

TOWN PLANNING BOARD

TPB Paper No. 9166

**For Consideration by the
Town Planning Board on 31.8.2012**

**URBAN RENEWAL PLAN for KOWLOON CITY
STAGE 1 PUBLIC ENGAGEMENT**

URBAN RENEWAL PLAN for KOWLOON CITY
STAGE 1 PUBLIC ENGAGEMENT

PURPOSE

This paper is to seek Members' views on the Preliminary Urban Renewal Proposals for Kowloon City (PURPs).

BACKGROUND

2. As one of the initiatives of the new Urban Renewal Strategy (URS) promulgated in February 2011, the establishment of the District Urban Renewal Forum (DURF) is intended to strengthen urban renewal planning at the district level. The first DURF was then set up in Kowloon City (KC) in June 2011 comprising members from a wide cross-section in the community, with secretariat and professional support provided by the Planning Department (PlanD). The KC DURF is to advise the Government on an urban renewal plan for the KC District, including advice on redevelopment and rehabilitation areas, plus preservation and revitalisation initiatives. In the process, the KC DURF will conduct broad-based public engagement activities, planning studies, social impact assessments and other related studies. The Urban Renewal Plan formulated by the KC DURF will be submitted to the Government for consideration.

3. To facilitate the formulation of the Urban Renewal Plan for Kowloon City, the KC DURF commissioned consultants to undertake the Planning Study and Social Impact Assessment (SIA) in May 2012, and agreed to launch the Stage 1 Public Engagement on the PURPs (**Plan 1**). A copy of the Stage 1 Public Engagement Digest is attached at **Appendix 1** for Members' reference.

THE PRELIMINARY URBAN RENEWAL PROPOSALS

4. The PURPs have been prepared having incorporated local views collected from the District Aspirations Study on Urban Renewal in Kowloon City District (undertaken by the Kowloon City District Council in 2009/2010) and suggestions of KC DURF members after a number of site visits, and having taken into account factors including building age, building conditions, living environment of residents, opportunities brought by the development of mass transportation systems in the vicinity, local character, and historical and cultural background of the KC District. The PURPs will form the basis for the Planning Study and SIA.

The Vision

5. The vision for the Urban Renewal Plan for Kowloon City is:

- Preserve history and culture
- Synergise with surrounding development
- Optimise land resources
- Create quality living environment

The Proposals

6. Details of the PURPs are as follows:

Redevelopment Priority Area

- (a) This Area includes the sub-areas where the majority of buildings are aged 50 years old or above and their existing conditions are poor. Although some buildings do not fully meet the above criteria on building age and conditions for redevelopment, the occupants in those buildings are facing serious environmental hygiene and air/noise pollution problems. Redevelopments within the Area may be undertaken by private developers (including owner-initiated groups); or the Urban Renewal Authority (“URA”) by ways of their redevelopment project, the “demand-led” model under which building owners would jointly initiate redevelopment to URA or the “facilitator” model under which URA would assist building owners in amalgamating their property interests.
- (i) **“5 Streets” and “13 Streets” (To Kwa Wan):** The buildings in these sub-areas generally meet the criteria on building age and conditions for redevelopment. Besides, there are over 200 vehicle repair workshops in the areas forming a cluster of the vehicle repair industry in KC. The noise and air nuisances generated by the workshops in the course of their operation cause adverse impacts to the nearby residents. These two sub-areas are zoned “Comprehensive Development Area” (“CDA”) on the draft Kai Tak OZP No. S/K22/3 and Approved Ma Tau Kok OZP No. S/K10/20 respectively, which are intended for comprehensive development/ redevelopment for residential and/or commercial uses with the provision of open space and other supporting facilities. Given the slow progress of redevelopment, consideration can be given to split the larger “CDA” zones to help expedite the redevelopment process;
- (ii) **Kowloon City Road/Lok Shan Road (To Kwa Wan):** Although the buildings in this sub-area may not fully meet the criteria on building age and conditions for redevelopment, the residential buildings on both sides of Kowloon City Road are adversely affected by noise and emissions generated by traffic on the nearby East Kowloon Corridor, resulting in a poor living environment. Having capitalised the opportunities brought by the future Ma Tau Wai Station of the Shatin to Central Link (SCL) in the proximity, redevelopment for urban restructuring can be undertaken to release potential land resources for housing and to improve leisure and

community facilities in the district; and

- (iii) **Eight “Wan” Streets/Ngan Hon Street/Sung On Street (To Kwa Wan):** Most streets within the Eight “Wan” Streets are privately owned and lack of proper management, thus creating problems such as inadequate street maintenance, improper sewage disposal and poor hygiene and living environment, etc. Redevelopment, particularly comprehensive redevelopment of a larger scale would be able to improve the living environment of the area and to resolve problems caused by private streets.

Rehabilitation and Revitalisation Priority Area

- (b) This Area includes those sub-areas with distinct local character and revitalisation potential, or those that are in need of improvement. It is proposed to bring new vitality to these sub-areas through various revitalisation measures. Nevertheless, individual private redevelopment projects will not be precluded. Regarding rehabilitation, the owners will be encouraged to make use of various building maintenance schemes implemented by the Government and other organisations, such as the “Integrated Building Maintenance Assistance Scheme” jointly coordinated by URA and HKHS to improve building conditions. Besides, selecting targeted buildings within the Area can be considered for the “Mandatory Building Inspection Scheme” and “Mandatory Window Inspection Scheme”. As for revitalisation, street beautification and greening measures, improvement of street facilities; and display of art pieces relating to the local character of the Area, etc. may be implemented.

- (i) **Nga Tsin Wai Road (Lung Tong):** While the age and conditions of the buildings in this sub-area generally meet the redevelopment criteria, there are already a considerable number of privately-led redevelopments. Besides, the area has many restaurants serving different cuisines and various types of retail stores with local character worthy of preservation. It is therefore proposed to include such area in the “Rehabilitation and Revitalisation Priority Area” whilst not precluding individual private redevelopment. Apart from encouraging and assisting property owners to carry out building rehabilitation, pedestrian priority area can be designated at suitable locations where pedestrian facilities and loading/unloading facilities will be improved with greenery and street beautification measures and erection of street signage at distinctive buildings and tourist attractions. Art pieces relating to the local character of the area can be displayed at suitable locations. Connectivity with the future To Kwa Wan Station of the SCL and Kai Tak Development Area will also be enhanced for bringing new vibrancy to the district; and

- (ii) **Winslow Street/Gillies Avenue South (Hung Hom):** The age and conditions of the majority of buildings in this sub-area do not meet the criteria for redevelopment. Residents in this area, however, are affected by the operation of funeral and related businesses. Consideration could be given to implement appropriate mitigation measures including greenery and street beautification to help improve the visual amenity of

the area.

Mixed Redevelopment and Rehabilitation Area

- (c) In the Area, some buildings are in need of redevelopment while some are rather newly-built, resulting in a mixture of old and new buildings. It is proposed to incorporate areas with such buildings into the “Mixed Redevelopment and Rehabilitation Area” so that redevelopment and rehabilitation works can be carried out at suitable locations.
- (i) **Ngan Hon Street/Sheung Heung Road/Kwei Chow Street/Yuk Yat Street (To Kwa Wan):** A mixture of new and old buildings is found in this sub-area, with buildings along Lok Shan Road generally older and in poor conditions. Industrial buildings along Sheung Heung Road and Yuk Yat Street, which are zoned “Residential (Group E)” on the Approved Ma Tau Kok OZP No. S/K10/20, the intention of which is for phasing out the existing industrial use through redevelopment (or conversion) for residential use, are also included in the area. However, the redevelopment pace of these industrial buildings is slow;
- (ii) **Bailey Street/Chun Tin Street/Sung On Street (Hung Hom):** In this sub-area, the buildings near Ma Tau Wai Road are generally older and in poorer conditions, as compared with buildings along Sung Chi Street a considerable number of which are undergoing building rehabilitation works; and
- (iii) **Whampoa Street/Bulkeley Street/Wuhu Street (Hung Hom):** In this sub-area, the buildings along Whampoa Street and Gillies Avenue South are generally older and the conditions of most buildings are dilapidated while some residential buildings and commercial buildings along Wuhu Street and Bulkeley Street are comparatively newer and in better conditions.

Revitalising Business Area

- (d) **Hok Yuen Street/Hok Yuen Street East/Man Yue Street (Hung Hom):** This Area includes buildings designated as “Other Specified Uses” annotated “Business” on the Approved Hung Hom OZP No. S/K9/24, which is intended for general business uses. All these buildings were built in 1970s or after and they are still in fair conditions. A considerable number of shops on the ground floor of these buildings are being used for selling luxury goods including gold ornaments, jewellery and watches, and the area has become a popular shopping spot for tourists. However, due to the poor appearance of some industrial buildings and the street scene of Man Yue Street under the elevated road of Fat Kwong Street, the overall environment is considered incompatible with the tourism and retail industries. Consideration could be given to implement beautification and revitalisation works for the streets, and to provide facilities such as pedestrian crossings and lay-bys in the Area.

Revitalising Heritage and Designation of a Heritage Trail

- (e) Kowloon City is rich in archaeological and built heritage. It is proposed to set up a heritage trail linking up various heritage sites, historic buildings and places with a rich history within the District, with signage erected to introduce the relevant history and background information. These sites include the Ex-Ma Tau Kok Animal Quarantine Depot (“the Cattle Depot”), Lung Tsun Stone Bridge in Kai Tak Development Area, Kowloon Walled City Park, Sung Wong Toi Inscription Rock inside the Sung Wong Toi Garden and Fishtail Rock in Hoi Sham Park, etc.

Revitalising the Waterfront and Piers

- (f) The existing waterfront in the District is blocked by uses such as private developments and sewerage treatment plant. It is proposed to link up those sections in which the current access to the waterfront promenade has been obstructed so as to provide a continuous waterfront promenade connecting Tsim Sha Tsui and Kai Tak Development Area, and to carry out beautification and revitalisation works for the waterfront area (including the piers) and the promenade for promoting tourism industry and the local economy.

Other Revitalisation and Enhancement Initiatives

- (g) These initiatives include:
 - (i) Strengthening the connection between Kowloon City District and Kai Tak Development Area to foster the development of and inject vitality to the District;
 - (ii) Providing a green decking over the sunken section of Kai Tak Tunnel to connect with the nearby Cattle Depot, San Shan Road and other centralised area, so as to improve connections within the District and to create a unique public open space; and
 - (iii) The existing Man Tai Street and Pak Tai Street have many restaurants serving different cuisines. Adjacent to Pak Tai Street is Tam Kung Road, where restaurants begin to move in. It is proposed to designate these streets as dining hubs, to erect street signage and to undertake street beautification and greening works to attract visitors.

STAGE 1 PUBLIC ENGAGEMENT

7. A 2-stage Public Engagement (PE) is proposed for the preparation of the Urban Renewal Plan for Kowloon City. The Stage 1 PE, launched on 14 August 2012, will last till the end of September 2012. It aims at ascertaining public views on the PURPs and the priority for the various proposals; and identifying potential affected stakeholders and gauging their views on the possible social impacts arising from the PURPs.

8. To adopt the “People First, District-Based and Public Participatory” approach for carrying out urban renewal work, a number of broad-based public engagement activities have been scheduled during the Stage 1 PE to solicit views from the general public and different stakeholders. These include briefing sessions for relevant statutory and advisory bodies (including Town Planning Board, Planning Sub-committee of Land and Development Advisory Committee, Kowloon City District Council and Area Committees of Kowloon City), professional institutes, non-government organizations, etc.; walking tours cum workshops; focus group meetings with local residents, business operators and local concern groups; public forums; roving exhibitions; and questionnaire surveys. The questionnaire surveys are to gather public views on the PURPs and to identify the social impacts of the PURPs. Public engagement materials including the Stage 1 Public Engagement Digest introducing the background and details of the PURPs have been prepared. A designated website has also been set up to provide a convenient channel for the promulgation of the engagement materials and the latest engagement events, as well as the collection of public views on the PURPs.

WAY FORWARD

9. The public views gathered during the Stage 1 PE will provide input for the preparation of the Draft Urban Renewal Plan for Kowloon City and the SIA.

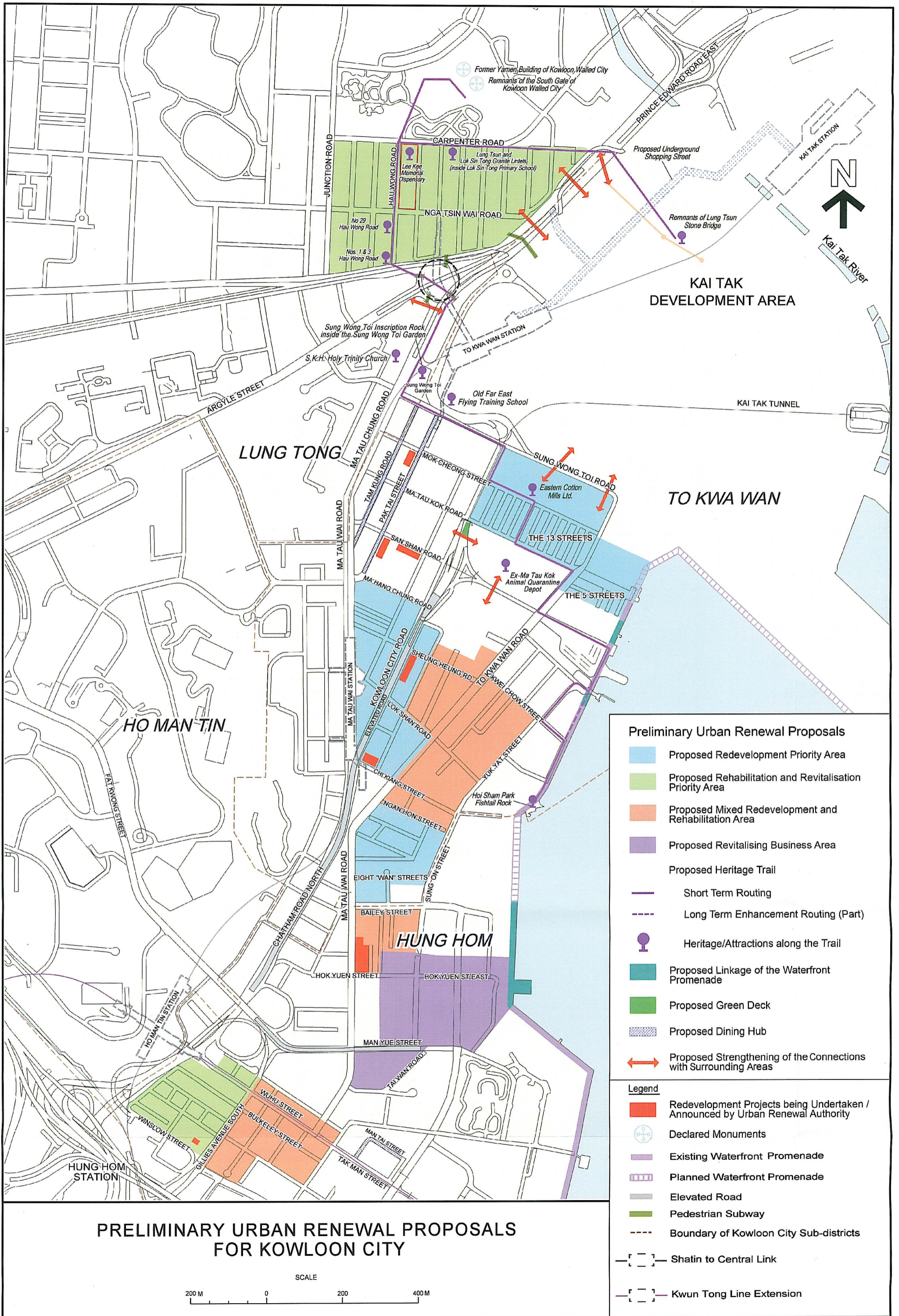
ADVICE SOUGHT

10. Members are invited to give their views on the PURPs.

Attachments

Plan 1	Preliminary Urban Renewal Proposals for Kowloon City
Appendix 1	Stage 1 Public Engagement Digest

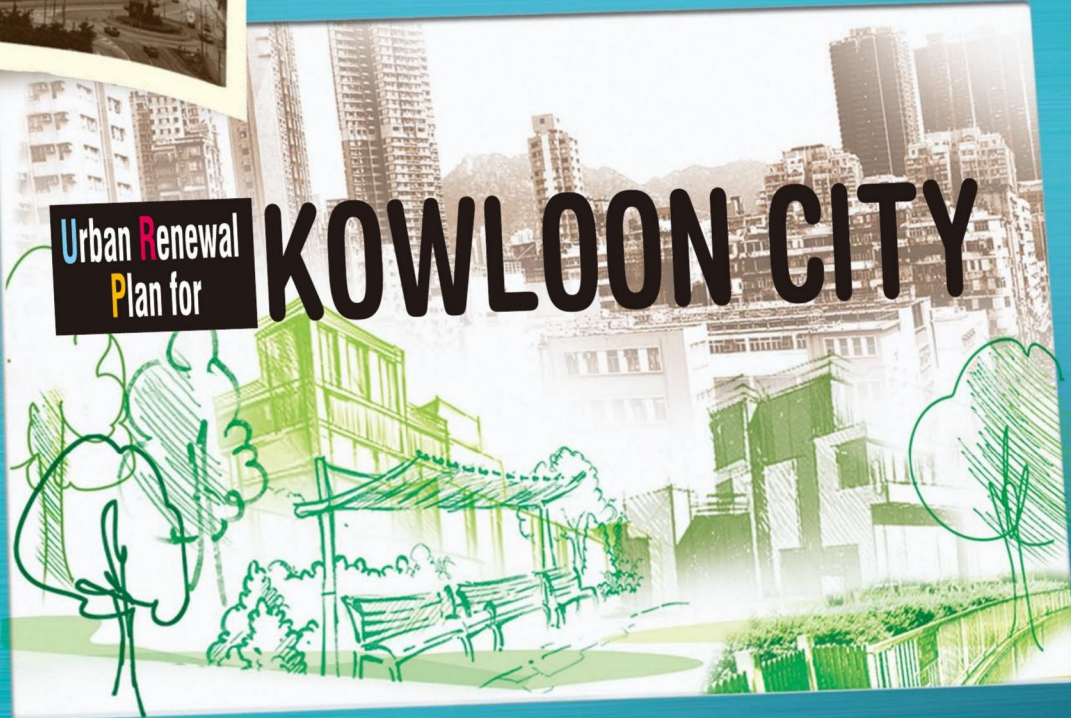
KC DURF Secretariat
AUGUST 2012



1

Stage 1
Public Engagement Digest

Kowloon City District Urban Renewal Forum



Vision

Conserve history and culture

Synergise with surrounding developments

Optimise land resources

Create quality living environment

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The New Urban Renewal Strategy

The problem of urban decay in Hong Kong is worsening. With increasing public aspirations for a better living environment, there is a pressing need for urban renewal. According to the new “Urban Renewal Strategy” announced in February 2011, the “People First, District-Based and Public Participatory” approach should be adopted in urban renewal in future. The “District Urban Renewal Forum” (DURF) will also be set up in old urban areas to strengthen urban renewal planning at the district level, and the first DURF was established in Kowloon City District in June 2011. DURF will truly reflect the request and priorities on urban renewal put forward by the local community while integrating professional advice, and propose to the Government an urban renewal plan, which displays the character of Kowloon City, reflects local aspirations and strikes a balance among different social interests.



Overview of Kowloon City

Area:
about **1,000** hectares

Migrants residing in Hong Kong for less than 7 years:
about **32,500 (8.6%)**
(vs. the territory's average of 7%)

Population of ethnic minorities:
about **33,500 (8.9%)**
(vs. the territory's average of 6.4%)

Population as of 2011:
about **377,400**

Residents living in private housing:
about **298,900 (79.2%)**
(vs. the territory's average of 50.3%)

Population aged 65 or above:
about **60,400 (16%)**
(vs. the territory's average of 13.3%)

There are over 1,000 buildings aged 50 years or more, which account for about 19% of all buildings in the district. Some buildings in Lung Shing, To Kwa Wan and Hung Hom are either dilapidated or markedly dilapidated.



Preliminary Urban Renewal Proposals (PURPs) for Kowloon City

1 Redevelopment Priority Area

- 1A | "5 Streets" and "13 Streets" (To Kwa Wan)
- 1B | Kowloon City Road and Lok Shan Road (To Kwa Wan)
- 1C | Eight "Wan" Streets / Ngan Hon Street / Sung On Street (To Kwa Wan)



2 Rehabilitation and Revitalisation Priority Area

- 2A | Nga Tsin Wai Road (Lung Tong)
- 2B | Winslow Street/Gillies Avenue South (Hung Hom)



3 Mixed Redevelopment and Rehabilitation Area

- 3A | Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street (To Kwa Wan)
- 3B | Bailey Street / Chun Tin Street / Sung On Street (Hung Hom)
- 3C | Whampoa Street / Bulkeley Street / Wuhu Street (Hung Hom)



4 Revitalising Business Area



5 Revitalising the Waterfront and Piers



6 Revitalising Heritage and Designation of a Heritage Trail

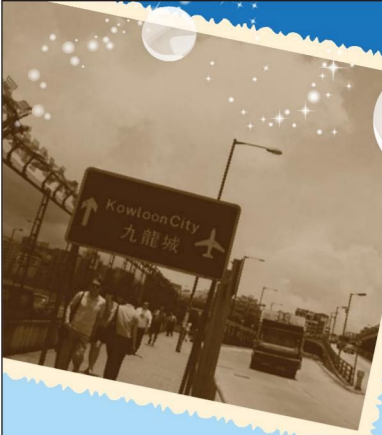


7 Other Initiatives

- Strengthening the Connectivity
- Green Decking
- Dining Hub



1 Redevelopment Priority Area



In the Redevelopment Priority Area, the majority of buildings are poorly maintained, and are generally aged 50 years old or above, while some are having serious problems in environmental hygiene, noise and air quality. Redevelopment can be developer-led (including owner-initiated) or initiated by the Urban Renewal Authority (URA). Property owners can also jointly propose “demand-led” redevelopment projects to the URA or, through the “facilitator” model, apply to the URA for assistance to amalgamate ownership.



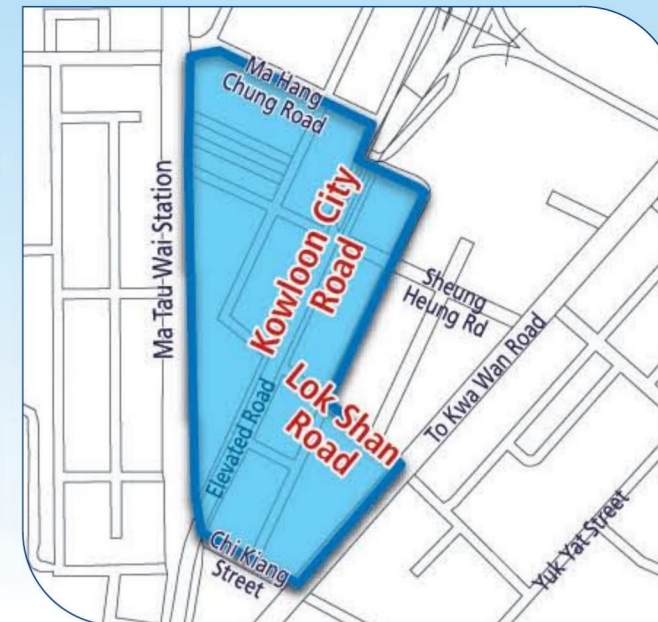
1A “5 Streets” and “13 Streets” (To Kwa Wan)

There are over 200 vehicle repair workshops in the area. The noise nuisances and emissions generated by operation of the workshop cause adverse impacts to the nearby residents. The current planning intention is to redevelop the area into comprehensive residential and commercial uses with the provision of leisure and community facilities. However, not much progress has been made over the years.



1B Kowloon City Road and Lok Shan Road (To Kwa Wan)

The residential buildings on Kowloon City Road are affected by noise nuisances and emissions generated by traffic on the nearby East Kowloon Corridor. The planning concept of the PURPs is to release potential land resources for housing and other uses, and to improve leisure and community facilities through redevelopment for urban restructuring, having capitalised the opportunities brought by the nearby Ma Tau Wai Station of the Shatin to Central Link (SCL).



1C Eight “Wan” Streets / Ngan Hon Street / Sung On Street (To Kwa Wan)

Buildings in this area are mostly very dilapidated and in poor conditions. Most of the Eight “Wan” Streets are privately owned and lack proper management, resulting in dilapidated building conditions and poor living environment. Comprehensive redevelopment of a larger scale can be considered.



Let's Think Together

- Besides residential use, what other uses and community facilities can be provided when redeveloping the areas?
- How to deal with the relocation of vehicle repair workshops in the areas?
 - To move to other locations as ground floor shops within the areas;
 - To operate in multi-storey repair workshops specially designed in the areas;
 - To keep the original ground floor shop as reception and parts retail shop or arrange vehicle pick-up service while relocating the operational repair work process to remote areas such as the New Territories;
 - Any other suggestions?
- Should 5 Streets and 13 Streets, designated as “Comprehensive Development Area”, be split into sub-areas? Is there any way to speed up the redevelopment pace?
- Should the street layout be redesigned to enhance design flexibility?

2 Rehabilitation and Revitalisation Priority Area

This is for areas with local character or those that are in need of improvement. Regarding rehabilitation, the owners can be encouraged to make use of Government's various building maintenance schemes to improve building conditions while private redevelopment projects will not be precluded. As for revitalisation, street beautification and greening, improvement of street facilities, and display of art pieces relating to the local character, etc., are proposed.

2A Nga Tsin Wai Road (Lung Tong)

The area features many restaurants serving different cuisines and various types of retail shops that are worth preserving. Apart from encouraging and assisting property owners to carry out building rehabilitation works, there are proposals of designating pedestrian area, improving pedestrian facilities and vehicle loading/unloading facilities, beautifying and greening streets, erecting markings and signages at distinctive buildings and tourist attractions, displaying art pieces relating to the local character, and enhancing pedestrian subways linking to the Olympic Garden, thus strengthening the connectivity between To Kwa Wan Station of the SCL and Kai Tak Development Area.



2B

Winslow Street / Gillies Avenue South (Hung Hom)

The residents are affected by the operation of funeral and related businesses. It is proposed to provide greenery and street beautification to improve the visual amenity of the area.



Let's Think Together

- How to improve street environment in the areas (e.g. tree planting, street beautification and designating pedestrian area, etc.)? Where should these measures be implemented?
- Are the existing facilities provided in Kowloon City Municipal Services Building able to meet the residents' needs suitably? How can the utilisation of the Municipal Services Building and its surrounding area be optimised?
- What is your opinion of designating the Prince Edward Road East area nearby the Kai Tak Development Area for comprehensive redevelopment, having capitalised the opportunity brought by the area?
- Is it possible to enhance the operational mode of funeral and related businesses, so that they can co-exist with residents in harmony? Is it possible to centralise the businesses in a designated area which is separated from the residents with a buffer zone? Any other suggestions?
- Apart from greenery and beautification measures, are there other measures to mitigate the impact of funeral and related businesses on the area?



3 Mixed Redevelopment and Rehabilitation Area

In this area, there is a mixture of old and new buildings with some of them in need of redevelopment while others are rather newly-built and with better conditions. Redevelopment or rehabilitation works are proposed to be undertaken at suitable locations.



3A

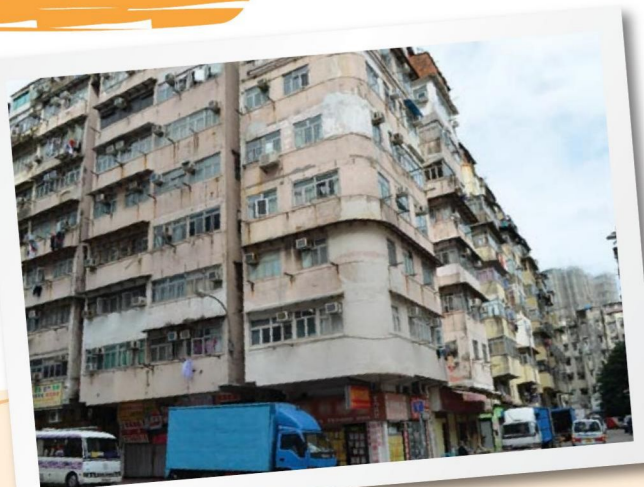
Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street (To Kwa Wan)

The buildings along Lok Shan Road are generally older. Some industrial buildings along Sheung Heung Road and Yuk Yat Street have been planned for residential use, but the redevelopment pace has been slow.

3B

Bailey Street / Chun Tin Street / Sung On Street (Hung Hom)

The buildings near Ma Tau Wai Road are generally older and in poorer conditions, while buildings along Sung Chi Street are younger in age and with a considerable portion undergoing rehabilitation.



3C

Whampoa Street / Bulkeley Street / Wuhu Street (Hung Hom)

The buildings along Whampoa Street and Gillies Avenue South are generally older and dilapidated, while some residential and commercial buildings along Wuhu Street and Bulkeley Street are younger in age and in better conditions.



Let's Think Together

- Which location(s) in the areas are urgently in need of redevelopment or more suitable for rehabilitation?

3 Mixed Redevelopment and Rehabilitation Area

In this area, there is a mixture of old and new buildings with some of them in need of redevelopment while others are rather newly-built and with better conditions. Redevelopment or rehabilitation works are proposed to be undertaken at suitable locations.



3A

Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street (To Kwa Wan)

The buildings along Lok Shan Road are generally older. Some industrial buildings along Sheung Heung Road and Yuk Yat Street have been planned for residential use, but the redevelopment pace has been slow.

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Bailey Street / Chun Tin Street / Sung On Street (Hung Hom)

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3C

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The buildings along Whampoa Street and Gillies Avenue South are generally older and dilapidated, while some residential and commercial buildings along Wuhu Street and Bulkeley Street are younger in age and in better conditions.

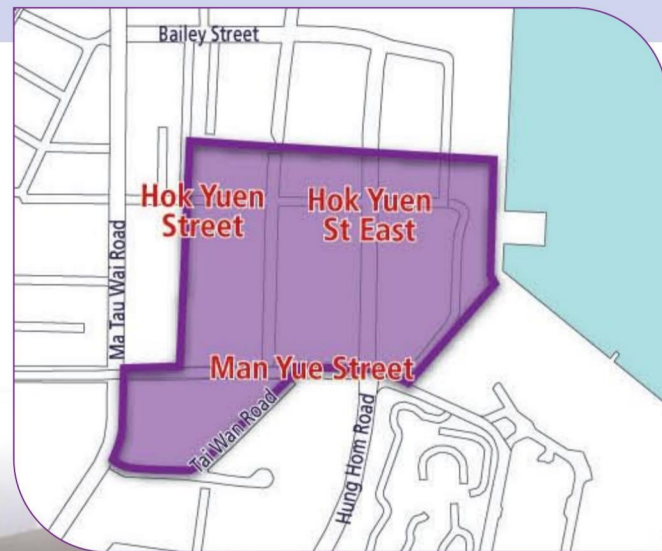


Let's Think Together

- Which location(s) in the areas are urgently in need of redevelopment or more suitable for rehabilitation?

4 Revitalising Business Area

This area covers commercial buildings in fair conditions around Hok Yuen Street / Hok Yuen Street East/Man Yue Street in Hung Hom. A considerable number of the ground floor shops of these buildings are used for the sale of luxury goods, such as jewelry, gold ornaments and watches. The overall environment of the area needs further improvement. To attract tourists and cater for the development of retail tourism in this area, it is proposed to implement beautification works for the streets and building façades, and to provide facilities such as pedestrian crossings and lay-bys.

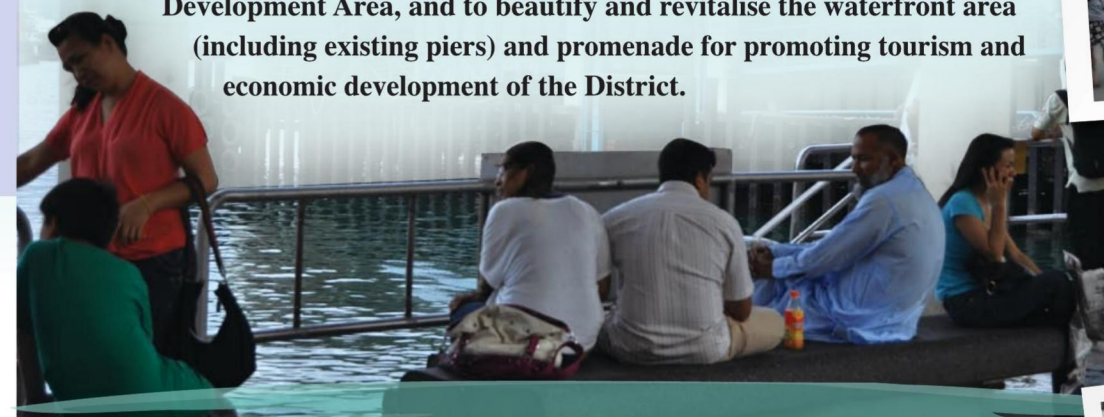


Let's Think Together

- How to enhance street environment in the area (such as erecting memorial arch, providing more pedestrian crossing facilities and lay-bys)? Where to implement these measures?

5 Revitalising the Waterfront and Piers

The existing waterfront areas in the District are blocked by uses such as private development and sewage treatment plant. It is proposed to build a continuous waterfront promenade connecting Tsim Sha Tsui and Kai Tak Development Area, and to beautify and revitalise the waterfront area (including existing piers) and promenade for promoting tourism and economic development of the District.



Let's Think Together

- How to better use the existing waterfront promenade, piers, waterfront bus terminal and open-air carpark (e.g. setting up performance venues and dining area) with a view to injecting vitality to the waterfront?

6 Revitalising Heritage and Designation of a Heritage Trail

Kowloon City has a long history and is rich in archaeological and built heritage. The following works are proposed: revitalising heritage, setting up a heritage trail, erecting signages, undertaking greening and beautification works, linking up the Ex-Ma Tau Kok Animal Quarantine Depot with other monuments, heritage, historic buildings and places with a rich history within the District.

Depot (Cattle Depot) with other monuments, heritage, historic buildings and places with a rich history within the District.

Kowloon Walled City Park

- Former Yamen Building of Kowloon Walled City



- Remnants of the South Gate of Kowloon Walled City



Lok Sin Tong Primary School

- Lung Tsun Granite Lintels



Remnants of Lung Tsun Stone Bridge



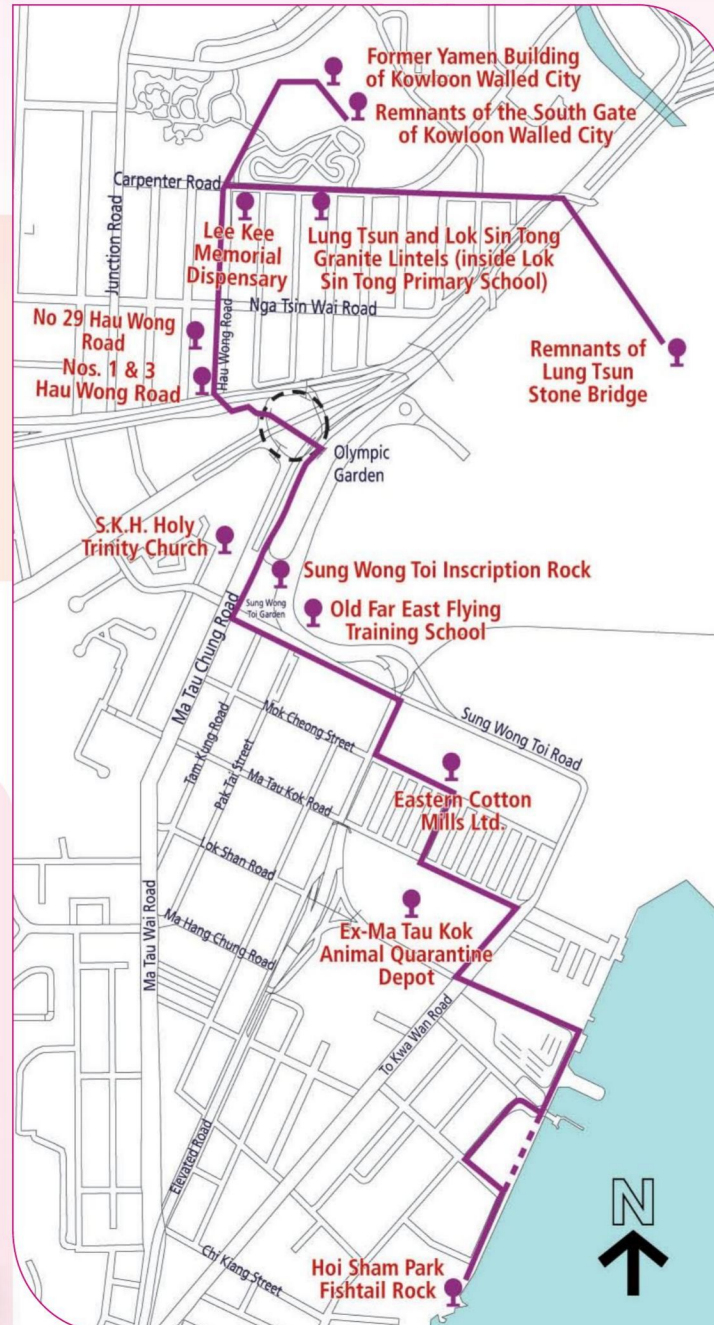
Eastern Cotton Mills Ltd.



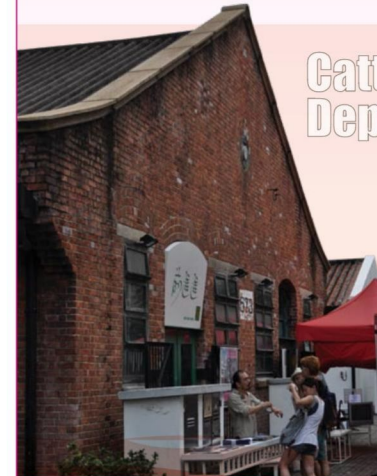
Hoi Sham Park Fishtail Rock



Lee Kee Memorial Dispensary



Cattle Depot



Sung Wong Toi Inscription Rock



Old Far East Flying Training School



Holy Trinity Church



No 29 Hau Wong Road



Nos. 1 & 3 Hau Wong Road



Let's Think Together

- What is your opinion of the proposed routing of heritage trail? Is there any other monument, heritage, historic building or place with a rich history worth incorporating in the trail?
- How to enhance the attractiveness of the proposed heritage trail (such as signage erecting and street beautification, etc.)?
- How to optimize the use of the Cattle Depot and its development potentials (such as providing more facilities or other suitable uses) to render it a focus of the District?

7 Other Initiatives

Strengthening the Connectivity

In order to enhance the development of Kowloon City District, connectivity with the Kai Tak Development Area should be strengthened.



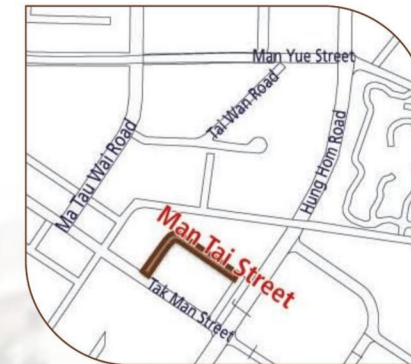
Green Decking

The construction of a green deck over the sunken section of Kai Tak Tunnel can connect the Cattle Depot with San Shan Road, and serves as a public open space.



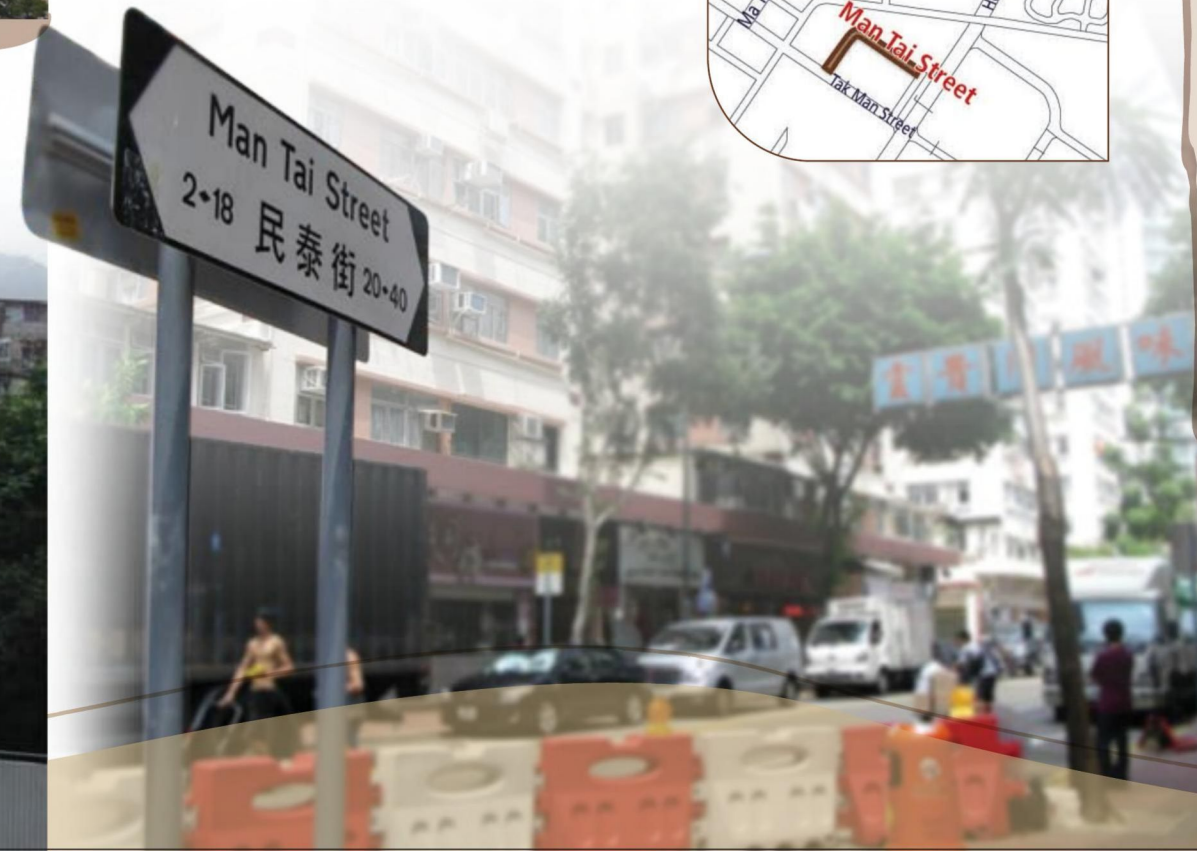
Dining Hub

To attract visitors, it is proposed to designate Man Tai Street, Pak Tai Street and Tam Kung Road as dining hubs with street signages, coupled with street beautification and greening works.



Let's Think Together

- Kowloon City is adjacent to Kai Tak Development Area. What kind of linkages (e.g. tunnel, underground street, footbridge or passageway on ground level, etc.) would you prefer to connect Kowloon City with Kai Tak Development Area in the future?
- What is your opinion of constructing a green deck over the entrance of Kai Tak Tunnel near the Cattle Depot for improving the connection between the Cattle Depot and the nearby streets such as San Shan Road, and providing additional public open space? What is your view of the connections between the Cattle Depot and other areas?
- Do you agree to designate Man Tai Street, Pak Tai Street and Tam Kung Road as dining hubs? What measures (such as erecting street markings and signage or designating pedestrian area) would you suggest to enhance the development of dining business in the areas?



You are cordially invited to participate in the Stage 1 Public Engagement activities and voice out your opinion of the following aspects:

1. Boundary of urban renewal area of Kowloon City District
2. Proposals for the renewal area
3. Implementation priority of various proposals
4. Routing of heritage trail



2012

Event	Date	Time	Venue / Theme
Focus Groups	14 August (Tue)	7:00pm — 9:00pm	Hall, New Asia Middle School <i>Kowloon City Road / Lok Shan Road Redevelopment Priority Area and dining hub at Pak Tai Street and Tam Kung Road</i>
	16 August (Thu)	7:00pm — 9:00pm	4/F, Hall, Holy Carpenter Church Community Centre <i>Winslow Street / Gilles Avenue South Rehabilitation and Revitalisation Priority Area</i>
	24 August (Fri)	7:00pm — 9:00pm	Hong Kong Tsz Kwong Bethel Church <i>Nga Tsin Wai Road Rehabilitation and Revitalisation Priority Area</i>
	5 September (Wed)	7:30pm — 9:30pm	3/F, The Hongkong Federation of Youth Groups Jockey Club Hung Hom S.P.O.T. <i>Revitalising Business Area at Hok Yuen Street / Hok Yuen Street East / Man Yue Street</i>
	6 September (Thu)	7:00pm — 9:00pm	4/F, Hall, Holy Carpenter Church Community Centre <i>Whampoa Street / Bulkeley Street / Wuhu Street Mixed Redevelopment and Rehabilitation Area and dining hub at Man Tai Street</i>
	11 September (Tue)	7:00pm — 9:00pm	H.K.S.K.H. Kowloon City Children and Youth Integrated Service Centre <i>"5 Streets" and "13 Streets" Redevelopment Priority Area</i>
	13 September (Thu)	7:00pm — 9:00pm	4/F, Hall, Holy Carpenter Church Community Centre <i>Eight "Wan" Streets / Ngan Hon Street / Sung On Street Redevelopment Priority Area</i>
	19 September (Wed)	7:30pm — 9:30pm	3/F, The Hongkong Federation of Youth Groups Jockey Club Hung Hom S.P.O.T. <i>Ngan Hon Street / Sheung Heung Road / Kwei Chow Street / Yuk Yat Street and Bailey Street / Chun Tin Street / Sung On Street Mixed Redevelopment and Rehabilitation Areas</i>
Walking Tours cum Workshops	19 August (Sun)	1:00pm — 5:00pm	Gathering point: Kowloon City Pier <i>Waterfront Area</i>
	1 September (Sat)	1:00pm — 5:00pm	Gathering point: Entrance of Carpenter Road Park, near Hau Wong Road <i>Nga Tsin Wai Area</i>
	8 September (Sat)	1:00pm — 5:00pm	Gathering point: Hoi Sum Park (Yuk Yat Street entrance) <i>Historical Sites</i>
Public Forums	16 September (Sun)	2:00pm — 5:00pm	3/F, Hall, Caritas Community Centre, 256A, Prince Edward Road West ** English simultaneous interpretation available
	22 September (Sat)	2:00pm — 5:00pm	4/F, Hall, Community Centre, S.K.H. Holy Carpenter Church, No.1 Dyer Avenue, Hung Hom
Roving Exhibitions	20 August (Mon) to 22 August (Wed), 24 August (Fri), 27 August (Mon) to 29 August (Wed), 31 August (Fri)	10:30am — 6:30pm	3/F, Kowloon City Municipal Services Building
	3 September (Mon) to 7 September (Fri)	10:30am — 6:30pm	G/F, Hung Hom Municipal Services Building
	10 September (Mon) to 14 September (Fri)	10:30am — 6:30pm	To Kwa Wan Sports Centre

Next, we shall gather your views and formulate the Draft Urban Renewal Plan for Kowloon City. You will be consulted again in the Stage 2 Public Engagement.

You are welcome to enquire about and register to attend the Public Engagement activities. You are invited to express your views and suggestions on or before 30 September 2012 by:

Email : kcrenewal@durf.org.hk

Fax : 3104 0240

Mail : Secretariat

Kowloon City District Urban Renewal Forum
27/F, Tsuen Wan Government Offices,
38 Sai Lau Kok Road, Tsuen Wan, New Territories,
Hong Kong

You can also visit www.kcrenewal.hk for filling in the e-comment form and obtaining the latest information of the relevant Studies and Public Engagement activities.

For registration and enquiry, please call: 2114 4972

Disclaimer:

A person or an organization providing any comments and suggestions during the formulation of the "Urban Renewal Plan for Kowloon City" shall be deemed to have given consent to the Kowloon City District Urban Renewal Forum to partially or wholly publish the comments and suggestions (including the names of the individuals and organizations). If you do not agree to this arrangement, please state so when providing comments and views.





August 2012