

AGREEMENT NO. CE40/98
STUDY ON SOUTH EAST NEW TERRITORIES DEVELOPMENT STRATEGY REVIEW

DRAFT RECOMMENDED DEVELOPMENT STRATEGY - A SUMMARY

1. INTRODUCTION

1.1 Background

The Territorial Development Strategy Review (TDSR) completed in 1998 has set out the strategic planning context for the South East New Territories (SENT) sub-region. According to the Final Executive Report of the TDSR, the strategic growth of the SENT sub-region is to be confined to Tseung Kwan O New Town with the rest of the area proposed for conservation and recreation uses with residential developments, mostly low density, only at suitable locations.

Within this context, the main objective of the Draft Recommended Development Strategy (RDS) is to formulate an up-to-date planning and development framework for SENT to year 2016 and beyond, comprising:

- A Draft Recommended Land Use Framework;
- A Draft Tourism and Recreation Framework; and
- A Draft Landscape and Conservation Framework.

The Draft RDS results from a study process comprising: a review of baseline conditions, an analysis of constraints and opportunities, the generation and evaluation of Initial Development Options, the preparation of a Preferred Development Strategy (PDS), the testing of this PDS in a number of technical impact assessments, and, the preparation of the draft RDS. Public consultation has been an integral part of the study process and two public consultation forums have been convened so far, the first to gather initial views on the study methodology and key issues and the second to seek opinions on the Initial Development Options. A final round of public consultation is to be held in December 2000 to gauge opinion on the Draft RDS prior to finalisation of the Strategy.

1.2 Vision and Planning Themes

The overall vision for the South East New Territories is to enhance the sub-region as the "*Leisure Garden of Hong Kong*" by:

- promoting conservation;
- enhancing visitor attractions; and
- achieving a sustainable level of development.

Within this vision, five planning themes are promoted by sub-area:

- *Tseung Kwan O* - New Town Development;
- *Sai Kung Town and Ho Chung* - Tourist Gateway, Market Town, and Mixed Recreation Corridor;
- *Clear Water Bay* - Research, Water-based Recreation and Housing;
- *Kau Sai Chau and High Island* – Sports and Recreation; and
- *North East Sai Kung and Other Islands* - Conservation.

1.3 Tseung Kwan O New Town

The mutually supportive and supplementary relations between the Tseung Kwan O New Town and the rest of the Study Area are well recognised in preparing the draft RDS.

The Feasibility Study for Intensification and Extension of Tseung Kwan O New Town has confirmed the feasibility of accommodating 520,000 persons in TKO. Subject to further detailed studies, recent preliminary assessments carried out by various Government departments indicated that by extending the reclamation down to the Cross Bay Link, 560,000 persons could be accommodated. This population level has been taken into account in the preparation of this RDS.

The draft RDS has taken into account the population build-up, the industrial development and the transport infrastructure provision in Tseung Kwan O New Town. It aims to enhance the linkages between the new town and the rest of the Study Area in terms of transportation, recreation and technological development. Specific proposals comprise the concept of linked technological development nodes, extension of the beaches at Clear Water Bay and the strengthening of public transportation from Tseung Kwan O New Town to the rest of SENT. These will be further elaborated in the following paragraphs.

1.4 Key Features

The key features of the Draft RDS are highlighted in Table 1 below.

Table 1: Major Components of the Draft Recommended Development Strategy

Planning Area	Housing	Tourism/Recreation/Conservation/ Research/Technology Development
1 Sai Kung Town/ Sha Kok Mei/ Pak Kong	<ul style="list-style-type: none"> • Village development • Low density housing in urban fringe obsolete area • Medium density housing at Sai Kung Town industrial area and existing CDA sites at Sai Kung Town 	<ul style="list-style-type: none"> • Gateway Centre at Sai Kung Town for information and services, enhanced parking facilities and transport hub (potentially including hotel development) • Local streetscape improvement and enhancement of Sai Kung Town

Planning Area	Housing	Tourism/Recreation/Conservation/ Research/Technology Development
	Area 4	<p>waterfront.</p> <ul style="list-style-type: none"> • Protection/enhancement of Sai Kung Old Town "cultural zone" and specifically the Tin Hau Temple as a cultural heritage site • Enhancement of Lions' Nature Education Centre • Land-based recreation at Pak Kong – potential site for horticulture and leisure agriculture activities • Provision of supporting services and facilities for leisure fisheries
2 Ho Chung	<ul style="list-style-type: none"> • Village development • Low density housing in urban fringe obsolete area • Low density housing along Hiram's Highway 	<ul style="list-style-type: none"> • Extension of Ma On Shan Country Park to cover areas of conservation value • Land-based recreation at Ho Chung – potential site for parks of natural themes and leisure agriculture activities • Protection/enhancement of Che Kung Temple as a cultural heritage site • Parking spaces and tourist facilities
3 Hebe Haven	<ul style="list-style-type: none"> • Village development 	<ul style="list-style-type: none"> • Water sports centre/base and tourist facilities at coastal area • Mangrove protection at Hebe Haven and Nam Wai • Shore-based and water-based leisure fisheries activities
4 Tseng Lan Shue/ Silverstrand	<ul style="list-style-type: none"> • Village development • Low density housing in urban fringe obsolete area • Medium density housing at Tai Po Tsai 	<ul style="list-style-type: none"> • Marine research centre with visitor centre near HKUST • Technology development node at HKUST conceptually linking to Tseung Kwan O Industrial Estate
5 Tai Mong Tsai/ High Island	<ul style="list-style-type: none"> • Village development 	<ul style="list-style-type: none"> • Protection/enhancement of Sheung Yiu and Tung A Tin Hau Temple as cultural heritage sites • Enhancement of visitor centre and parking facilities at Pak Tam Chung • Holiday camp cum water sports at Former High Island Detention Centre • Water sports activities at High Island Reservoir

Planning Area	Housing	Tourism/Recreation/Conservation/ Research/Technology Development
		<ul style="list-style-type: none"> • Education and research facilities at Tai Long Wan. • Mangrove protection at Wong Chuk Wan, Tsam Chuk Wan, Pak Tam Chung and Wong Yi Chau
6 Kau Sai Chau/ Kiu Tsui Chau/ Outlying Islands		<ul style="list-style-type: none"> • Golf and/or other land-based recreation facilities with conservation interest at Kau Sai Chau South • Water sports centre/base and resort/holiday accommodation at Sharp Island. • Shore-based and water-based leisure fisheries activities
7 Clear Water Bay/ Tung Lung Chau	<ul style="list-style-type: none"> • Village development 	<ul style="list-style-type: none"> • Protection/enhancement of Tai Miu Wan Tin Hau Temple, Rock Inscription at Joss House Bay, Tung Lung Chau Rock Carving and Tung Lung Chau Fort as cultural heritage sites • Potential artificial beach as Clear Water Bay Beach extensions to meet the recreation need of TKO New Town • Leisure link concept for long-term connection between Clear Water Bay Beach area with Tseung Kwan O • New Country Park on Tung Lung Chau
Water Area		<ul style="list-style-type: none"> • Inshore water recreation at coastal area of Port Shelter, around Kau Sai Chau, Sharp Island and Tai Tau Chau, and between Jin Island and Bluff Island • Potential Site for Marine Park at Port Shelter • Potential Marine Conservation Area at coastal area(-10mPD) around High Island/Tai Long Wan and 3 non-anchoring points around Long Ke Wan, Bluff Island and Sharp Island. • Proposed Fisheries Protection Area in water around

Planning Area	Housing	Tourism/Recreation/Conservation/ Research/Technology Development
Transport Arrangement		
<ul style="list-style-type: none"> • Additional capacity along Hiram’s Highway • High speed ferry service for visitors from Metro Area • Environmentally friendly transportation between Sai Kung Town and Ho Chung • Environmentally friendly transportation between Sai Kung Town and High Island • Strengthening of the public transport between TKO and Clear Water Bay • Cycle route between Ho Chung and Sai Kung Town as opportunities arise • Promotion of walking as a sustainable transport mode and adoption of pedestrianisation where feasible (predominantly Sai Kung Town). 		

2. DRAFT RECOMMENDED LAND USE FRAMEWORK

2.1 Overall Approach

The draft Recommended Land Use Framework essentially consolidates the existing planning framework without promoting significant additional growth. In the majority of the sub-region, the emphasis is essentially on enhanced conservation and the promotion of tourism and recreation activities. High-density residential development is to be confined to Tseung Kwan O New Town with medium density development focused at Sai Kung Town and Tai Po Tsai, and elsewhere a consolidation of planned low-density and village development areas. Specific rezoning is recommended to resolve particular land-use conflicts or to promote rural upgrading.

2.2 Specific Components

Existing Land Use Maintained

Totally 8,000 ha (approx.) of existing Country Park, Sites of Special Scientific Interest, Special Area and conservation areas as designated on statutory town plans and Country Park plans are maintained in the development strategy. Approximately 810 ha of developed area, mainly including the existing village, housing, industrial and commercial developments in Sai Kung Town, Tseng Lan Shue, Tai Po Tsai and Clear Water Bay, will remain unchanged.

New Country Park & Landscape Protection Area

Around 400 ha of the non-development area are recommended as Country Park Extension and new Country Park. They are located along the fringe of Ho Chung valley and on Tung Lung Chau. To upkeep the conservation and landscape value of the sub-region, more than 1,300 ha of conservation and landscape protection area is designated to contain the existing and proposed development.

Tourism and Recreation

More than 400 ha of land are considered suitable for provision of recreation and tourist facilities. They are mainly located at Sai Kung Town, the Sai Kung/Ho Chung corridor, High Island Reservoir and former Detention Centre, Kau Sai Chau South, and Clear Water Bay. Many of these locations and the coastal waters are potential areas for leisure agriculture and fisheries activities. Development of these activities would create new recreation opportunities, help promote tourism, which in turn generate job opportunities for the local community.

Technology Development

A linked technological development node concept is envisaged in the Area. The Tseung Kwan O Industrial Estate and the reclaimed land to its south are identified as a potential ground for technological development and production. It is conveniently linked to the Hong Kong University of Science and Technology, which emerges to be a favourable base for technological development as well as marine research.

Village Development

Approximately 172 ha of village zone area in the existing town plans and village environs are identified as potential village development area to meet the village house demand up to year 2016.

Housing Development

About 12 and 24 ha of undeveloped land are designated respectively for low and medium density housing developments mainly following the planned provision of existing town plans. Additional residential site (2 ha) is identified in Sai Kung Industrial Area to facilitate restructuring of the locality. 60 ha of urban fringe obsolete area are identified for upgrading. Low-density residential development is allowed in the area to attract effort from private sector to upgrade the area.

Land Use Budget

The proposed land use budget for the Study Area (excluding Tseung Kwan O New Town) is as follows. Please note that the figures indicated below are subject to further review, which will be further presented in Draft Final Report.

Table 2 Land Use Budget for SENT (excluding Tseung Kwan O)

Land Uses	Area (ha)	%
<i>Existing Uses</i>		
Existing Country Park, Sites of Special Scientific Interest, Special Area, Conservation Area, Green Belt	8,068	71.4
Developed Area	813	7.2
<i>Proposed Uses</i>		
New Country Park/Country Park Extension	407	3.6
Conservation and Landscape Protection Area	1,326	11.7
Village Development	172	1.5
Medium-density Housing	26	0.2
Low-density Housing	72	0.6
Recreation and Tourism Uses	404	3.6
Additional District G/IC Requirement	15	0.1
Total	11,303	100.0

2.3 Population and Visitors

With the proposed residential development and the envisaged village development, the Study Area excluding Tseung Kwan O New Town will accommodate about 103,000 persons in 2016 (Table 3). This represents a modest increase of 6,600 persons when compared with the planned population of 91,200 persons allowed on the current town plans by 2016. The population capacity is subject to transport, environmental and infrastructural limits and the implementation of the possible improvement works.

The total population in the Hong Kong territory will increase to 8.2 million by 2016 in accordance with the latest projection carried out by the Census and Statistics Department. Incorporating a natural local visitor growth of 1.2 million pro-rata with the territorial population growth, and an additional visitation of 0.55 million generated from the proposed new facilities, the local visitor attendance will increase from 5.4 million per year (1998 figure) to 7.15 million per year.

The Hong Kong Tourist Association has assumed that an average annual growth rate of 6% can be achieved for international and mainland visitor to Hong Kong in the coming future. By applying the same rate to the natural growth of SENT international and mainland visitor and adding on a gateway generated growth of 80,000 visitor per year, the international and mainland visitor attendance will increase from 58,000 per year (1998 figure) to 243,000 per year by 2016.

The estimated increase of population and visitor will generate about 15,000 additional job spaces in addition to the existing 24,000 employment in the area.

Tseung Kwan O New Town will accommodate up to 520,000 persons by 2016 and will provide a total of about 119,000 job places. Scope for population increase to 560,000 would be examined in further feasibility study.

Table 3 Population for SENT (excluding Tseung Kwan O) in 2016

Planning Area	TPU	Population (2016)
1 Sai Kung Town/ Sha Kok Mei/ Pak Kong	823*	4,400
	822	14,000
	825	6,000
	826	8,600
	827	4,700
	828	4,700
2 Ho Chung	823*	10,900
3 Hebe Haven	821	2,700
	823*	5,800
4 Tseng Lan Shue/ Silverstrand #	831	18,900
5 Tai Mong Tsai/ High Island	811	4,800
	812	200
	815	3,700
	813*	2,200
	823*	400
6 Kau Sai Chau/Kiu Tsui Chau/ Outlying Islands	813*	200
	814	0
7 Clear Water Bay/ Tung Lung Chau	832	11,100
	Total	103,000 (about)

* TPUs covered by more than one planning area

A population figure of 21,800 persons (+2900 person) in Tseng Lan Shue/ Silverstrand (TPU 831) is adopted in the Sewerage Impact Assessment (SIA) to match the population assumption of HKUST's development taken by DSD in sewerage design. In this regard, a total population of 105,800 is presented in the SIA instead of 103,000.

2.4 Transportation

Strategic Links

The SENT sub-region is strategically linked with the rest of the territory through the Tseung Kwan O New Town via the Tseung Kwan O Tunnel joining to Kwun Tong district of the Kowloon Peninsula, the planned Western Coast Road to Lei Yue Mun/ Yau Tong and the future MTR Tseung Kwan O Extension to the Metro Area, and Ma On Shan via Sai Sha Road.

Major Roads

Two major external road links for the sub-region are Sai Sha Road joining to Ma On Shan of the NENT and Clear Water Bay Road joining to Choi Hung of the Metro Area.

Hiram's Highway and Clear Water Bay Road are the two major internal roads for the Study Area. Road widening work is under construction along the section of Hiram's Highway between Nam Wai and Clear Water Bay Road. A project for widening of the section of Hiram's Highway between Nam Wai and Ho Chung is under the planning stage and is scheduled for completion in 2005. Upon completion of these widening works in 2005, the critical section will be shifted to the corridor between Sai Kung Town and Ho Chung. According to the traffic impact assessment conducted for the present Study, this corridor will have to be enhanced to provide additional road capacity for the envisaged developments. The form of enhancement should be subject to further study.

The traffic flow along the southern section of Clear Water Bay Road should be maintained at a relatively low level to preserve the natural and scenic character in the area.

Public Transport

To improve the usage of public transport in the SENT, including that for the future tourism activities, additional public transport services should be introduced to improve connections with major rail services of urban areas. This will also improve environmental quality, discourage the use of cars and help to relieve the future road congestion and parking problems in the study area.

The completion of the MTR Tseung Kwan O Extension and the Ma On Shan Rail system in 2004 will provide easier access to the urban areas for commuters in Tseung Kwan O and Sai Kung. The introduction of new shuttle services which are convenient, accessible and affordable between the new rail station/terminus, and the major development areas in SENT will be highly desirable.

Most of the existing bus routes are still operating with relatively long headways with excess capacities to accommodate the future traffic demand. A couple of existing GMB routes (between Sai Kung Town-Choi Hung and Hang Hau-Tui Min Hoi) are now operating at or close to capacity during weekdays or weekends. These routes are capable of conversion into franchised bus operations in the near future. The conversion will provide additional carrying capacities and reduce bus traffic on the roads. The other mini-bus routes should also be closely monitored to ensure a reasonable level of service is maintained. In the main it is expected that public transport service improvements in terms of either provision of new connections and/or capacity increase will likely be required on the major travel corridors along Sai Sha Road, Tseung Kwan O Tunnel, Hiram's Highway and Clear Water Bay Road before 2016.

Gateway Concept & Parking Facilities

The concept of a gateway for the SENT Study is to provide a focal point for tourist and recreation activities. Inclusion of a transportation hub is an essential element of a gateway centre. It provides adequate parking facilities, public transportation and connection to environmentally friendly modes of transport to encourage parking and changing traffic modes at selected tourists and recreation points. These 'park and enjoy' facilities minimise the parking requirement at individual recreation and tourist nodes, and reduce traffic volume along the scenic routes, and preserves the natural character of the general area.

Though single gateway centre at Sai Kung Town is proposed in the strategy, the "park and enjoy" element of the gateway concept is maintained and proposed in a number of critical spots in the

Study Area. These include Ho Chung (Gate to Sai Kung/Ho Chung corridor), Tseung Kwan O and Pak Tam Chung (expansion of current facilities to serve the adjacent country park and the proposed recreation development at the former Detention Centre). Restricted vehicular access to the country park is maintained at Pak Tam Chung.

Environmentally Friendly Transportation

Environmentally friendly transportation (EFT) is promoted in SENT. The integration of the future EFT and existing modes within the transportation system in the study area is subject to detailed study with a view to maintaining a balanced transportation system in meeting different demand as well as enhancing the amenity and recreation values involved. The provision of such convenient and enjoyable transport system is essential in promoting the recreational use of the area.

In Tseung Kwan O, MTR system has been adopted as the backbone of mass transportation in the new town. EFT is also proposed to serve the Sai Kung/Ho Chung corridor and to link with Pak Tam Chung and the High Island Reservoir. Ancillary facilities e.g. LPG filling station will probably be needed.

A long-term proposal for a 'leisure link' linking Tseung Kwan O and Clear Water Bay Beach area may be possible pending the resolution of feasibility and implementation issues. A tourist and recreational attraction aside, the leisure link may also provide an alternative environmentally friendly connection between Tseung Kwan O South and Clear Water Bay.

Cycling, Walking and Trail Improvement

The draft RDS recognises the importance of promoting cycling and walking as sustainable transport modes. For this reason, cycle routes are proposed between Ho Chung and Sai Kung Town and within Sai Kung Town. The draft RDS also proposes that pedestrianisation be pursued within Sai Kung Town, particularly at the areas abutting the waterfront to encourage alfresco dining.

Walking trail is the only means of connection to the remote areas at the outer Country Park. The trail improvement will form an essential part in the following tourism, recreation, landscape and conservation frameworks. It also provides connections to the more remote villages in these fringe areas (e.g., Long Ke, Sai Wan, Tai Long).

Ferry/Kaito Service

A high-speed ferry service is proposed for recreational purposes to link Sai Kung Town directly to the Metro Area. It is recommended that the origins at Metro Area should be located within tourist area and is well connected to existing or planned mass transport system. One possible location is Heng Fa Chuen.

Existing kaito service should be rationalised, rescheduled and extended to meet the increasing recreation demand. Transportation need of remote villages with sea access (e.g. Ma Nam Wai, Yim Tin Tsai, Pak Lap, Pak A, Tung A, Tai She Wan) should be taken into account in scheduling the kaito services involved.

2.5 Infrastructure

Drainage Impacts and Mitigation Measures

The main drainage impact will arise from an increase in surface runoff due to the increase in paved area accommodating housing or other developments. Appropriate drainage facilities would need to be provided to cope with the additional runoff, especially at areas within floodplains, so that the drainage performance would not be worsen.

Drainage improvement proposals for existing streamcourses and channels are being investigated under the Stormwater Drainage Master Plan Study in Sai Kung, East Kowloon and Southern Lantau (SKDMP). Preliminary recommendations of drainage improvement works have been proposed by the study consultants and are being considered by the Government. Construction works have tentatively been scheduled to commence in 2006 and be completed by 2010.

Filling to above flood level is required for the proposed developments at low-lying areas, where current land use is mainly agricultural with some scattered structures. Flooding problems and the associated mitigation measures at these areas are being examined in the SKDMP Study. For floodplains inside the study boundary of SKDMP, the design of improvement works to the existing channels or watercourses would need to cater for the additional runoff after development. Upon completion of the proposed drainage improvement works, subject to the recommendations of SKDMP, filling and site formation for developments within the floodplain areas could in general commence, up to above the specified minimum site formation levels provided that there are no existing isolated low-lying village houses in the vicinity. No housing development has been proposed in floodplains outside the study area of SKDMP.

For other areas of proposed developments, the surface runoff from the development will be discharged to the adjacent existing channel/watercourse or a sea outfall if it is near the coast. Improvement to the existing channel/watercourse is required if their capacities are exceeded but this will not pose insurmountable constraints to the proposed developments.

Sewage Treatment and Disposal

The recommended sewerage strategy is formulated based on the current Port Shelter Sewerage Master Plan (PSSMP), which is being implemented as the Port Shelter Sewerage Project (PSSP). Under the original PSSMP, flows from Tseng Lan Shue will be discharged to the existing East Kowloon system via a trunk sewer at New Clear Water Bay Road. Sewage from Tai Po Tsai will be discharged via the sewage tunnel at HKUST to the existing TKO sewerage system. Sewage from Silverstrand, Mang Kung Uk and northern Clear Water Bay Peninsula will be pumped to discharge by a gravity sewer at Hang Hau Road into the TKO system. It is envisaged that the design capacities of these trunk sewers would not be exceeded by the project flow upon developments under the RDS. To cope with the future increase of population in the Port Shelter area, the capacity of the existing and planned sewerage system in the area will need to be further assessed and upgraded. Detailed study should be carried out to ascertain the impact on the existing and planned capacity of the trunk sewers and branch sewers for conveying the sewage flow generated from the population increase.

It is envisaged that the current designed upgraded capacity of SKSTW would be adequate to cope with the proposed 2016 population under the RDS developments, without violating the Water Quality Objectives of the Port Shelter waters. Further population growth beyond 2016 would need close monitoring as its feasibility will be constrained by both the STW capacity and the total pollution loads in the Port Shelter water.

The impacts on major pumping stations have been preliminarily assessed. The proposed Sai Kung Area 4 Sewage Pumping Station under PSSP Stage 3 works (currently under detailed design) would need to be upgraded and extra land would be required in order to cope with the proposed developments under the RDS. The pumping stations at Mang Kung Wo Road and Pak Wai near Ho Chung are under detailed design. As the projected 2016 flow under RDS will marginally exceed their capacities under design, the additional flow should be allowed in the detailed design. To cope with populations upon ultimate development beyond 2016, expansion of sewage pumping stations at Mang Kung Wo Road, Pak Wai near Ho Chung and Tai Wan would be required. Further review on the land and environmental issues for the pumping stations would be necessary.

Fresh and Flushing Water Supplies

Potable water supply to the rural SENT is presently provided by Pak Kong Water Treatment Works (PKWTW), and is used in the interim for flushing purpose in the area. The WTW is considered adequate to cope with the increased fresh water demand upon developments in 2016.

An assessment on the hazards and risks associated with the handling and use of chlorine at the PKWTW is being finalised by WSD. Comparing the population and employment assumptions in the assessment with the RDS in the Consultation Zone (CZ), there is no net increase in the population and employment. Hazard assessment would be required for further development within the CZ.

An extension of both Pak Kong Au Fresh Water Service Reservoir and Tai Po Tsai Fresh Water Service Reservoir will be required, potential sites of which have been identified in adjacent areas. Associated supply and distribution mains of these service reservoir extensions will need to be laid along Tai Mong Tsai Road, Clear Water Bay Road and Hiram's Highway. New water supply system will be required for the proposed recreational developments at High Island area, the feasibility and cost effectiveness of which will need to be investigated and confirmed in future study.

3. DRAFT RECOMMENDED TOURISM AND RECREATION FRAMEWORK

3.1 Overall Approach

The following development themes are proposed for tourism and recreation development in SENT:

- Nature (Eco)-Tourism
- Cultural (Heritage)-Tourism
- Sports and Leisure
- Education and Interpretation

In view of the dispersed geographic locations of the existing attractions, facilities and resources, a gateway centre strategy is proposed as the *driving concept* for the tourism and recreation developments in SENT. It addresses firstly the hierarchical and spatial relationship between nodes/clusters and the wider region, and secondly the need for a marketing focus amidst the diversity of tourism/recreation resources as well as the existing and potential source markets.

3.2 The Gateway Centre

Sai Kung Town will be the primary nodal point and gateway for the SENT region. A full-fledged gateway centre is proposed at Sai Kung Town and will be developed as an attraction on its own right. Major facilities such as visitor information, exhibition and display space, local tour and ticketing office, hotel and overnight accommodation reservation service, souvenir shops, cafeteria and restaurants are proposed at a gateway centre complex to be accommodated in a landmark architecture at a prominent waterfront location. The existing 2-storey carpark in Planning Area 4, upon redevelopment, would be an appropriate location for the proposed gateway centre complex.

The gateway centre development will integrate with a public transport terminus for both conventional public transport and Environmentally Friendly Transport (EFT) and incorporate parking, gathering space cum open-air performance venue, and supporting facilities such as toilet, equipment hire and storage.

Situated at the waterfront location, the gateway centre will also integrate with hotel development to provide overnight accommodation facilities. The design of the hotel development will be sympathetic with the locality and the natural environment. Pedestrian connection in the form of enhanced waterfront promenade/boardwalk incorporating open-air cafés will be provided to integrate the gateway centre development with the old town centre where local attractions will be developed.

Additional entry points to the SENT sub-region are also proposed through other secondary node locations including Ho Chung and Pak Tam Chung. They provide a more local access to the differing parts of SENT and a clear and distinct identity to the feature areas to the visitor with a simplicity of understanding and orientation. A low-key visitor centre with the provisions of visitor signage and information and other supporting facilities is considered sufficient to meet the requirements.

3.3 Potential Tourism/Recreation Areas

Land-based

Ho Chung - The wooded hill slopes in the valley (some lie outside Country Park) have high documented ecological importance and are considered appropriate to be protected by an extension of the Ma On Shan Country Park. Provisions like nature trail could be incorporated as Country Park facilities for recreation and education. The valley floor is mostly occupied by abandoned farmland. Its natural and secluded setting and tranquil environment are suitable for land-extensive park with natural theme or garden-type development e.g. botanical garden, education farm and arboretum. Since the abandoned farmland in the area is well served with van tracks, footpaths and irrigation facilities, it has good potential for leisure agriculture development. Two organic cum leisure agriculture farms are being set up in the area and Agriculture, Fisheries and Conservation Department [AFCD] is providing technical assistance to these farms to improve their essential infrastructure. Potential is also available for the enhancement of the sites of cultural and heritage significance in the place, notably the vibrant Che Kung Temple and a proposed visitor centre to provide information and supporting facilities and serve as a gateway to the attractions in the valley.

Sai Kung Town and Reclamation Area - The existing Sai Kung Town is a vibrant transport and commercial hub of the region. Opportunities are available to further enhance its gateway functions and make itself an attraction by the introduction of the gateway centre complex to provide parking facilities, commercial outlets (preferably of local flavour), waterfront activities, event venues and arts and cultural activities. The existing reclamation area offers the opportunity space for these potential facilities.

It could also serve as hub for EFT to the remote country park area, and island hopping tour and cruise to the outlying islands. Provision of supporting facilities, e.g. hiring of boats, shops for bait and fishing equipment, etc. would contribute to leisure fisheries activities. Overnight accommodation is considered necessary at such gateway location to serve visitors who make Sai Kung Town as a base and spend one or two days in the region. Land is already reserved at the existing reclamation area for hotel accommodation.

Sai Kung Old Town and Waterfront - The winding streets in the old town characterise the old fishing village settlement of Sai Kung ("cultural zone"). Developing them into pedestrianised precincts, with streetscape improvement scheme, the area provide a natural setting for short heritage walk and safe environment for a range of shopping street activities. Façade upgrading of the vernacular buildings, if possible, could add interest and local flavour to the pedestrianised/shopping precinct.

The pedestrianised precinct could also be extended to the waterfront area as themes or alfresco dining to capitalise on the attractions of the thriving seafood restaurants and the typhoon shelter. Upgrading potential include local streetscape improvement along the waterfront as initiated by the Hong Kong Tourist Association and the former Provisional District Board. Incorporation of a marina could contribute to the ambience of the area but would have to be subject to a detailed feasibility Study before being taken forward.

Pak Kong - There are already sporadic horticulture practices in the area, especially along Hiram's Highway. There is opportunity to upgrade it to a specialised corridor for horticultural/marketing gardening and leisure agricultural facilities to optimise the potential of abandoned agricultural land without undermining the rural character of the area. Such horticultural corridor could capitalise on and be packaged with the Lions' Nature Education Centre for a themed leisure and recreation area.

Potential is also available for roadside café and other low-key commercial outlets to serve the visitors. Other supporting facilities like parking and lay-bys are considered necessary to serve the need of the Lions' Nature Education Centre as well.

Landfill Site in Tseung Kwan O - The after-use of the SENT landfill site could be developed as a recreation hub for the urban population in Tseung Kwan O New Town in very long term. The site is currently zoned Open Space on the statutory Outline Zoning Plan. Being adjacent to the Clear Water Bay Country Park, the site also provides opportunities for educational facilities in relation to environment and conservation. Hi-tech and interpretative types of facilities may be more appropriate for its urban setting.

Kau Sai Chau - Potential is available for a logical southward extension of the existing public golf course to make available for more golf-related facilities. It has also been reported that Kau Sai Chau supports wildlife of conservation interest. The future recreation uses should give due consideration to the possible integration with conservation efforts. Since the area was previously within the firing range, clearance of unexploded bombshells is a must for future use of the remaining part of the island.

Pak Tam Chung - Opportunities are identified to enhance the existing Sheung Yiu Folk Museum into a full-fledged attraction by employing modern and innovative presentation. More interpretative and interactive facilities are expected to arouse more interest among the visitors. The enhanced folk museum could be integrated with the existing Pak Tam Chung Country Park Visitor Centre and the proposed water sport centre at the former High Island Detention Centre site as a major attraction node.

Country Park Areas - There is scope for improving facilities in the Country Park to ensure safety to the visitors and to encourage wider utilisation. There is need to provide better walking network, signage, shelter and emergency rescue facilities. Measures to prevent and combat hill fires should be upgraded. There is need to devise waste management plan to ensure a clean environment to the visitors. Other supporting facilities like water supply, toilet, and campground could be provided to encourage outdoor recreation activities like hiking and camping.

Shore/Water-based

Hebe Haven - In view of its waterfront location, Hebe Haven provides a logical land-based support area for various water sports and leisure fisheries activities. The existing uses like boatyards are considered functionally compatible and could be further encouraged to serve the increasing water sports and recreation activities in Hebe Haven and Sai Kung Town. Additional eating-out areas and leisure fisheries facilities can be provided to enhance the attractiveness of the place to visitors.

High Island Reservoir and Former Detention Centre - Water sports and recreation is compatible to this waterfront site and its neighbouring Chong Hing Water Sports Centre. The stunning views it commands, extensive flat land available and scenic setting make it an appropriate location for holiday camp, which according to the types of target visitors, could incorporate appropriate facilities, particularly water sports related, enhancing it as a destination on its own right. The site also offers opportunity for other outdoor recreation activities such as barbecuing. It could help to meet the strong demand from local visitors for such facility, and alleviate part of the nuisance to the residential area during holiday resulting from the residential/recreation interface along Tai Mong Tsai Road (e.g. barbecue pits and residential development on both sides of the road).

As a new 'entrance' to the wilderness area of the country park, it could be a nodal point incorporating a visitor centre. It will serve various gateway functions and offer such facilities as tourist information, EFT (from Sai Kung Town), stop for island hopping/cruise, and scenic tours and routes in Country Park.

There is potential to open up the High Island Reservoir for non-polluting water sports and recreation. The calm water with the considerable size of the water surface offers an excellent alternative to the existing water area in Inner Port Shelter, where conflict between water sports and recreation, water-borne traffic and fishing activities is not uncommon.

Clear Water Bay – The two beaches in Clear Water Bay are among the most popular ones in Hong Kong with over more than two million visitors annually. To meet growing demand, a southward extension to provide an artificial beach is proposed. A concept of a "leisure link" is proposed for long-term connection between this new recreation node with Tseung Kwan O South for enhanced pedestrian movement.

Inshore Water Recreation Area - The water areas of the Study Area are used by various marine traffic and recreational uses. There are already existing leisure fisheries activities such as squid fishing being carried out in the area. There is a need to ensure safety for different users by defining water zones and fairway. To enhance the recreational use of the water areas, there is a need to ensure water quality, regulate fishing activities, upgrade pier facilities and protect coastal conservation interest and geological formation. Inshore water recreation areas are identified at Tsam Chuk Wan, Sha Ha, the coastal strip extending from Hebe Haven to Silverstrand, Clear Water Bay, and Sharp Island. The proposed establishment of a Fisheries Protection Area in the Sai Kung and Port Shelter area by the AFCD would help conserve the fisheries resources in the natural environment and enhance the attractiveness of the area for leisure fishing activities. A water sport centre is also proposed at Sharp Island as a base to serve various water sports and recreation activities in Inner Port Shelter.

3.4 Access and Transportation

Environmentally Friendly Transportation

Road-based EFT modes are proposed to be the primary carriers for recreational and tourism purposes in the SENT area. In the main, it includes air pollution free vehicles e.g. battery car providing shuttle and tour services for the scenic route between Sai Kung Town and Pak Tam Chung/Yuen Ng Fan. The marketing and operation could also be packaged to cater for the self-guided tour/do-it-yourself (DIY) travellers. It is proposed that consideration should be given to introduce and promote similar modes with larger capacity e.g. electric/clean diesel bus along the stretch of Hiram's Highway between Ho Chung and Sai Kung Town to minimise the use of private cars and to better utilise the congested road space.

Safe, attractive and interesting cycling routes are also proposed along the scenic route to allow cycling experience to the travellers. The routes could be planned wherever possible to reach attractions away from the main roads. The cycle track provision between Sai Kung Town and Ho Chung is considered deserving priority to encourage the use of EFT.

Parking Facilities

Provision and enhancement of parking facilities are proposed at four strategic locations to meet the needs of additional visitors, namely Pak Tam Chung, Sai Kung Town, Ho Chung and, in the long term (depending on the feasibility of the leisure link), recreation development area in Tseung Kwan O. The first three are points of embarkation for EFT. In particular, Sai Kung Town is proposed to be the gateway centre where parking facilities are, among others, fundamental and integral components. It also serves as the primary intercept to traffic from both Ma On Shan and urban Kowloon.

Ferry Route for Tourists

Dedicated ferry services for tourists are proposed from the Victoria Harbour to Sai Kung Town. The water route is more than an alternative access to road transport. The stunning contrast when plying across one of the world's busiest harbour into the pleasant waters of SENT could itself be packaged as a tourist experience. It would be a one-hour trip on catamaran or other similar high-speed ferry. Intermediate stop could be provided at Heng Fa Chuen to capitalise on the MTR station and other tourist attractions such as the Lei Yue Mun Museum of Coastal Defences. Further linkage to the Hong Kong Disneyland at Penny's Bay could be a long-term option.

Island Hopping /Cruise

Within the Sai Kung waters it is proposed to upgrade, consolidate and rationalise existing kaito services into dedicated island hopping route operated under regular schedule to allow reliable and user-friendly services for cruising and travelling. It could be a circular route based at Sai Kung Town, plying around the Inner Port Shelter and Rocky Harbour and stopping at islands/ locations with major attractions and facilities whereby travellers stop at one place could easily hop on the next destination. It is proposed that the basic route would cover Sharp Island, Kau Sai Chau,

Wong Yi Chau, former High Island Detention Centre, Tung A and Shelter Island. Islands in the rough waters could also be part of the route when weather conditions allow.

Day Pass Facility

It is proposed that day pass would be an appropriate and convenient facility to serve and facilitate the frequent travellers within the SENT Sub-region given the disperse locations of the attractions and the multi-transport modes available. Duration of validity of the pass could be one-day, or two-day to cater for travellers who stay overnight. As a marketing tool, consideration could also be given to extend the coverage of the facility whereby access to/usage of attractions/venues could be allowed to day pass holders.

Walking Trails

Hiking and strolling is popular in the SENT countryside. To further promote such sports, improvements of walking trails (e.g. signage, viewing spots) are proposed. In particular, it is suggested to consolidate two walking loops in the area, one around High Island Reservoir (with Pak Tam Chung as the major entry point) and another linking Sai Kung Town and Ho Chung.

3.5 Accommodation Facilities

It is proposed that the major accommodation facilities in SENT should predominantly be of low key and associated with recreation development. The existing stock and planned expansion provided by voluntary and non-profit making organisations should continue to be the major source of overnight accommodation serving the majority of the visitors to SENT.

There is potential to provide hotel accommodation at Sai Kung Town as an integral element of the gateway centre complex. Sharp Island and the former High Island Detention Centre site provide other potential locations for overnight accommodation. The supply of other commercially operated overnight accommodation such as bed and breakfast, village house type hostel is expected to be largely market dependent.

In the long run, the adaptive re-use of historical or heritage building for overnight accommodation should be considered.

3.6 Events and Festivals

Major events and activities in SENT are related to traditional Chinese festivals (Dragon Boat Festival, Birthday of Tin Hau), local events and festivals (Seafood Galore, International Sculpture Competition), and sports events and competition (yacht tournaments, Trailwalker). There has also been a proliferation of organised arts and cultural activities in the region, most of which are associated with the Hong Kong University of Science and Technology.

It is proposed that continuous promotional efforts should be made to tie in these various events and activities with different attractions in SENT at alternate period of the year to allow visitor participation and to make SENT an all-year visitor destination. The proposed gateway centre complex and various visitor centre, where people gather and take a rest, would be appropriate venues for holding various activities and events. Potential of the HKUST as a major activity

venue should also be further explored to capitalise on its available resources and to enhance its linkage with the Sub-region.

4. DRAFT RECOMMENDED LANDSCAPE AND CONSERVATION FRAMEWORK

4.1 Overall Approach

The Draft RDS highlights the types and scale of development proposed in the SENT region with the intention of promoting local and international visitors. It will also ensure that the existing natural environment, which is the region's key feature and attraction, will be preserved and adequately protected.

In order to achieve the requirements of the Draft RDS from a both a development perspective and an environmental protection perspective, a landscape and conservation framework has been developed. This will provide a basis for visitors to the Sub-region to experience the existing and proposed developments / enhancements in a legible and systemic manner to maximise the visitor potential and enjoyment in the Sub-region.

Thus, the objective of the Landscape and Conservation Framework is:

'To provide a framework within which places, spaces, activities and visual qualities within the Sub-region are arranged and connected in an appropriate and cohesive manner'.

This objective comprises a series of goals, which together formulate the Strategy:

- enhancement of the overall SENT Sub-region, retaining its character and identity;
- conservation of its high quality landscape;
- utilisation of the natural setting for sustainable and non-damaging development;
- maintaining a sense of place and prevention of urban sprawl;
- creation of a series of clusters or nodes of interest linked by logical transport connections;
- sustainability of landscape framework, i.e. no adverse effects to the environment; and,
- developing a legible pedestrian network.

As such, the Landscape and Conservation Framework comprises physical enhancements to the existing landscape, improvements to the visitor access and facilities and statutory measures to extend protection of the natural environment.

4.2 Landscape

This Study has highlighted the SENT Sub-region as an area of outstanding natural landscape, particularly in the context of the Hong Kong SAR as a whole. This is reflected both from the extensive areas that are designated as Country Parks, and by the number of visitors to the Sub-region.

The Landscape and Conservation Framework seeks to enhance the tourist / recreational capabilities in SENT by utilising and protecting this natural environment and heritage as key attractions and providing connections between them. In order to achieve this there are several key factors including providing a logical series of clustered attractions and nodes, the improvement of information available to visitors and accessibility. These are realised by creating points of focus, such as establishing Sai Kung Town as an entrance to SENT, improving such elements as signage and enhancing pedestrian access and facilities. All recommendations would be undertaken with a regard for high quality urban design, integration with the local vernacular and not to result in detrimental effects to the landscape.

4.3 Terrestrial Conservation

The terrestrial ecology studies identified resources of significant local and in some cases SAR-wide conservation interest. These resources were predominantly woodlands, freshwater wetlands, mangroves and streams and their dependent species, though other sites such as isolated rocky islands were also highlighted where they supported flora and fauna of importance. The study focused on those resources not already well protected by the Country Park system or other effective conservation measures. The Landscape and Conservation Framework highlights these important resources and makes preliminary recommendations on approaches to conserving them. Key recommendations include the extension of the Ma On Shan Country Park to cover more comprehensively the important woodlands of the upper Ho Chung Valley, and designation of a Country Park on Tung Lung Chau. These recommended actions are predicted to contribute significantly to the sustainability of SENT's terrestrial ecology and incidentally to the landscape, recreation and tourist value of SENT.

The Study also highlighted resources of conservation importance lying in the Area of Concern, especially on north Sai Kung Peninsula. As they are outside the Study Area, no detailed investigation has been conducted. Specific actions for their conservation, if any, would require further study.

4.4 Marine Conservation

Two major proposals are made in respect of marine conservation, i.e., a Potential Marine Park at Port Shelter and a Potential Marine Conservation Area at the coastal areas (-10mPD) along High Island/Tai Long Wan and around Kau Sai Chau, Bluff Island and Sharp Island. These areas of the sea adjacent to the coastline support some of the best marine life in Hong Kong. To maintain a healthy marine environment these areas should be protected from harm. Anchor damage by pleasure craft to corals has been identified as being of particular concern. Anchorage at coral sites is considered undesirable from both marine conservation and vessel safety points of view. The best means to avoid anchor damage to corals is through education and publicity. Education of boat operators and other potential users on coral protection and conservation is suggested. Locations where good corals are identified should be promulgated so that anchoring on them could be avoided. Consideration should be given to establish non-anchoring points at coastal waters off Long Ke Wan, Sharp Island West and Bluff Island to better protect coral in these areas.

The proposed establishment of a Fisheries Protection Area in the Sai Kung and Port Shelter area by the AFCD would help conserve the fisheries resources and enhance the attractiveness of the area for leisure fisheries activities. The development of leisure fisheries would provide an

alternative livelihood to the local fishermen and may help reduce the pressure of commercial fishing on the fisheries resources.

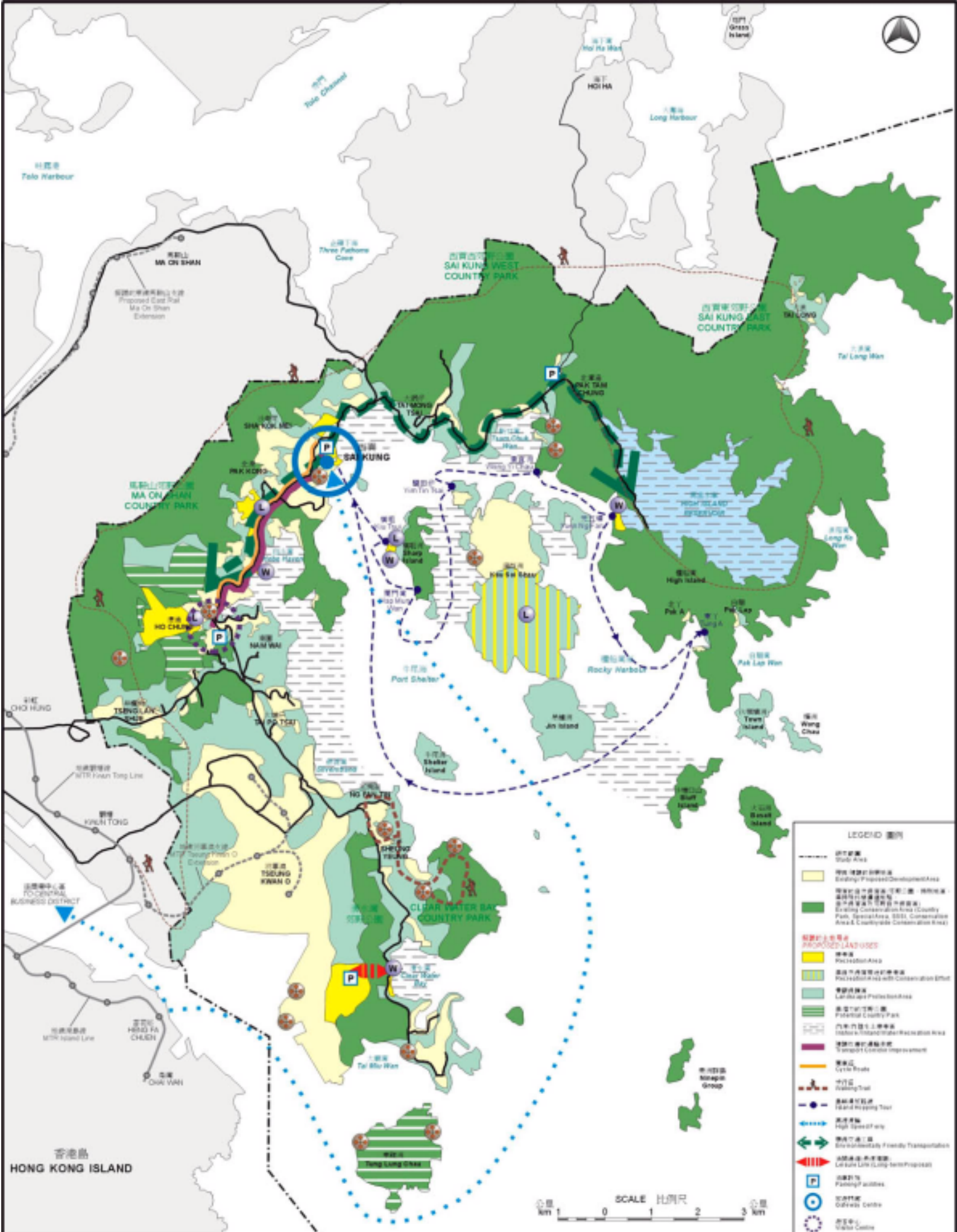
4.5 Heritage Conservation

The approach to heritage conservation in SENT will focus on protecting and enhancing groups of important sites such as:

- Sai Kung Town Tin Hau Temple;
- Che Kung Temple;
- Sheung Yiu and Tung A Tin Hau Temple; and
- Tai Miu Wan Tin Hau Temple, Rock Inscription at Joss House Bay, Tung Lung Chau Rock Carving and Tung Lung Chau Fort.

For designated projects under the Environmental Impact Assessment Ordinance (Cap. 499), apart from other requirements, proper heritage impact assessments/archaeological investigations agreed with AMO should be conducted prior to project commencement.

City Planning Consultants Ltd.
November 2000



LEGEND 圖例

	研究範圍 Study Area
	現有/建議的發展地區 Existing/Proposed Development Area
	國家公園/郊野公園、自然公園、綠化區 國家公園/郊野公園、自然公園、綠化區 國家公園/郊野公園、自然公園、綠化區 Existing Conservation Area (Country Park, Special Area, SSSI, Conservation Area & Countryside Concern Area)
建議的土地用途 PROPOSED LAND USES	
	康樂區 Recreation Area
	與自然環境相協調的康樂區 Recreation Area with Conservation Effort
	康樂保護區 Landscape Protection Area
	康樂郊野公園 Recreation Country Park
	郊野公園內之康樂區 Recreation Area within Country Park
	改善的康樂設施 Improved Recreation Facilities
	單車徑 Cycle Route
	步行徑 Walking Trail
	高速度徑 High Speed Path
	環境友好型交通 Environmentally Friendly Transportation
	康樂徑/康樂徑建議 Leisure Trail (Leisure Trail Proposals)
	康樂中心 Recreation Centres
	康樂中心 Recreation Centres
	康樂中心/康樂中心地點 Recreation Centres/Recreation Centres Sites
	水上康樂設施 Water Sport Activities
	康樂中心 Recreation Centres

