

Alternative South East Kowloon Reclamation Proposal

By

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1.0

EXECUTIVE SUMMARY

Subsequent to objections from the general public, political parties, and professionals on Government's proposal of the South-East Kowloon Reclamation, the Hong Kong Institute of Architects (**HKIA**), the Hong Kong Institution of Engineers (**HKIE**), and the Hong Kong Institute of Surveyors (**HKIS**) have contributed joint efforts to propose a conceptual design to achieve the same objectives in amenity, housing and transportation as in Government's proposal, but with an alternative layout and reduced extent in reclamation.

The proposal by the Institutes has the following design features :-

- 鐸 A reduction (**72% less**) in **reclamation** extent.(81 Ha instead of 229 Ha)
- 鐸 The Institutes have strong reservation in Government's idea of concentrating 320,000 population in the S.E. Kowloon District. However, the alternative proposal can still provide residential land accommodating the same population with a normal **Plot Ratio of maximum 8**.
- 鐸 The major open space, named "**Kai Tak Park**" (approx. 27 Ha) fronting the harbour is connected to a 40m wide **Seafront Promenade**, and radiates into 2 View Corridors towards Lion Rock and Fei Ngo Shan.
- 鐸 The **Park** is easily **accessible** by the general public and not surrounded by roads.
- 鐸 The **Seafront Promenade** is franked by developments and readily enjoyed by the general public by merging with recreational and commercial activities.
- 鐸 The provision of **transportation links** between Hung Hom and Tate's Cairn Tunnel (T1) and that to Yau Tong & Tseung Kwan O area (T2), are in the form of underground tunnel and a widened Kwun Tong Bypass - to reduce road area as well as avoiding environmental problem to adjacent developments.

鐸 The end-part of the existing runway is turned into "**Kai Tak Point**", with retail malls, hotels, commercial heliport and a cruise centre, which forms the gateway to our harbour and will become a tourist attraction.

鐸 A **marina** is proposed in Hung Hom side to meet demands from various water sports organisations and as an ending feature to the Seafront Promenade.

鐸 Building blocks are dispositioned to exploit the **best seaview**. Low-rise private residential blocks are located near the waterfront and medium-rise to high-rise at the centre and near the existing urban fringe respectively.

鐸 No demand for **office** space in New Kowloon Bay and offices could be accommodated in adjacent Sun Po Kong area if required in future.

鐸 **Industrial developments** are considered not compatible and suggested to be accommodated at Ma Tau Kok, San Po Kong, and elsewhere.

鐸 **Mass transportation facilities** (MTR) are planned to serve the area, and transport interchanges are located at major circulation nodes like the international stadium and the cruise centre.

鐸 Partial reclamation to the **existing nullah** with localised treatment to the remaining portion to be retained as typhoon shelter. The runway will be cut through to avoid engulfing stagnant water.



Figure 3 The Joint Institutes' reclamation proposal to preserve Kowloon Bay - a 72% reduction of reclamation

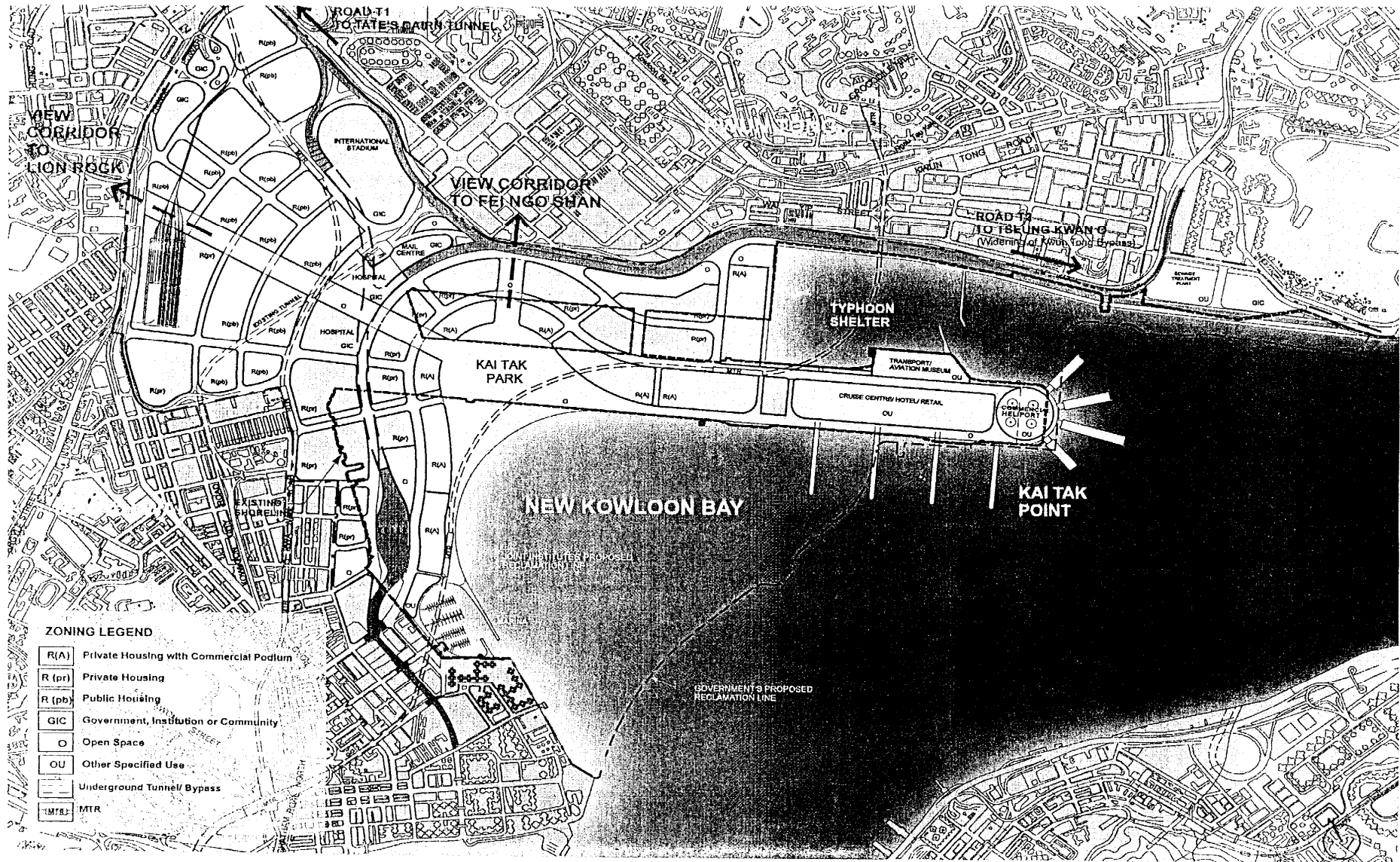
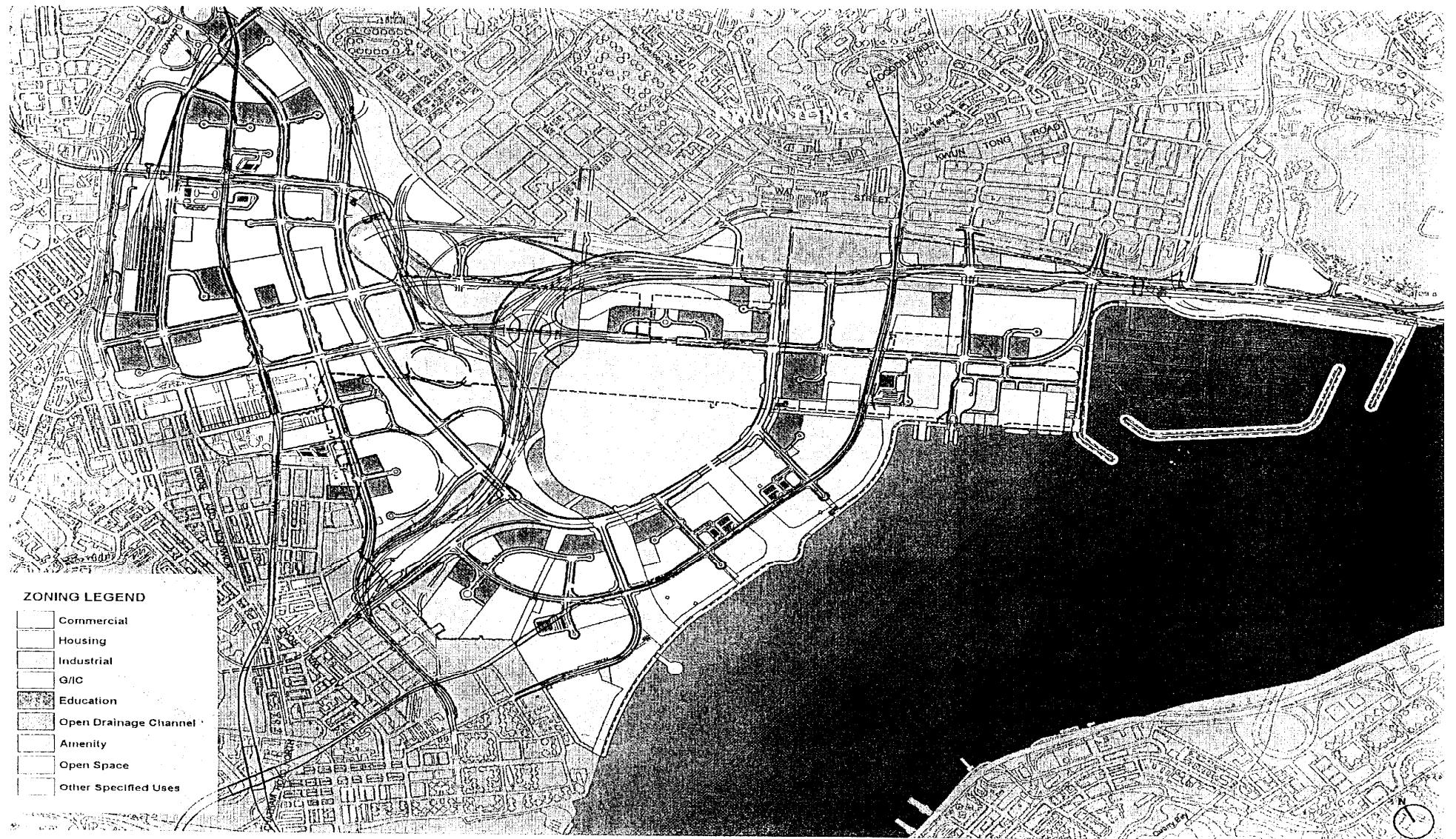


Plate 4 SOUTH EAST KOWLOON RECLAMATION STUDY (Joint Institutes' Proposal)





tc 5 SOUTH EAST KOWLOON RECLAMATION STUDY (Government's Proposal)



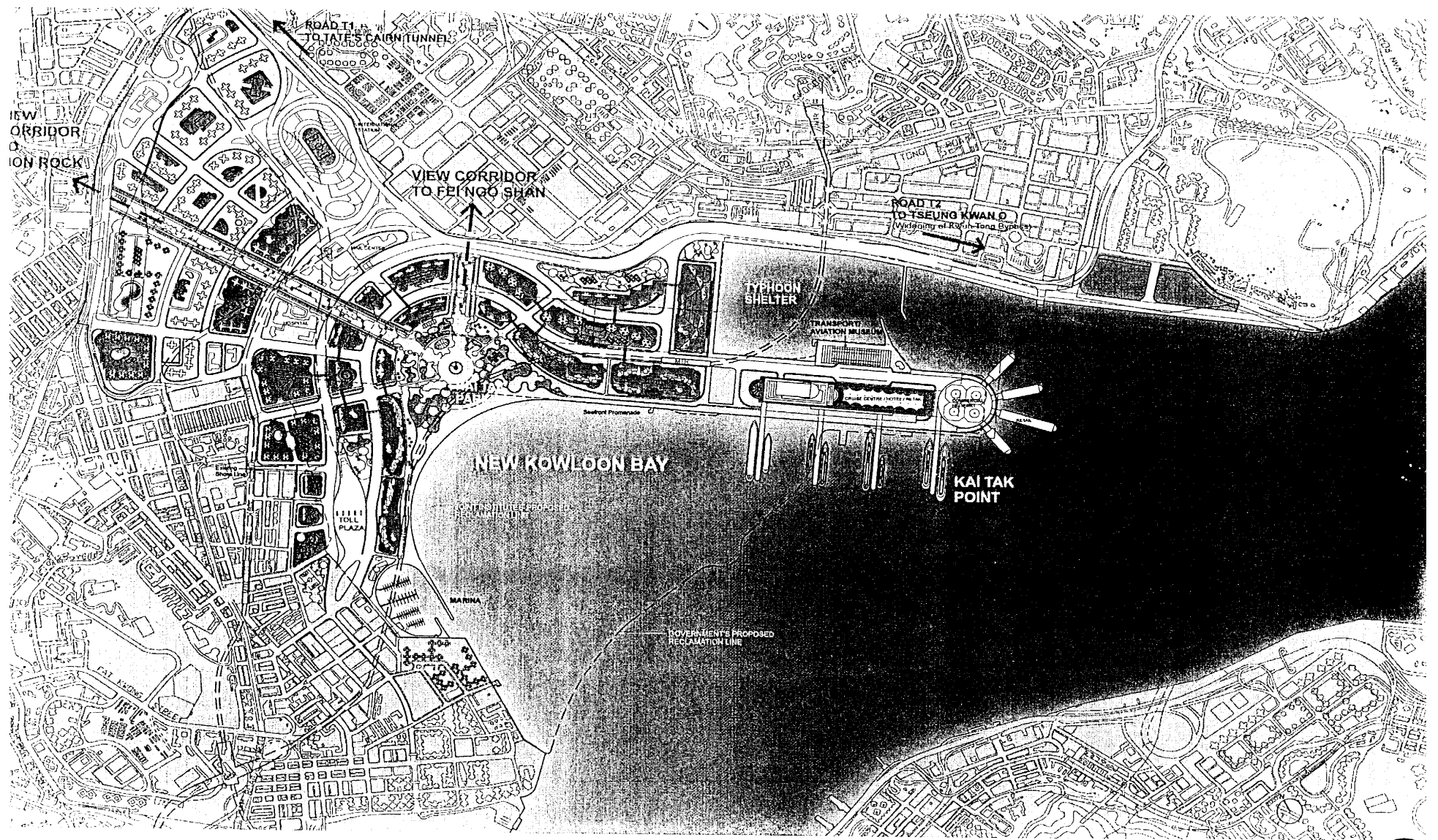
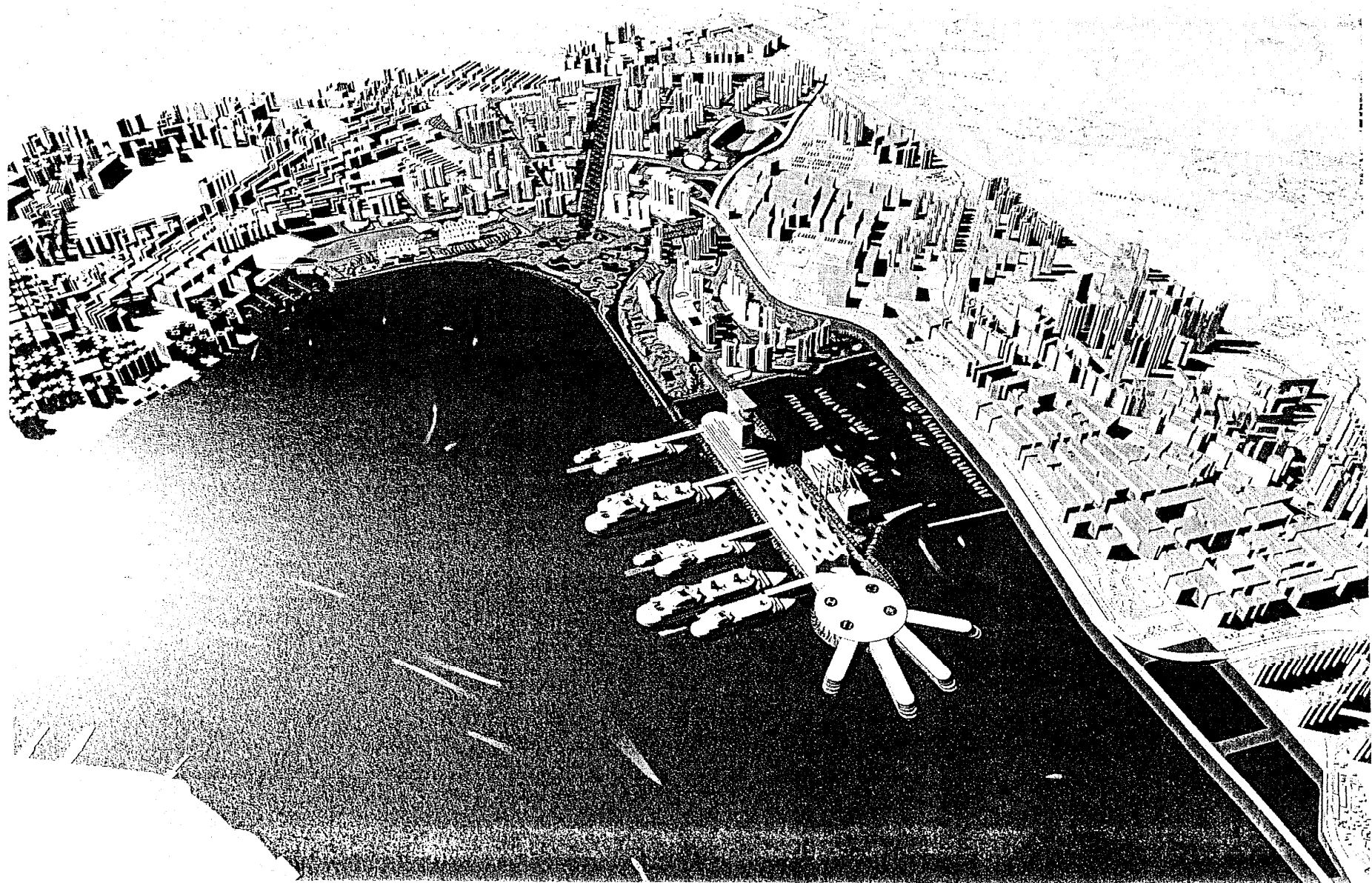


Plate 6 SOUTH EAST KOWLOON RECLAMATION STUDY (Joint Institutes's Proposal)





4.0 LAND USE AREA DISTRIBUTION

Table 1

Zoning	Government Proposal		Joint Insitutes' Proposal	Comparison with Government proposal	
	North	+South	=Total Area		
C	-	+ 19.51	= 19.51 Ha	Nil	--
CDA	8.86	+ --		Nil	20% less in residential area
R	44.15	+86.69		R(A)+R(private housing) +R(Public housing)	
		Total	= 139.7 Ha	Total	= 110 Ha
GIC	27.50	+69.56	= 97.06 Ha	GIC	= 40 Ha
					57 Ha (59%)less (same type of GIC facilities provided except a quarantine, a dog kennel, and vehicle inspection centre)
I	-	+ 15.71	= 15.71 Ha	Nil	Proposed to locat elsewhere e
O	15.93	+ 100.81	= 116.74 Ha	75 Ha	42 Ha (35%) less
OU	2.37	+10.06	= 12.43 Ha	21 Ha	9 Ha more (due to the provision of cruise centre, heliport and marina)
Road Area	66.19	+ 161.66	= 227.85 Ha	165 Ha (plus 6.5 Ha underpass)	63 Ha (27%) less
Total Develop Area	65	+464	= 629 Ha	411 Ha	218 Ha less (due to reclamation area- see table 2)
Typhoon Shelter			148 Ha	48 Ha	same provided

Table 2

Planning Scheme Area	Government Proposal	Joint Insitutes' Proposal
Existing land (North + South part)	330 Ha	330 Ha
Proposedreclamation area	229 Ha	81 Ha (72% less)
typhoon shelter	48 Ha	48 Ha
Total Area	677 Ha	459 Ha

5.0 ACKNOWLEDGMENT

This study is prepared by

**The Hong Kong Institute of Architects (HKIA),
The Hong Kong Institution of Engineers (HKIE),
The Hong Kong Institute of Surveyors (HKIS),**

in association with

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