

Draft Mong Kok Outline Zoning Plan No. S/K3/35

Comment C3

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Catalyst for Yau Mong Urban Renewal

- Aging problem of building stocks in Yau Mong is serious
- Relaxation in BH and PR will provide financial incentive for redevelopment
- However, the government does need to justify if the infrastructure is sufficient to serve the increase in population and traffic

Technical Assessments Required for PR & BH Relaxation



Figure 4 Diversity in Building Height / Massing of Developments in Different Localities

- Blanket relaxation in BH vs height variation
- AVA is required to justified the proposed relaxation will not adversely affect local air movement
- TIA is also required to verify if the proposed relaxation will induce unbearable adverse traffic impact



Barangaroo, Sydney, Australia

Mixed-use Zoning is welcomed

- Mixed-use developments can induce urban vibrancy
- allow short commuting thus may induce less burden on street traffic



Uphold Holistic Urban Renewal Approach

- BH & PR relaxation is aimed to allow comprehensive urban renewal of the district
- There shall be measures to reduce possibility by individualized redevelopments which may undermine the society's desire to have holistic area-based approach to retrofit decaying urban area



Darling Harbour Urban Renewal, Sydney, Australia

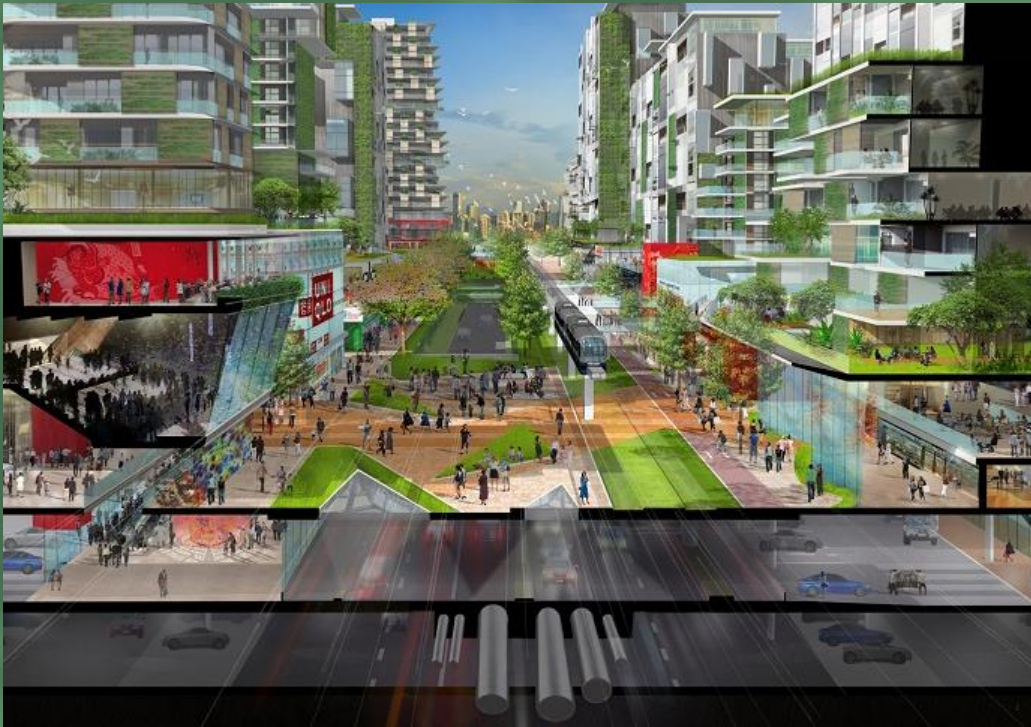


Champs-Élysées, Paris, France

Urban Renewal is Responsibility of the Whole Society

- Urban renewal shall be comprehensive: upgrading of the streetscape, recreational areas, GIC facilities, transportation facilities and means (e.g. rationalisation of bus lines and instigation of central car parking facilities) can only be led and done by the government
- Nathan Road is the heart of Yau Mong and its renewal is essential

Lower Carparking Ratio



Better pedestrian environment, below & above ground

- As mixed-use are to be encouraged allowing possibility of short commuting and, thus, less demand on carparking spaces
- TD should not insist on the high end car parking ratio but rather adopt the low end ratio. Further reduction shall be allowed for developments nearer to MTR lines and public transport terminus or interchange.



Centralised Carparking Facilities

- TD shall take lead to implement satellite centralized car parks for reducing traffic into the core area
- This should be accompanied with pedestrianization study
- For urban renewal, simply putting all the carparking responsibility to URA or the future project proponents will bring disastrous effects to the local traffic

Centralised carpark planning
Munich, Germany



Permeable
Podium +
Greening



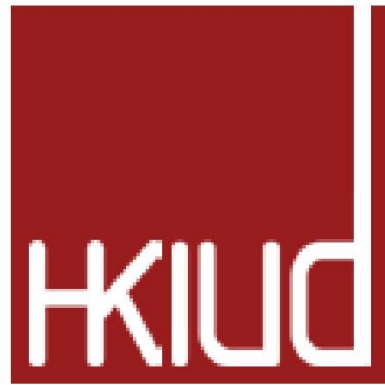
Vibrant
Cityscape



Pedestrianisation +
Treelined
Streetscape

Transfer of Plot Ratio (TRP) and Site Consolidation Area (SCA)

- TRP and SCA may exacerbate the up-zoning magnitude put forth in this OZP amendment
- For allowing TRP or SCA, the future project proponents shall warrant that infrastructure capacities are not severely compromised
- TPB shall only approve TRP or SCA should there be Good urban design merits and public gains



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Thank You for Listening