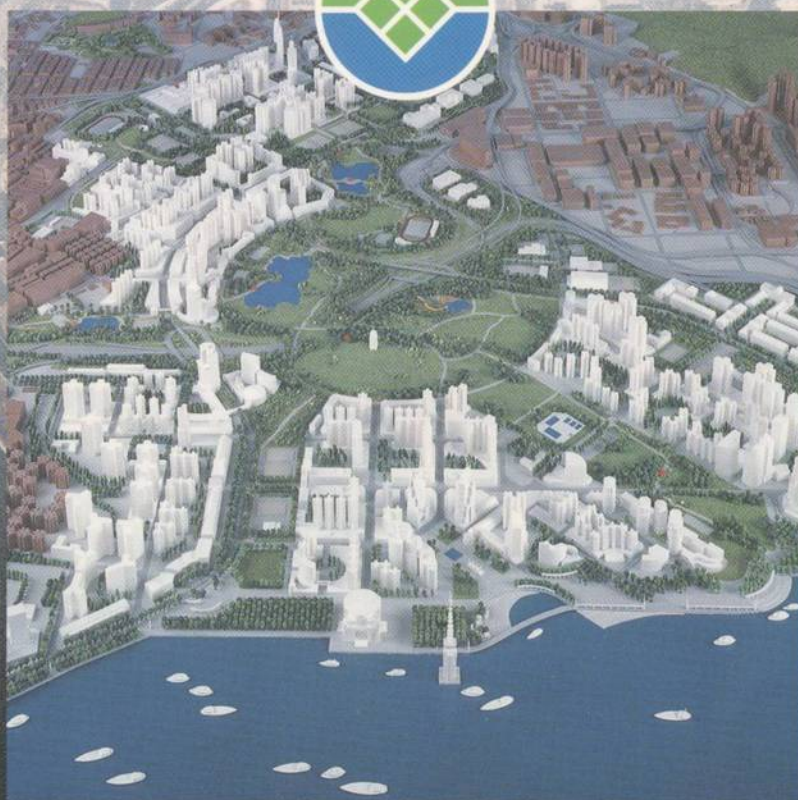




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Planning
Department
Hong Kong

SOUTH EAST KOWLOON DEVELOPMENT STATEMENT



EXECUTIVE SUMMARY

September 1993

Llewelyn-Davies

- in association with

Acer Consultants (Far East) Ltd. AXIS Environmental Consultants Ltd. City Planning Consultants Ltd.
Larry H.C. Tam & Associates Ltd. MVA Asia. Segal Quince Wicksteed Ltd.

Introduction

A new International Airport for Hong Kong is being built at Chek Lap Kok (CLK) on Lantau Island. Current plans are to bring the first runway of the new airport into operation by 1997.

The construction of the new Airport will result in the closure of the existing airport at Kai Tak (KTA), making 280 hectares of already formed land available for development. Also approximately 300 hectares of adjoining areas of Kowloon Bay can be reclaimed. The potential area of land available for new development is in the order of 580 hectares.

Under Metroplan (1991), a broad, conceptual development framework for the Kai Tak Airport site and Kowloon Bay was prepared for restructuring the general area, including the improvement of adjoining areas of obsolete housing in To Kwa Wan, Hung Hom, Ma Tau Kok and Kowloon City.

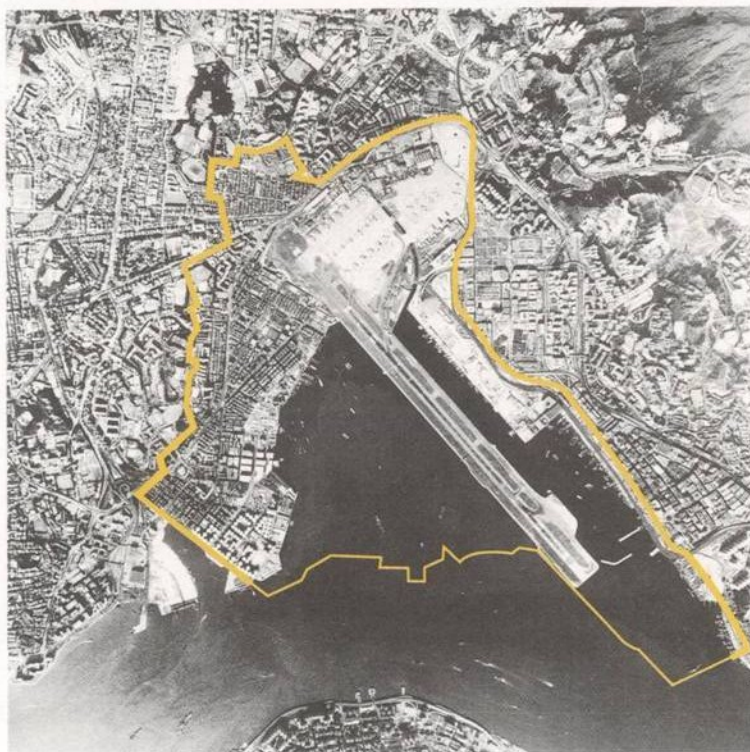
Purpose of Study

The Study Area represents a unique development opportunity for Hong Kong. It occupies a strategic waterfront location on one of the world's great harbours and covers an area almost the size of the entire Kowloon peninsula.

In 1992, the Hong Kong Government commissioned Llewelyn-Davies as lead consultant supported by Acer Consultants, Axis Environmental Consultants, City Planning Consultants, Larry HC Tam, MVA and Segal Quince Wicksted to prepare a master plan. This plan

reflects a fundamental principle of Metroplan that the restructuring of obsolete existing urban areas should be undertaken jointly with the planning and development of new reclamation areas with a view to achieving a better environment for the city as a whole.

The resultant proposals are intended to serve as a framework for guiding investment and development within the Study Area after airport operations are moved in mid-1997.

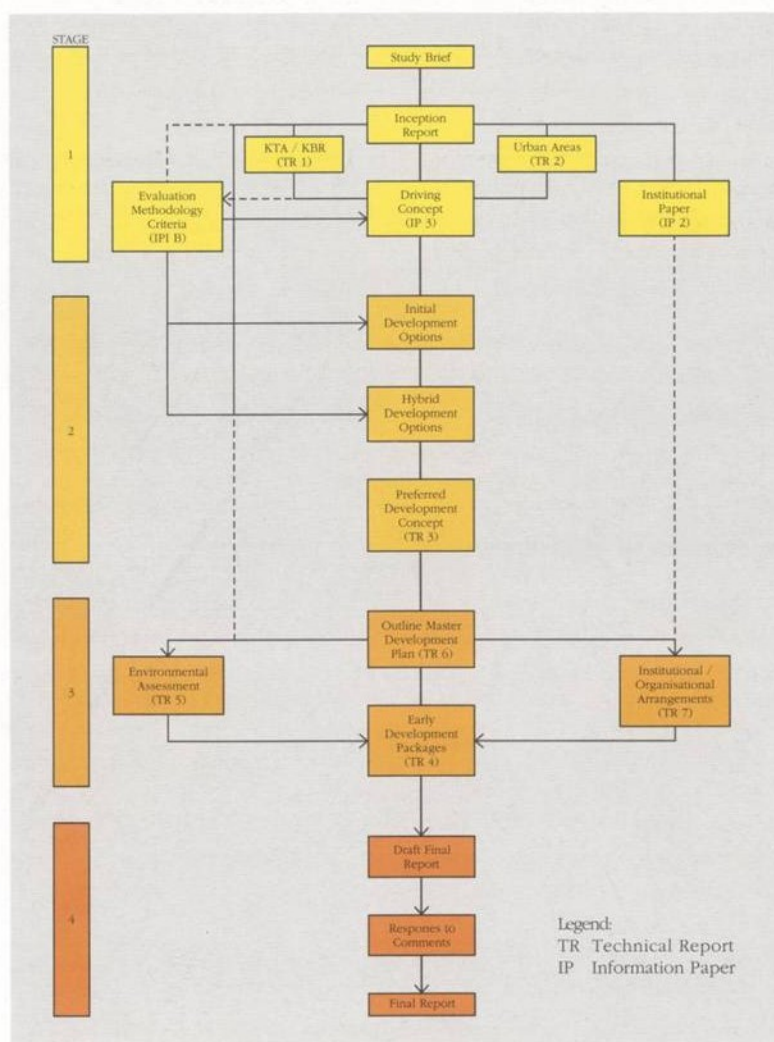


The Study Area



The more specific objectives for the Study Area were to:

- produce a land-use - transport framework, including provision for public and private housing, employment areas, open space, community and cultural uses, and opportunities for tourist-related facilities;
- produce a master and landscape plan;
- identify redevelopment needs within the existing urban areas;
- assess potential environmental impacts resulting from development, and recommend appropriate means of impact mitigation;
- identify areas capable of early implementation, either before or soon after the relocation of the Airport;
- make provision for infrastructure services;
- examine the possible re-use of existing airport buildings and consider options for other temporary uses;
- formulate a broad plan for the phasing of works;
- estimate broad orders of development costs and revenues; and
- recommend institutional mechanisms and organisational arrangements to assist with the implementation of the development proposals.



SEKS Study Process and Reporting Outputs

Study Process

The Study had four main stages:-

Stage 1 comprised two main areas of baseline studies covering:

- an analysis of the existing conditions of the airport site at Kai Tak and potential future reclamation areas of Kowloon Bay; and
- an assessment of the existing conditions and the restructuring needs of the existing built-up areas of Hung Hom, Ma Tau Kok, To Kwa Wan and Kowloon City.

Stage 1 also involved the preparation of:

- An evaluation methodology to guide the option generation process in Stage 2;
- A position statement on institutional mechanisms and organizational arrangements for the Study; and
- A "Driving Concept" for the Study Area, which provided a set of design and development principles and objectives for the planning of the Study Area.

Stage 2 was the "synthesis and evaluation" stage involving the generation of different development options for the Study Area and their evaluation.

Five initial options were prepared which were variations on a similar theme, and subsequently two more refined "hybrid" options were derived.

This process culminated in the preparation of a Preferred Development Concept (PDC), which at the time represented the optimum land-use/transportation arrangements for the Study Area.

Stage 3 covered:

- the preparation of a draft Outline Master Development Plan (OMDP), Master Landscape Plan (MLP), including land-use and transportation proposals, utility systems, development packages, redevelopment proposals, overall development programme, and cost and revenue estimates;

- the identification of areas capable of early development, including development specifications and conceptual layouts;
- the identification of areas for temporary uses;
- the preparation of broad environmental impact assessments and recommended protection and mitigation measures; and
- a review of proposed institutional arrangements to assist with implementation of the restructuring proposals.

Stage 4 of the Study involved the completion of a Draft Final Report, a summary of responses to comments, a Final Report and this Executive Summary.

An Integrated Planning Approach

From the earliest stages of the Study, it was recognised that the attributes and opportunities presented by the Study Area warranted a special approach to the design and development of South-East Kowloon.

A fundamental principle carried through the Study has been the need to create an urban area of world standing, which possesses a unique sense of place within urban Hong Kong, and which successfully integrates the traditional street vitality and vibrancy of Hong Kong with the demands of a modern, sophisticated city.

To achieve this objective, an integrated approach has been taken to the planning and design of the Study Area, involving the parallel consideration of urban design and landscaping, transportation, land-use planning, civil engineering works, the reprovisioning of port facilities and environmental management. This approach has enabled adverse environmental impacts and other incompatible elements to be "designed out", to help create an exciting, high quality "City within a City".





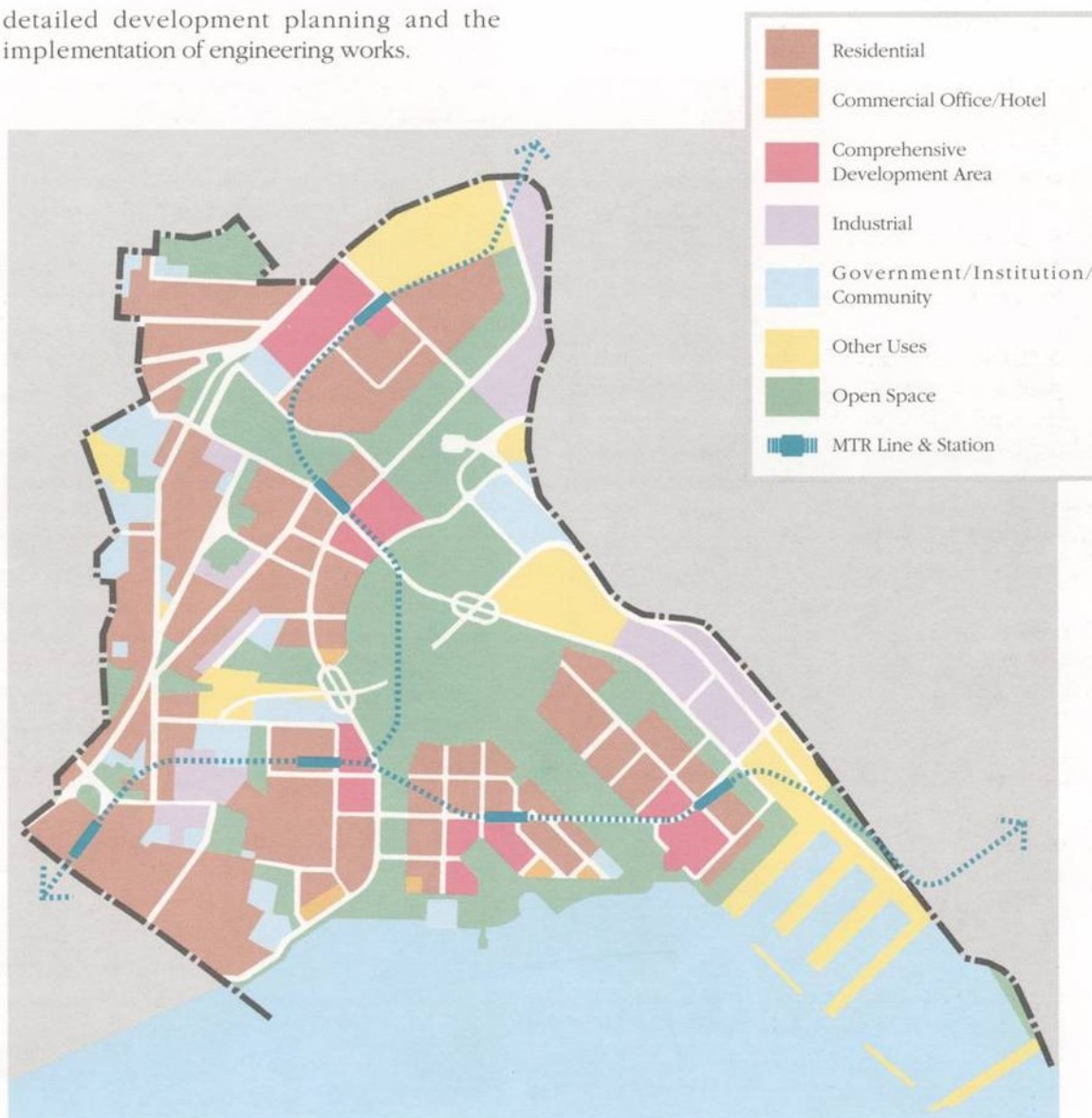
Outline Master Development Plan

An Outline Master Development Plan (OMDP) has been prepared to provide a general framework for guiding development and investment within the Study Area. The OMDP establishes a proposed pattern of land-use and provides a framework for:

- the planning of transport and utility infrastructure;
- urban design and landscaping provisions;
- the restructuring of existing urban areas; and
- detailed development planning and the implementation of engineering works.

The OMDP has an in-built flexibility to allow each planning area to be self-sustaining in comprehensive phases. While the transport system has been designed to accommodate mass transit railway lines and stations, each phase is able initially to rely on road-based public transport services.

A feature of the OMDP is the creation of distinctive planning areas of quality and character.



Proposed Land Use Plan

Land Use

The land-use strategy provides for a balanced allocation of commercial, residential and industrial activities planned as far as practical to meet Hong Kong's new town standards. Integrating these uses is an extensive and distinctive network of open spaces. Additional areas have been set aside for government, institutional and community uses, as well as for important marine activities.

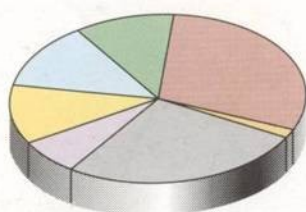
Land-use allocation for the existing built up area are as follows:

Land Use	Area (Ha)
Commercial	1
Residential	71
Industrial	18
Government, Institution and Community	30
Other Uses	28
Open Space	32
Roads	80
TOTAL	260
TOTAL STUDY AREA	936

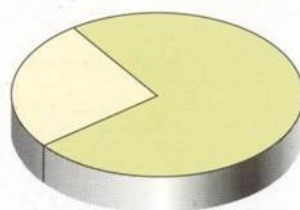
Land-use allocation for the new planned areas are as follows:

Land Use	Area (Ha)
Commercial	26
Office/Retail	14 Ha
Hotel	12 Ha
Residential	146
Private	102 Ha
Public	44 Ha
Industrial	41
Low, Medium Density & Business Park	
Government, Institution, Community & Other Uses	84
Open Space	208
Marine Uses	101
Cargo Working Area	45 Ha
Typhoon Shelter	56 Ha
Roads	70
TOTAL	676

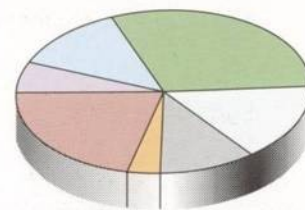
The land-use proposals allow for a total residential population of 285,000 people, while the employment uses have the capacity to produce in the order of 110,900 job places. In broad terms, the scale of development is similar to that for Tai Po New Town.



Existing Built Up Areas
260 Ha



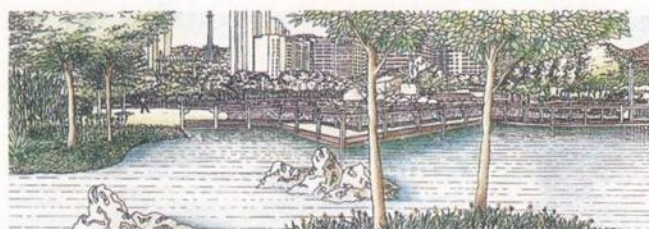
SEKS Study Area
936 Ha



New Development Areas
676 Ha



Landscaped Links Between Old and New Areas



Chinese Garden at Hoi Sham Park Extension



Pavilion for Cultural Activities in To Kwa Wan

Landscape

The opportunity has been taken to create large landscaped open space areas which will provide a pleasant green setting for the adjacent high density urban areas.

Landscaping proposals include:

- major civic squares;
- landscaped pedestrian ways linking important activity areas;
- landscaped open space links between the old and new areas;
- active open space for sports; and
- small, intimate gardens for quiet respite from the bustle of city life.

A central Metropolitan Park, which forms a circular open space of approximately 78 hectares, will become the centrepiece of South-East Kowloon.

Urban Design

The generation of a stimulating urban character, and the need for aesthetic coherence are important objectives for South-East Kowloon.

The urban design approach has created a variety of local landmarks and open spaces within the overall built form, providing a "sense of place" for both the restructured existing urban areas and for the new development areas.

At street level, the traditional urban characteristics of Hong Kong - visual stimulation, pedestrian vitality and commercial activity - have been rewoven to meet contemporary civic demands and to provide an integrated pedestrian and open space network with high quality landscaping.



Waterfront Promenade



The Metropolitan Park



Gateway to Employment Park



1



2



3



4



5



6



7

- 1 Educational/cultural business complex
- 2 Private & public housing
- 3 New commercial centre
- 4 Civic uses & open space
- 5 Residential & commercial development
- 6 Commercial, residential & civic development
- 7 Public housing & employment areas



Existing Condition

Proposed Development



Priority Area 1



Priority Area 2



Priority Area 3



Industrial Area

Urban Restructuring

The existing areas of Hung Hom, To Kwa Wan, Ma Tau Kok and Kowloon City feature a number of environmental conditions which warrant attention, namely:

- obsolete housing stock;
- overcrowded living conditions;
- interface problems between polluting industrial uses and residential areas;
- traffic congestion;
- intrusive workshops in residential streets; and
- severe air pollution and traffic noise caused by major trunk roads, including elevated motorways.

Two types of restructuring approaches have been identified:

- "Priority Areas": three areas are proposed for substantive restructuring in areas where the need and potential are high. Potential actions include direct intervention by Government, comprehensive redevelopment, rehousing and incentives for private sector redevelopment.
- "Action Areas": two areas are proposed where moderate-scale improvements are warranted to overcome environmental conditions which have created a poor local living environment.

To assist with the restructuring proposals, various institutional arrangements have been investigated. The main recommendations are:

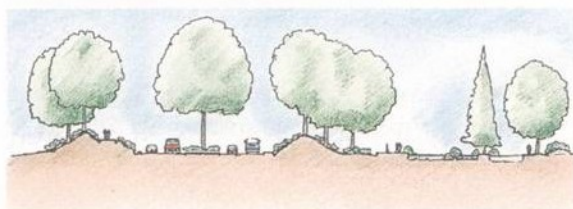
- an area-based approach to restructuring;
- high level of co-ordination between agents for redevelopment and new development on reclamation; and
- possible incentives to help improve the viability of redevelopment by the private sector.



Environmental Planning

Key environmental issues addressed throughout the Study include noise, water and air quality, solid waste management and potentially hazardous installations.

An integrated, iterative approach within the planning process enabled anticipated environmental problems to be solved during the design stage, through adjustment to the location of land-uses, changes to the road network, positioning and design of open space areas, and the manipulation of built forms. Most of the problems identified have been overcome, but further detailed environmental assessments will be undertaken in later studies.



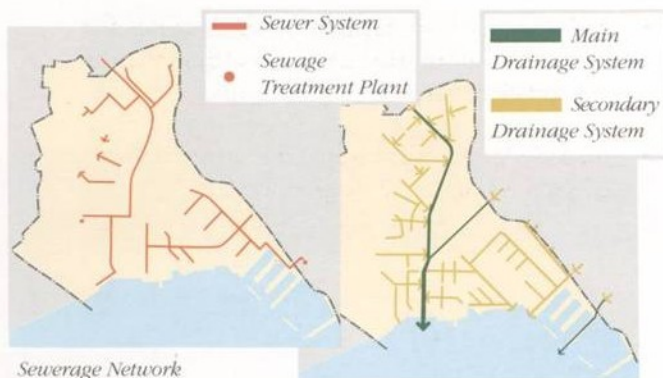
Mounded, Landscaped Buffers Counter Traffic Noise



Wide Buffer Zone Reduces Traffic, Industrial Noise, and Air Pollution

Engineering

The redevelopment of the existing airport and the reclamation of Kowloon Bay will entail substantial engineering and infrastructure works, including the reprovisioning of marine and associated land-based facilities, together with the construction of seawalls, new highways, stormwater system, sewerage network, and other public utilities.



Wherever possible, marine mud deposits within Kowloon Bay will be left in place and special state-of-the-art engineering and environmental techniques used to cover them with fill material.

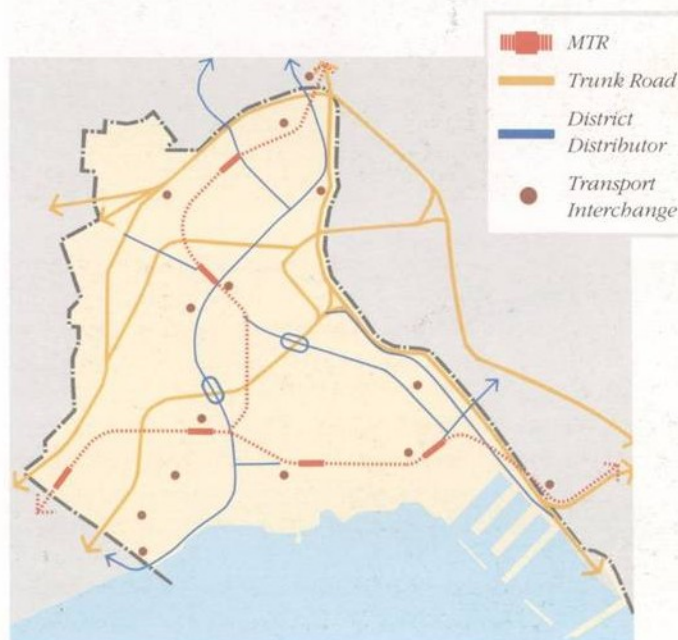
Land production will be phased to enable subsequent development to be undertaken in a logical sequence.

Transport System

An important aim has been to integrate land-use with the transport infrastructure taking into account the need to mitigate potential environmental impacts. Major transport nodes offer opportunities for high density mixed-use developments to maximize the operational capacity and to underpin the financial viability of transit systems.

Proposals for an integrated transport system include:

- a mass transit railway system linking South-East Kowloon with other parts of Hong Kong;
- road-based bus transit services along main roads and with principal interchanges at railway stations; and
- strategic roads traversing the development area with interchange junctions to the territory-wide trunk road network, and connections to the distributor road system within the Study Area.



The Strategic Transportation Network

Development Phasing

Three development phases are envisaged, the first taking place immediately after the closure of Kai Tak Airport.

Phase 1 comprises the northern apron area of the airport, providing opportunities for:

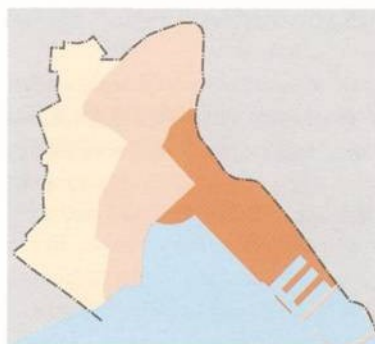
- public housing-led development on the already formed site;
- the reclamation of Kowloon Bay, for high value waterfront development along an interim shoreline, with additional areas set aside for a mix of public and private housing; and
- early construction of a new typhoon shelter to replace existing shelter space lost through reclamation.



Phase 1 Development Area



Phase 2 involves the reclamation of the infamous Kai Tak Nullah adjoining Kowloon Bay, and the incorporation of the airport runway. The land areas created will provide new employment opportunities adjacent to Kwun Tong, with high value private residential land along the second phase waterfront (provided by the western edge of the existing runway), and further public housing areas. A small area of reclamation within Kowloon Bay will enable the completion of the central circular Metropolitan Park. In addition, a new cargo working area will be built adjacent to the Kwun Tong industrial area.



Phase 2 Development Area



Phase 3 will complete the reclamation of Kowloon Bay comprising a "wedge" between the first and second phase areas. Phase 3 will enable the waterfront areas to be finalised with a mix of high value hotels, offices and retail uses, together with appropriate cultural and festival uses along the waterfront. Private residential areas will link the waterfront and the metropolitan park.



Phase 3 Development Area





Early Development Packages

The entire development strategy is likely to extend over two decades with the scale and timing of development being dependant on Government's priorities and resource allocations. The immediate concern of the Development Statement has been to identify packages of early development which can be implemented within Phase 1.

Two principal areas for early development have been identified:

- The "northern apron" area of the airport adjacent to Ma Tau Kok, Kowloon City and San Po Kong, which provides an opportunity for substantial housing development. The population potential of these areas is 100,000 while the employment capacity is 30,000 job places. The potential for the adaptation of existing airport buildings for a range of "special uses" also needs to be examined.
- Reclamation of approximately 110 hectares of Kowloon Bay from Hung Hom to Ma Tau Kok, as an extension of the existing urban areas. A substantial interim waterfront area will be created to accommodate high value office, retail, hotel and private residential developments, adjoining public housing sites. These areas have the capacity to house a population of 75,000 and provide 30,000 job places.

The early development areas will create opportunities for housing sites to assist with the clearance of obsolete development in the existing urban areas, which need to be restructured under a more comprehensive urban renewal programme.



Kowloon Bay Phase 1 Reclamation

Connection and integration with the existing urban areas will be achieved. A substantial interim waterfront area will encourage high-value residential, office, retail and hotel development.

Northern Airport Apron Area

This largely "green field" site will provide good opportunities for the development of a number of public housing led projects. Also, there could be opportunities for certain of the existing airport buildings to be adapted for a range of "special" uses.

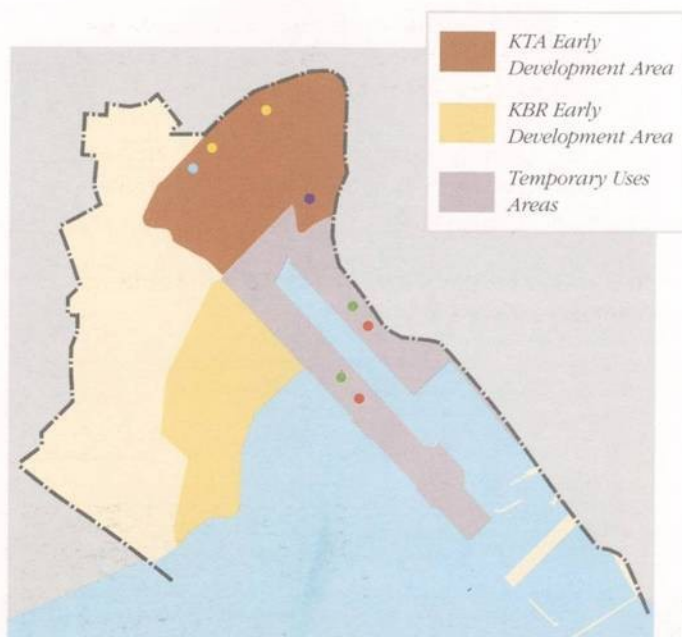




Major Temporary Uses

Not all of the existing airport site will be required for immediate development.

The runway and the "southern apron" area alongside Kowloon Bay will be available for a range of temporary uses which would have to be compatible with the early development packages.



Areas for Temporary Uses



● Exhibition



● Indoor Recreation



● Outdoor Sports & Recreation



● Freight Storage/ Distribution



● Open Storage

Financial Analysis

Broad estimates have been made of the costs of development, together with projections of revenue to determine the financial performance of the project.

The costs cover preparatory engineering works, reclamation and provision of infrastructure, while revenues are based on the sale of land, and leasing of sites for temporary uses.

Preliminary estimates indicate that net returns will exceed the net costs to Government with a revenue: cost ratio of about 5:1, demonstrating clearly the financial viability of the project.

Summary of Costs and Revenue (HK\$ million-1992 prices)	Costs	Revenues
Airport Redevelopment & Kowloon Bay Reclamation	14,650	116,200
Airport Temporary Uses	-	5,359
Restructuring of Priority Areas	8,633	-
Rezoning of Action Areas	1,183	-
Landscaping	1,251	-
TOTAL	25,717	121,559

* Note: The Costs of MTR Passenger Rail Links are not included.



The Next Steps

The study proposals provide a comprehensive framework for the detailed planning and development of the Airport site and Kowloon Bay reclamation, and for the restructuring of obsolete urban areas.

Within this framework more detailed investigations can be undertaken as a basis for the implementation of works, initially focused on the early development packages.

Six main areas of further work have been identified:

- detailed feasibility studies covering the land-use/transport planning, engineering, environmental management, and programming for the development of the "northern apron" area of the airport;
- parallel detailed feasibility studies covering the planning, engineering, environmental management, and programming for the development of the first phase reclamation area;
- studies of the potential to adapt certain existing airport buildings within the northern apron area of the airport for a range of aviation related activities and other compatible uses so as to create new employment opportunities;
- detailed feasibility studies covering the planning, engineering, environmental management, and programming for temporary use areas;
- detailed assessment of case study areas for restructuring activities, with a view to initiating demonstration urban renewal projects; and
- a review of the options for establishing an Area Task Force to co-ordinate restructuring activities within South-East Kowloon.

It is proposed that these investigations should be commenced in 1994.

Detailed Feasibility Study and Programming for Early Development of Airport Apron Area



Plan of Action for Urban Restructuring of Existing Urban Areas



Detailed Feasibility Study and Programming of Initial Phase of Kowloon Bay Reclamation



Examination of Temporary/Permanent Use of Existing Airport Buildings and Associated Areas



Investigation of Possible Temporary Uses of Runway and Other Airport Areas not Required for Early Development





*Aerial view of the new development area
in South East Kowloon shows distinctive landmark urban form
linked by open space framework and
integrated with the existing urban areas to
create a new city enhancing
Hong Kong's waterfront.*