

# 立法會

## *Legislative Council*

LC Paper No. CB(1)1740/98-99

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Tel : 2869 9211  
Date : 22 July 1999  
From : Clerk to Panel  
To : Hon Edward HO Sing-tin, SBS, JP (Chairman)  
Dr Hon TANG Siu-tong, JP (Deputy Chairman)  
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Ir Dr Hon Raymond HO Chung-tai, JP  
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Hon LAU Kong-wah  
Hon LAU Wong-fat, GBS, JP  
Hon Andrew CHENG Kar-foo  
Hon TAM Yiu-chung, GBS, JP

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### **LegCo Panel on Planning, Lands and Works**

#### **Follow-up to meeting on 20 July 1999**

Further to LC Paper No. CB(1)1713/98-99(01), I attach for members' reference the English version of the submission from Swire Properties Limited on the South East Kowloon Development which was tabled at the captioned meeting.

(Mrs Mary TANG)  
for Clerk to Panel

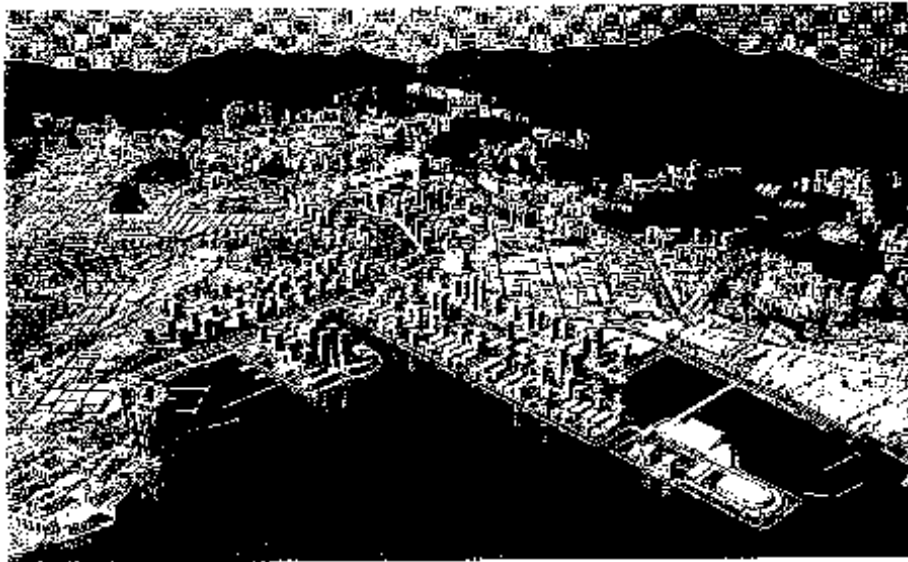
#### Encl.

c.c. All other Hon Members of LegCo  
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Planning, Lands and Works Panel  
Legislative Council

## **SOUTH EAST KOWLOON DEVELOPMENT**

### **PROPOSAL BY SWIRE PROPERTIES LIMITED**



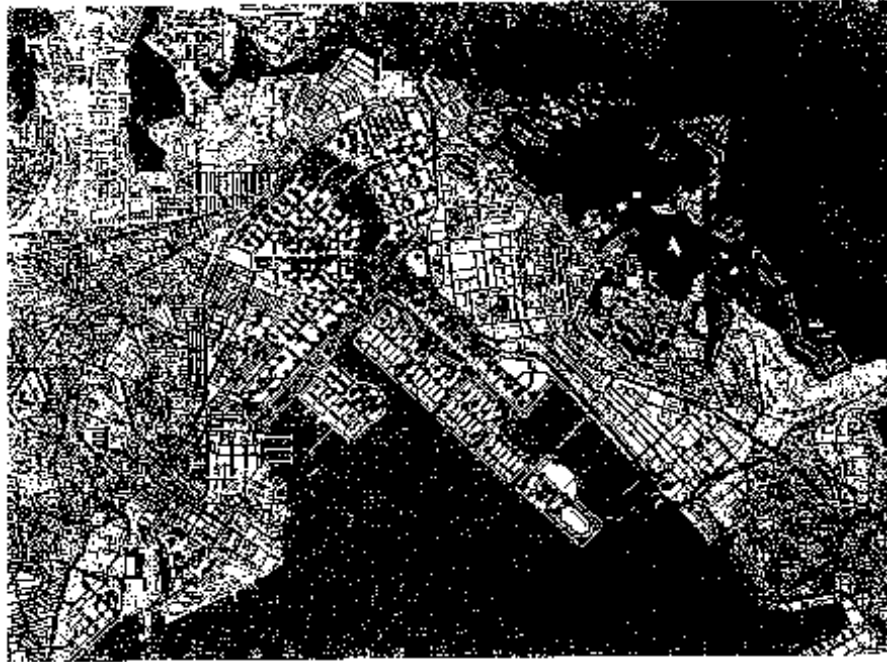
#### **THE OPPORTUNITY FOR SOUTH EAST KOWLOON**

This is a special time for Hong Kong. It is a rare opportunity to be able to create a new part of the city at a scale large enough to allow city wide quality of life issues to play a major role in its formation. It is also a time to reflect on how development has been managed in the past, and to recognize the elements that are part of Hong Kong's most successful neighbourhood areas.

Swire Properties has committed itself to another step - to provide an alternative solution to the development of South East Kowloon. This proposal is driven by the following considerations:

1. A unique opportunity to create a new standard in urban development.
2. This opportunity must not be lost due to expediency or short term cost considerations.
3. Hong Kong should be striving to create the highest long-term value.
4. Swire Properties Limited is concerned about the future shape and form of the city.

SOM were commissioned to consider a new alternative without the constraints of the accepted Hong Kong standards and norms. This paper highlights some of the ideas behind the plan.



**Five key principles** were adopted as a basis for the Swire Properties South East Kowloon Masterplan – these are inter-related:

**1. Build people orientated neighbourhoods**

Place **people first** to create clearly defined neighbourhoods capable of separate identity.

Develop smaller block sizes and pedestrian friendly streets to create vibrant street activity. Streets should not become barriers, but a focus of every day life. A walkable scale is essential for enhanced access to transit stops, parks and supporting facilities.

**2. Maximize the harbour amenity**

Hong Kong is a **city of islands** and Hong Kong people place great value on access to water and views of the sea. Our plan maximizes the use of the sea with a minimal amount of reclamation. A portion of the harbour is intended to be open space and can be used for water based recreation.

There is no need for a vast civic park on the waterfront – inappropriate for a residential district. Instead we should take an approach that equitably distributes open space to the residents.

### 3. Ensure environmental quality

#### *Create a quality environment for Hong Kong people and visitors*

Ensure the **open spaces benefit the maximum number of people** by creating a large linear park from the waterfront into the hinterland with links to existing Kowloon parks.

Embellish the waterfront with extensive landscaped promenades with waterfront cafes/retail linking all neighbourhoods.

#### *Improve water quality, do not remove the water*

The easiest and no doubt cheapest solution to the Kai Tak Nullah problem is to fill it in. A preferable but longer term solution that will create more value in both financial and quality of life terms is to create an interesting series of islands and waterways.

The nullah will be piped out to the main harbour which will help draw the waste waters away from Kowloon Bay.

The canals will permit increased flows around the islands and will thus protect themselves. The canals will assist in creating the feeling of “cooling” to the inner neighbourhoods and can be used to assist in handling storm flows.

### 4. Prioritize rail transit options

A rail based transit system such that **residents are not car or bus dependant**. Rail based systems to be funded on an equal footing to road based systems.

Use rail based systems such as trams as feeder services to the main mass transit system to reduce pollution from vehicles and the congestion on roads by vast numbers of large (and largely empty) buses.

**People to take precedence over traffic;** start with people and do not compromise quality living standards to facilitate new high-speed roads.

### 5. Accommodate housing demand

South East Kowloon is primarily a **housing-led plan**. This is an opportunity to create some of the best housing in Hong Kong The result will be a catalyst to urban renewal in adjacent areas.

The incorporation of non-standard designs for public housing and community buildings will ensure a distinctive character. A flexible block size and design will enhance neighbourhood identity.

A more efficient layout will permit more people on less reclamation with a variety of plot ratios.

## **OTHER FEATURES/ISSUES**

### **1. Landmark**

There is a general agreement that the end of the existing runway should become a feature landmark development.

It is too early to decide what this should be - we offer 4 possible options.

- International Athletic Centre suitable for the Asian Games
- Centre for Arts, Science, Media & Technology
- Amusement Theme Park & Entertainment
- Residential + Small landmark recreation centre

We have no views on the demand or viability of a cruise terminal as proposed in the Outline Concept Plan, and we believe that what is required at this stage is flexible zoning to allow the housing developments to begin whilst detailed studies are undertaken to determine the best use for this unique landmark site.

### **2. Tourism**

Tourists wish to see and experience real Hong Kong life in addition to ‘special’ attractions. They visit Hollywood Road, Lan Kwai Fong, Stanley because these areas are interesting, varied and accessible to pedestrians. All of South East Kowloon must be of interest to residents and visitors.

Our approach is to create a vibrant waterfront that is attractive to pedestrians - this will attract locals and tourists alike.

## **CONCLUSION**

### **1. Water**

Maximizing waterfront usage and sea views will create higher value. Proposed islands provide a landscaped waterfront in excess of 12 km.

Cities around the world are cleaning up lakes, dock-lands and rivers. Hong Kong deserves a similar vision.

### **2. Parks**

Parks should be intended for the residents. They should be focused on people’s need. The park system should allow connections from waterfront to neighbourhoods and ultimately to the hinterland.

**The decision makers should recognize the need to achieve the best solution for the South East Kowloon Development as this is a once in a lifetime opportunity to create a better quality living environment for the people in Hong Kong.**

## **SOUTH EAST KOWLOON DEVELOPMENT**

### **PROPOSAL BY SWIRE PROPERTIES LIMITED**

#### **SUMMARY**

Total predicted population	300,000 persons
Total proposed residential GFA	6,275,800 m <sup>2</sup>
Proposed residential plot ratio	max. 6.5
Proposed reclamation	66 ha.
Proposed Metropolitan Park	28 ha.

#### **Major Land Use**

Residential	142 ha.
GIC	16 ha.
Open Space	87 ha.
Roads	120 ha.
Kai Tak Point Special Use	23 ha.
Others	<u>8 ha.</u>
Total:	396 ha.

**Swire Properties Limited**  
**July 1999**

