures.</li> <li>The impacts on the provision of car parking, loading / unloading spaces and vehicular traffic flow should be taken into account when refining the details of the proposals.</li> </ul>

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<ul style="list-style-type: none"> <li>• The majority of the comments supported the designation of pedestrian precinct for streets with high pedestrian flow and of special characteristics. However, there were also concerns about traffic congestion, impact on daily lives of residents and mis-management brought by the pedestrian precinct.</li> <li>• Some supported to designate the site to the east of Kai Tak Road for comprehensive development to enhance connectivity with Kai Tak Development Area.</li> <li>• There was general support for the redevelopment of Kowloon City Municipal Services Building and its adjoining sites after identifying suitable temporary reprovisioning sites. Apart from retaining the library and wet market, additional elderly facilities, study room, community hall, civic centre, conference room and youth facilities should be provided.</li> <li>• Residents generally supported to increase the provision of public car parks, and generally agreed to the two proposed locations (Kowloon City Municipal Services Building and its adjoining sites, and underground space of Carpenter</li> </ul>	<ul style="list-style-type: none"> <li>• It is proposed that relevant Government departments could explore the proposals on the designation of part-time pedestrian precincts and other measures to enhance pedestrian environment upon the commissioning of Shatin to Central Link.</li> <li>• The development requirements of the relevant proposals could be formulated after further consideration by the Government.</li> <li>• The proposal will be refined, including the analysis of the pros and cons of different redevelopment options and arrangements on interim reprovisioning of the existing facilities.</li> <li>• A more suitable location for the provision of parking facilities would be proposed. The relevant department should decide on the scale of the public car park based on the demand of car parking spaces in the area and</li> </ul>

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	<p>Road Park). They further emphasized that such work should be undertaken and completed at the earliest time.</p>	<p>conduct relevant traffic impact assessment when considering the implementation of the proposal.</p>
<p><b>To Kwa Wan Central – Multi-use Local Centre</b></p>	<ul style="list-style-type: none"> <li>• There were requests to include old buildings and buildings affected by the construction of Central Kowloon Route to the west of Ma Tau Wai Road within the proposed redevelopment area.</li> <li>• Some supported to enhance streetscape underneath the East Kowloon Corridor. Apart from provision of greening and designation of sitting-out area, it was also proposed to better utilise the space underneath to provide community facilities, shops, etc.</li> <li>• There were support for the proposed rezoning along the East Kowloon Corridor to “Mixed Use” zone, and the provision of community facilities.</li> <li>• There were requests to further mitigate environmental problems generated by the East Kowloon Corridor, including the review of the need to demolish the East</li> </ul>	<ul style="list-style-type: none"> <li>• The concerned area does not match with the criteria for Redevelopment Priority Area. The Highways Department would ensure that the building structures would not be affected by the construction works of Central Kowloon Route.</li> <li>• Public views will be taken into consideration when refining the proposal.</li> <li>• The proposal aims at allowing a more flexible development to minimise the impact of East Kowloon Corridor on nearby residential areas. More flexible uses can expedite the redevelopment pace and promote transformation of the area into Multi-use Local Centre.</li> <li>• Since the catchment areas of East Kowloon Corridor, Central Kowloon Route as well as Shatin to Central Link are different, demolition of East Kowloon</li> </ul>

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	Kowloon Corridor in the long term.	Corridor will lead to a significant increase in the traffic flow.
<p><b>Wuhu Street / Winslow Street / Gillies Avenue South (Hung Hom) – Capitalising on the Opportunities of New Railway Service to Enhance the Local Character and Living Quality</b></p>	<ul style="list-style-type: none"> <li>• There was a general request for the relocation of the funeral and related businesses from Hung Hom Area, and some proposed to centralize these services in designated building(s).</li> <li>• The funeral and related businesses encroached onto public space and pedestrian walkways. It was recommended that enforcement action should be strengthened.</li> </ul>	<ul style="list-style-type: none"> <li>• Apart from one funeral parlour in the area which is set up under Government tender, the other two are located on private land. The relocation site should be easily accessed and accepted by the general public. Nevertheless, there is uncertainty in the relocation of concerned private funeral parlours even if appropriate relocation sites can be identified. As such, the relocation of the funeral parlours is a complicated issue that might not be easily resolved. In the long term, the Government could, taking into account the changes brought by new railway services, review the existing land use of the area and explore possible measures to resolve the problems brought by existing land use incompatibility. In the short and medium term, mitigation measures have been explored to minimise the nuisances caused by funeral and related businesses to local residents.</li> <li>• It is recommended that the Government should strengthen the enforcement action and prosecute against encroachment of public space by shops so as to maintain street hygiene.</li> </ul>

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<ul style="list-style-type: none"> <li>• 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 to the relevant proposals as stated in the PE Digest, and urged the Government to step up enforcement action and street management to up keep environmental hygiene in addition to the enhancement works.</li> <li>• Quite a few supported to extend the opening hours of the public joss paper furnace, ban joss paper burning on streets and step up enforcement action. However some residents were of the views that the proposal could not help resolve the air pollution problem in the area.</li> <li>• There were agreements on the proposal to increase parking spaces for hearse, including discussion between the Government and the MTRC to allow hearse parking at the car park at Hung Hom Station.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as the above</li> <li>• Possible mitigation measures will continue to be explored, including the enhancement of public joss paper furnace service, increase of parking space for hearse, stop issuing new undertaker’s license having regard to the views of relevant Government departments, so as to minimise the nuisances on residents brought by funeral and related businesses.</li> </ul>
<p><b>Revitalising Heritage and</b></p> <ul style="list-style-type: none"> <li>• Some residents supported revitalising the Cattle Depot with some proposed to bring in commercial elements such</li> </ul>	<ul style="list-style-type: none"> <li>• Having regard to the latest situation of Development Bureau’s revitalisation proposal and the Signature</li> </ul>



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<p><b>Designation of Themed Walking Trail</b></p>	<p>as restaurants, and provision of new entrances/exits for the Cattle Depot so that local residents can enjoy the areas. However, some pointed out that the art theme of the Cattle Depot was incompatible with the local environment and proposed to use the Cattle Depot as open space and community facilities.</p> <ul style="list-style-type: none"> <li>• The proposed designation of a themed walking trail was generally supported. Ancillary facilities such as barrier-free access were also proposed.</li> <li>• Some considered that different historical buildings and landmarks should be included in the themed walking trail. In addition, flea markets, docent tours and open air cafés should be provided to increase its attractiveness.</li> </ul>	<p>Project Scheme of Kowloon City District Council, the public views gathered should be considered when formulating the future land uses of the Cattle Depot, including further revitalisation and opening up of the Cattle Depot for arts, cultural and community uses, provision of public open spaces and improvement of connectivity with surrounding areas.</p> <ul style="list-style-type: none"> <li>• The Planning Consultants will refine the proposals, and recommend to tie in with the future development in the district. The routing of the themed walking trail can be adjusted continuously and its attraction points be added to improve the walking experience and enrich the contents of the walking trail.</li> <li>• Same as the above</li> </ul>

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<p><b>Enhancing Waterfront and District Connectivity</b></p>	<ul style="list-style-type: none"> <li>• Most supported the proposed rezoning of the Green Island Cement Pier to “CDA” zone with commercial elements. There were also concerns on the ownership issues, noise and air pollution brought by relevant construction works and impacts on residents after linking up of the waterfront promenade should be considered.</li>   <li>• There was general support for widening the existing waterfront promenade along King Wan Street and revitalising Kowloon City Ferry Pier, and considered that the proposal on providing commercial elements could attract visitors.</li>   <li>• There were agreements to link up the waterfront promenade, and there were also suggestions to provide different facilities such as cycling track and greening to improve environment.</li>   <li>• Most agreed to the comprehensive development and planning of Kowloon City Pier Public Transport Interchange and its adjoining industrial buildings with the provision of community facilities. However, the building</li> </ul>	<ul style="list-style-type: none"> <li>• Although the Green Island Cement Pier and Harbour Centre Tower 2 are under multiple ownership, the original developer has retain certain proportion of ownership in the lower floors, it is expected that the land can still be redeveloped or converted through assembly of ownership or negotiations.</li>   <li>• More open spaces and facilities are recommended to provide for residents at the waterfront.</li>   <li>• Same as the above</li>   <li>• The Government’s consideration of the future land uses should tie in with the development of harbourfront area and district. Suitable restrictions on the development parameters should be formulated to control the</li> </ul>

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	<p>height and air ventilation of the area should be carefully considered.</p> <ul style="list-style-type: none"> <li>• There were concerns about the problems of water quality, solid waste and public view along the waterfront promenade.</li> <li>• Some commented that the land formed under the temporary reclamation works for the construction of Central Kowloon Route should be retained as open space.</li> </ul>	<p>development scale with a view to balancing the development and impacts on the surrounding environment.</p> <ul style="list-style-type: none"> <li>• DURF will reflect the relevant comments to the Government for consideration.</li> <li>• This recommendation does not comply with the Protection of the Harbour Ordinance and the feasibility of the proposal is low.</li> </ul>
<b>Optimising Land Resources</b>	<ul style="list-style-type: none"> <li>• There was general support that URA should continue with the “flat-for-flat” (“FFF”) arrangement. However, it was not desirable when completed buildings are not available under the current “FFF” arrangement.</li> <li>• The redevelopment of the old public housing estates that are of lower development intensity was generally supported so as to increase the supply of public housing in the area.</li> <li>• Relocation of the Ma Tau Kok Gas Works and Electrical &amp; Mechanical Services Department Kowloon Workshop</li> </ul>	<ul style="list-style-type: none"> <li>• The URA is recommended to reserve some flats for “FFF” arrangement in their redevelopment projects in the district, and make available the choice of completed buildings to address the needs of different residents.</li> <li>• The Consultants will refine the relevant proposal to increase the opportunity of insitu rehousing of residents affected by redevelopment.</li> <li>• The Ma Tau Kok Gas Works is currently zoned “Residential (Group A)” on the statutory plan, which is</li> </ul>

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	<p>was suggested to optimise land resources.</p>	<p>intended primarily for residential use upon redevelopment. As the concerned facilities are still in operation, and the relocation involves private initiation and energy supply issues, etc., it is believed that the relocation is a long-term problem. The Electrical &amp; Mechanical Services Department Kowloon Workshop area is currently zoned “Government, Institution or Community”, “Other Specified Uses” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” and “Open Space” etc, and the area will be developed mainly into a small waterfront area with restaurants with the creation of a vibrant environment.</p>
<p><b>Social Impact Assessment Mitigation Measures</b></p>	<ul style="list-style-type: none"> <li>• There was general support to set up a “one-stop support and information services centre” to provide 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• The three approaches of mitigation measures are welcomed by residents in the area. The SIA Consultants will continue to refine the related proposals having regard to the existing urban renewal related information and supporting services provided in the area</li> <li>• Same as the above</li> </ul>