

(Translation)

Kowloon City District Urban Renewal Forum

For discussion on
17 December 2013

Paper No.: DURF KC/09/2013

Urban Renewal Plan for Kowloon City Planning Study Working Paper 5: Draft Recommended Urban Renewal Plan

Purpose

This paper serves to report to Members on the work progress of the Planning Study and Members are invited to accept the Working Paper 5: Recommended Urban Renewal Plan submitted by the Planning Study Consultant.

Work Progress

2. Based on the findings of the Stage 2 Public Engagement and Social Impact Assessment, the Consultants have amended the Draft Urban Renewal Plan to address the views and suggestions of local residents and the public. The Consultants have further discussed with relevant Government departments and organisations on the proposed amendments and investigated the feasibility of the relevant amended proposals so as to prepare the Recommended Urban Renewal Plan (RURP) for Kowloon City.

3. The RURP, documented in the Working Paper 5, was discussed in the Study Working Group meeting on 5 November 2013. After incorporating Members' comments, the revised document was then discussed in the Study Steering Group meeting on 6 December 2013. The Steering Group endorsed in principle the report and agreed to submit the report to the Kowloon City District Urban Renewal Forum (DURF) for consideration and endorsement with members' comments incorporated.

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Working Paper 5: Recommended Urban Renewal Plan

4. The Urban Renewal Plan aims to guide and facilitate the urban renewal work of the Kowloon City District. With reference to the four main business strategies as identified in the ‘Urban Renewal Strategy’, namely redevelopment, rehabilitation, revitalisation and preservation, the Urban Renewal Plan proposes various urban renewal directions suitable for the respective areas in the district (i.e. Redevelopment Priority Area, Rehabilitation and Revitalisation Priority Area and Mixed Redevelopment and Rehabilitation Area). Based on the proposed directions, urban renewal proposals with the intention to tackle the key issues identified in these areas have been formulated (**Figure 1**). These proposals serve to shape district characters, taking into account the future positioning of each individual area; and to facilitate the urban renewal process through designation of a themed walking trail, enhancement of waterfront and district connectivity, and better utilization of land resource. In view of the different implementation timeframe, the proposals are categorized as quick-wins and short to long-term proposals so as to address local residents’ needs on urban renewal and improve the living environment of the district. For the gist of urban renewal proposals (with proposed implementation departments and organisations) and the detailed RURP, please refer to **Annexes 1 and 2** attached.

Shaping District Character

5. To address the key issues of the district, to facilitate urban renewal, and to seize opportunities brought forth by the Kai Tak Development Area (KTDA) and the future railway development, it is proposed to develop clear positioning for each area. With the implementation of various urban renewal proposals, distinctive characters for the areas can be shaped. The positioning and relevant urban renewal proposals of each area are as follows:

- a) **“5 Streets” and “13 Streets” Area, To Kwa Wan (Figure 2)** – The area is identified as Redevelopment Priority Area. It is suggested to encourage redevelopment to improve living environment in the area, and transform

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the area into a gateway for better integration between To Kwa Wan and KTDA. In addition, with the future implementation of Cattle Depot revitalization initiatives together with the existing adjacent recreational facilities, the area can be transformed into a Cultural and Art Living District. The following urban renewal proposals are proposed for the area:

- Subdivision of the “Comprehensive Development Area” (“CDA”) sites at “5 Streets” and “13 Streets”, suitably increase their redevelopment incentives so as to expedite redevelopment pace and improve living environment of the district; and
- Exploration of the feasibility of developing a vehicle repair centre to reduce the impact on the operation of more than two hundred vehicle repair worksops in the area to be affected by redevelopment. However, there is difficulty in identifying interested investors for the proposal.

b) **Nga Tsin Wai Road Area, Lung Tong (Figure 3)** – The area is identified as Rehabilitation and Revitalisation Priority Area. By preserving the vibrant street life and its historic and cultural characters, improving the environment on major streets and key pedestrian entry points, as well as the connections with neighboring communities, and enhancing the provision of community facilities, the RURP aims to revitalise the area and preserve its local character, while strengthening its role as the gateway to KTDA. The following urban renewal proposals are proposed for the area:

- Exploration of the feasibility of flexibly adjusting or waiving car parking requirements for redevelopment sites, having regard to the site conditions (including location, size, shape and traffic condition), to allow room for preserving the vibrant street life and shop-lined street character of the area;
- Streetscape enhancement at Nam Kok Road and exploration of the feasibility of widening the pavement and designating part-time pedestrian precincts in streets with distinctive character and high pedestrian flow, including Nam Kok Road, Hau Wong Road and

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Nga Tsin Long Road to tie in with the commencement of the service of the Shatin to Central Link, so as to improve the walking environment and strengthen their unique street character and atmosphere;

- Strengthening the connection with KTDA by enhancing the pedestrian subways in the area and proposing comprehensive residential/ commercial development in the area to the east of Kai Tak Road, with connection to the underground shopping streets of KTDA in order to link up KTDA and Kowloon City;
- Exploration of public car park provision in the area so as to increase parking space supply to meet the local parking demand; and
- With suitable interim reprovisioning sites identified, Government facilities on the “Government, Institution or Community” site at Hau Wong Road shall be redeveloped so as to improve the community facilities provision in the area to meet local needs.

c) **To Kwa Wan Central (Figure 4)** – The area is identified as Redevelopment Priority Area and Mixed Redevelopment and Rehabilitation Area. It is proposed to improve the pedestrian environment and seize the opportunities brought forth from railway development and through redevelopment to alleviate nuisances caused by incompatible land uses to residents. The area can thus be shaped as the new district centre in the future. The following urban renewal proposals are proposed for the area:

- Rezoning of land along East Kowloon Corridor (EKC) to “Other Specified Uses” annotated “Mixed Use” so as to allow a more flexible non-domestic development to mitigate the nuisances caused by EKC to its adjacent residential use and to facilitate redevelopment of the area; and
- Streetscape improvement underneath EKC by ensuring sufficient lighting provision under the flyover, and enhancing and utilising the existing sitting-out area near Lok Shan Road and planter area near

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Sze Chuen Street.

- d) **Wuhu Street, Winslow Street, Gillies Avenue South Area, Hung Hom (Figure 5)** - The area is identified as Mixed Redevelopment and Rehabilitation Area. By capitalising the opportunities of the future railway service, the RURP aims to improve pedestrian environment and connectivity of the area, mitigate land use incompatibility problem and hence improves its identity and quality of living. As revealed during the public engagement, some members of the public suggested to relocate the funeral parlours and the related businesses away from Hung Hom. It is understood that the funeral parlours have been established in the district for years. Apart from the one currently operating under tender agreement with the Government, the other two are privately owned and operate on private land. In order to relocate them, sites with convenient transport connection and acceptable to the locals and the general public have to be identified. Nevertheless, there is the uncertainty of whether the concerned private funeral parlours are willing to be relocated, even if appropriate relocation sites can be identified. As such, the relocation of funeral parlours is a complicated issue that might not be easily solved. 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 conflicts brought by existing land use incompatibility problem, so as to strike a balance between public needs for funeral related facilities and the nuisances brought to the adjacent residents. For the short and medium term, the RURP proposes the following mitigation measures to minimise the nuisances caused by funeral and related businesses to local residents:

Mitigating Nuisances Generated by Funeral and Related Businesses to Local Residents

- Enhancement of free furnace service for joss paper burning by the public and to tie in with the stepping up of enforcement action by

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relevant Government departments to minimise the nuisances generated by on-street joss paper burning and the related activities to local residents;

- Recommend the Food and Environmental Hygiene Department to stop issuing new Undertaker's Licence in the area; and
- Provision of additional light goods vehicle parking spaces for hearse parking in the funeral and related businesses cluster of Hung Hom so as to mitigate the psychological impact caused by on-street hearse parking.

Improving the Environment and Connectivity of Pedestrian Walkway

- Environmental improvement works at Whampoa Street cul-de-sac adjacent to Hung Ling Street Footbridge;
- Enhancement of sitting-out areas at Lo Lung Hang Street and Walker Road to improve open space provision for the nearby residents;
- Improvement of pedestrian crossing facility at Winslow Street to enhance the pedestrian connection with Ho Man Tin Area and improve road safety; and
- Along with the construction of Kwun Tong Line Extension, enhancement of pedestrian connection and environment along Wuhu Street and Tak Man Street with connection to the future Ho Man Tin and Whampoa railway stations.

Revitalising Heritage and Designation of Themed Walking Trail (Figure 6)

6. Though heritage revitalisation and designation of themed walking trail, the RURP aims to highlight the historic and cultural characters of the district and hence creating a distinctive image for the district.

a) Revitalising the Cattle Depot

From the findings of the Stage 2 Public Engagement, it is noted that the

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public generally agreed to revitalise the Cattle Depot and suggested to include open space and community facilities in the site. Taking into account the Signature Project Scheme proposed by Kowloon City District Council and the future development of the Cattle Depot, the RURP suggests the following urban renewal proposals to revitalise the Cattle Depot and enhance its connection with the surrounding areas:

- Taking the future development initiatives of the Cattle Depot into consideration, further revitalisation and opening up of the Cattle Depot for arts, cultural or community uses, and provision of public open space and additional entrances to improve the accessibility of the Cattle Depot. It is proposed that the Government should consider the public views, aspirations and suggestions when determining the future uses of the Cattle Depot, and consider amending the relevant statutory plan to reflect the future uses;
- Greening along the footpath between the exit of Kai Tak Tunnel and the Cattle Depot to beautify the area around the exit of the tunnel, and improve the street environment along the Themed Walking Trail to the Cattle Depot; and
- Streetscape enhancement underneath EKC by creating an “Art Market” themed corridor to guide visitors from the future Ma Tau Kok railway station to the Cattle Depot.

b) Setting up Themed Walking Trail

Kowloon City District is rich in local cultural resources. It is suggested to set up a themed walking trail to consolidate existing resources by connecting existing and planned attractions which are of historic, cultural or architectural significance as well as public activity nodes in the district. The trail will also strengthen and highlight the local historical and cultural characters and establish a distinctive image for the district.

The trail is divided into Waterfront Leisure Walk, Community Art Walk, Local Cultural Walk and Walled City Historical Walk in accordance with

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the characters along it. Directional signages, information panels, maps and street paving enhancement are proposed along the trail. Together with other enhancement proposals on the connectivity of the trail, an interesting walking experience can be created.

Enhancing Waterfront and District Connectivity (Figure 7)

7. It is suggested to create an accessible waterfront promenade connecting different districts and enhance the east-west pedestrian connectivity (especially between future railway stations and waterfront) with a view to strengthening the connectivity between the waterfront and its hinterland. It is also suggested to enhance the pedestrian environment and connectivity along key distributors.

a) Waterfront Enhancement

Kowloon City has a beautiful coastline, but some portions of it are occupied by existing uses. From the findings of the Stage 2 Public Engagement, the public generally supported the enhancement of waterfront. Taking into account the Government's effort in exploring the feasibility of creating a continuous waterfront and the relevant promenade development programme, the RURP suggests the following urban renewal proposals to further link up and enhance the waterfront area in the district:

- Rezoning of Green Island Cement Pier and Harbour Centre Tower 2 sites to "CDA", with designated waterfront promenade for a continuous waterfront, in order to revitalise the area into a waterfront commercial and dining node;
- Widening the existing promenade along King Wan Street to free up more space for promenade and open space development;
- In connection with the construction of the Central Kowloon Route Project, to revitalise the Kowloon City Ferry Pier by opening up part of the pier for viewing deck as well as commercial and service uses, so as to transform the area into a waterfront commercial and dining node;

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- The Kowloon City Ferry Pier public transport interchange and its adjacent industrial buildings have the potential for comprehensive development, with the provision of private car and coach parking spaces to meet district needs. The Government shall study the future development of the area and designate suitable land uses and development requirements; and
- Linking up fragmented waterfront promenade in the district in phases and interim alternative routes be considered before a continuous waterfront is achieved.

b) District Connectivity Enhancement

Along with the waterfront enhancement proposals, the RURP also suggests various street environment enhancement proposals. These proposals aim to strengthen the connectivity between the waterfront and its hinterland by enhancing the east-west pedestrian connection. These proposals include:

- Taking the Greening Master Plan for the Kowloon City District into consideration, provide greening at key distributors in the district to improve streetscape environment and create a clear pedestrian and vehicular network for the district;
- Upon greening of the key distributors, further enhancement of the pedestrian environment at the adjoining east-west direction streets and those connecting to the waterfront. Proposed enhancements include small scale greening and erection of directional signages;
- Streetscape enhancement underneath Man Yue Street Flyover by ensuring sufficient lighting provision under the flyover, enhancing street paving and greening, and providing more seating and vertical greenery at the existing sitting-out area. In response to the traffic congestion and illegal parking problems in the area, long-term measures for enhancing traffic arrangement should be identified taking into account the traffic condition of the district; and
- In line with the Hoi Sham Park Extension Plan, the streetscape of Chi Kiang Street between the future Ma Tau Wai railway station

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and Hoi Sham Park should be enhanced to guide pedestrian to travel from the railway station to the waterfront.

Optimising Land Resources

8. The RURP suggests to optimize the land resources in the district to increase the supply of different housing types. Hence, more rehousing options for residents affected by redevelopment could be provided and thus reducing the social impacts caused by redevelopment. Proposals include:

- The Urban Renewal Authority (URA) is suggested to carry on their 'Flat-for-Flat' arrangement, and reserve more housing units in their redevelopment projects in Kowloon City, so as to provide the option for owner-occupiers affected by URA's redevelopment projects to move back;
- It is proposed to explore the feasibility of redeveloping public housing estates in the district that are aged and of low development intensity, so as to identify opportunity for increasing public rental and subsidised housing supply; and
- The Planning Department may consult the Hong Kong and China Gas Company on the feasibility of relocating the existing facilities and undertake suitable planning measures to facilitate the relocation as far as practicable, so as to release the site for residential use.

Way Forward

9. Upon the endorsement of the RURP by the DURF, the Consultants will prepare the Final Report and Executive Summary to document the findings of various stages of the Planning Study.

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Advice Sought

10. Members are invited to note the work progress of the Planning Study, provide comments on the Working Paper 5: Recommended Urban Renewal Plan submitted by the Consultants, and consider if the working paper can be accepted.

**Urban Renewal Plan for Kowloon City
Planning Study Steering Group
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