

LEGCO PANEL ON DEVELOPMENT

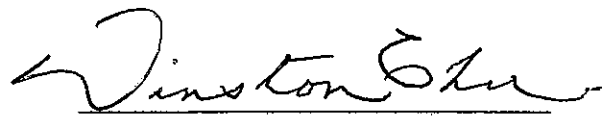
SPECIAL MEETING ON 10<sup>TH</sup> MARCH 2012

RECLAMATION OUTSIDE VICTORIA HARBOUR

SUBMISSION - "ONE PLACE, ONE PEOPLE"

1. **PRECIOUS NATURAL RESOURCES** - Hong Kong has about 110,400 hectares of land and about 165,000 hectares of sea. The beauty and attraction of Hong Kong is because it is an archipelago comprising hundreds of islands large and small. Our land and sea are invaluable natural assets which should be enjoyed not only by the present but also future generations. Reclamation to make land by destroying these beautiful and islands and shore-lines does not make sense. There is simply no need and cannot be justified.
2. **NEW TERRITORIES** - Over 90% of our land resources are in the New Territories. There are almost 100,000 hectares of land in the New Territories. Although 56,000 hectares are reserved for country parks (which we support), there are still at least 20,000 hectares that are undeveloped or under-developed. The Government should properly plan the development of these areas to provide a good living environment while preserving sensitive sites.
3. **KAM TIN & HUNG SHUI KIU** - According to our research, Kam Tin Valley and Hung Shui Kiu in the Western New Territories together can already provide 3,000 hectares (See Annexure). These areas are served by West Rail and Route 3 both of which are very under-utilised. The border areas next to Shenzhen can provide another 2,000 hectares. These 5,000 hectares will be enough to satisfy the projected population increase.

4. **NO NEED FOR RECLAMATION** - The Government should not make land from the sea through the 25 reclamation projects and ignore the huge areas of land we already have. To implement the plan to develop the New Territories, of course many problems will have to be resolved. Nevertheless the Government should have the wisdom and courage to do the right thing for Hong Kong.
5. **EXPENSIVE RECLAMATION WORKS** - The engineering works of the proposed reclamations will be very expensive. Unlike Macau, our waters are very deep. In addition, the infrastructures and the transport systems needed will make the reclaimed land prohibitively expensive. Hence any housing built on it will be too expensive for the general public and cannot solve our high price housing problem.
6. **ENVIRONMENTAL & ECOLOGICAL DAMAGE** – Tremendous damage will be caused to marine life and the sea bottom will become an ecological desert.
7. **ONE PLACE, ONE PEOPLE** – The Joint Declaration was signed in 1984 28 years ago. It made the New Territories part of the Hong Kong Special Administrative Region and increased Hong Kong’s land area ten fold. There should be no difference between New Territories land and land in other parts of Hong Kong. The Government must treat all the lands in Hong Kong the same and all the people of Hong Kong the same with equal rights and duties. The Government’s policy should be: “One Place, One People”.

  
Winston K.S. Chu,  
Adviser

*Harbour Manifesto: To protect and preserve the harbour and enhance the harbour-front to provide a healthy environment and a good quality of life for the people of Hong Kong*

**維港宣言:** 保護及保存維港, 並優化海濱, 為香港市民, 提供一個健康及優質的生活環境

## Executive Summary

# A VISION FOR A FUTURE REGIONAL CITY: KAM TIN

*".....The TDS Review 96 has estimated the population of Hong Kong will increase to 8.1 million by year 2011 and could need as much as 1500 hectares of urban land to accommodate 1.7 million people over the next 15 years.....Because of its strategic transport location and land availability, the potential to develop a major new city in Kam Tin to accommodate the expected growth, and as an intermediate China service center may be viable in the long term.....This will leave the Metro Area to function as an international financial, business and tourist center...."*

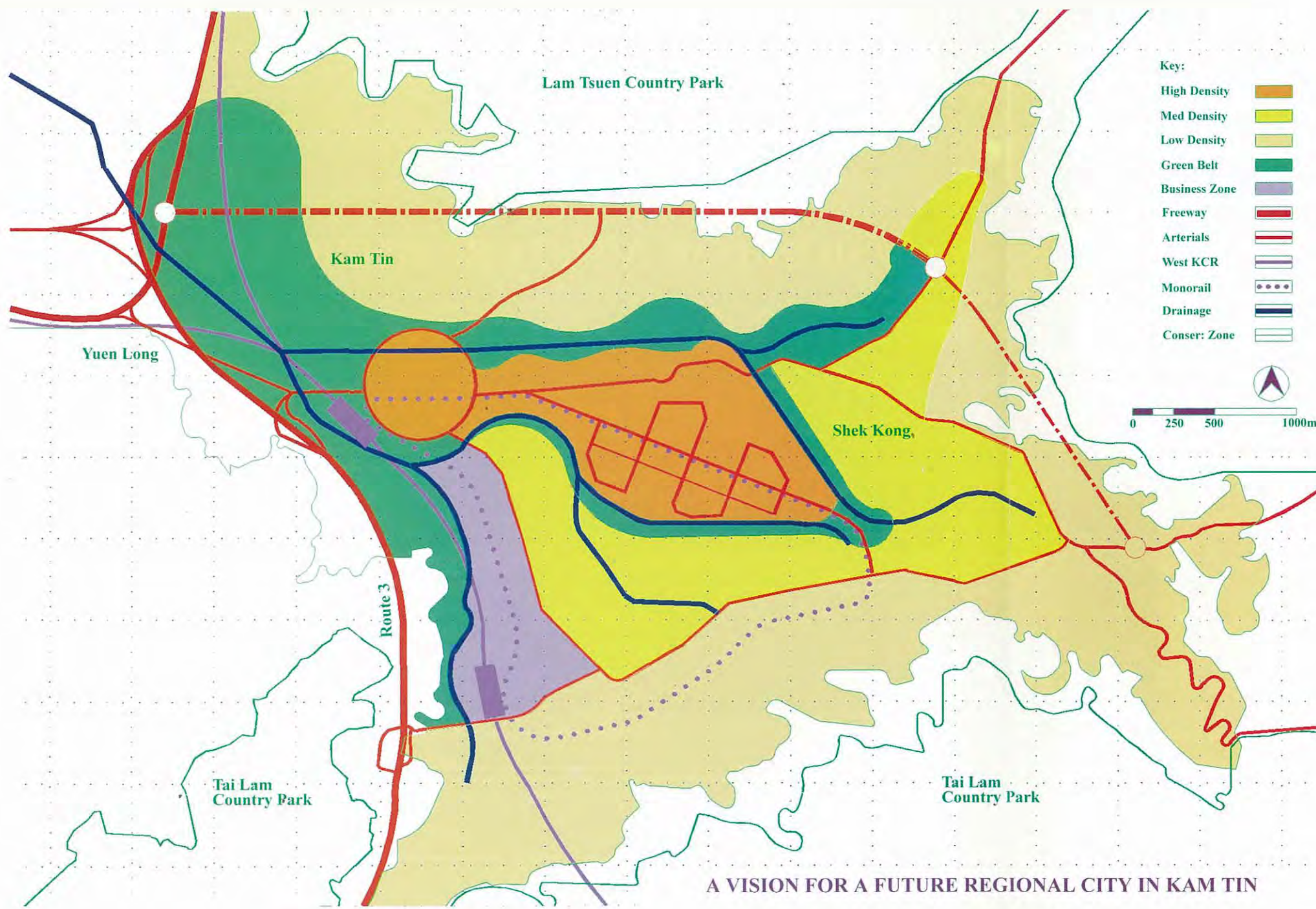


**An Advocacy Planning Study by:**

**Ho Chi Wing, aicp sip, sia, hkia, hkip, scv  
Research & Design Unit, Department of Architecture  
University of Hong Kong**

**October 1997**





A VISION FOR A FUTURE REGIONAL CITY IN KAM TIN

**Key:**

- High Density
- Med Density
- Low Density
- Green Belt
- Business Zone
- Freeway
- Arterials
- West KCR
- Monorail
- Drainage
- Conser. Zone

0 250 500 1000m

### Opportunity and Constraints

**Land availability and pattern:** Analysis of existing information indicates that the land parcels in the Kam Tin Valley could be best studied in the following categories:

- open storage	148 ha	8.2%
- Shek Kong military airfield/ housing estate, gov'n't	181 ha	10.1%
- used and unused agricultural land	705 ha	39.2%
- land occupied by temporary structures	465 ha	25.8%
- village housing, low rise	200 ha	11.1%
- others	101 ha	5.6%
total	about 1800 ha	100%

**Landform and flooding:** The Kam Tin Valley is very flat, low and bounded by steep slopes on three sides. Part of the Valley is 'flood storage area'. Drainage impact assessment, and flood control management plan by way of major drainage channels, comprehensive filling plans, and conservation of the flood fringe areas are essential.

**Environment:** The Kam Tin Valley has a very scenic countryside surrounded by country parks and woodlands which merit protection. Other environmental concerns include water pollution in the streams, the poor environmental quality of the open storage, impact of transport noise and localised air pollution. A number of cultural sites in the village areas and the surrounding Fung Shui woodlands, along with several recreational facilities will need to be conserved.

### Development of a Regional City

**Land categories and potential:** The present study attempts to consider the development of a Regional City in Kam Tin. Several bold assumptions are made including the future availability of the Shek Kong airfield and land currently underused for open storage, temporary structures and agriculture. The study also assumes preservation of the cultural sites and some of the existing village houses, but others may be redeveloped upon 'up-zoning'.

**Environmental considerations:** The flood fringe and ponds to the west will be preserved as district parks together with a system of green belts along the drainage channels and arterials. The existing 50 meters of conservation zone around the Valley will be preserved. The ultimate concept is to develop a garden city to preserve the existing scenic country side character.

### Infrastructural System

The major catalyst for the development of Kam Tin will be the Housing Policy recently announced by the Chief Executive, the completion of Route 3 in 1998 and construction of the proposed WCR line.

**Transport:** In addition to Route 3, an alternative east-west expressway to provide direct access to Sheung Shui/Luohu to the north, Tai Po to the west and south to Tsuen Wan/Metro area is also proposed. A system of arterials, including the widening of the Kam Tin/Kam Sheung/Fan Kam Roads will have to be implemented

**Public Transport:** The WCR rail carries containerized freights from China to the Hong Kong container port and will carry more than 700,000 passengers per day to and from major newtowns from NWNT to the Metro Area. To serve the future regional city, two WCR stations will be required in addition to a possible monorail system.

### Objectives of Study

The present study is intended to explore the potential population capacity in the Kam Tin Valley as an alternative to extensive harbour reclamations for future growth. This conceptual study shall identify the land pattern suitable for development, taking into consideration existing uses, topography, environmental constraints, and major planning, infrastructural and transport proposals, to illustrate 'A Vision For A Future Regional City'.

### Kam Tin Valley

The Valley up to the Country Park boundaries has a total area of over 2000 hectares and is larger than the whole of the Kowloon Peninsula. It has an existing population of less than 50,000 and is undeveloped, most of the land being used for open storage, temporary structures and agriculture or vacant. The distance to Tsuen Wan is about 7 kilometers and to Kowloon about 14 kilometres which is half the travelling distance from Tin Shui Wai. Upon completion of Route 3 in June 1998, the travelling time to Kowloon will be about 20 minutes.



**Drainage:** Major improvements will be needed including the implementation of the proposed down stream drainage channels, a comprehensive filling plan and the protection of the strategic flood fringe areas.

**Sewerage:** The planned public sewerage programme will have to be revised and advanced to meet the vastly increased population target, and with special provisions for some unsewered low density zones to discourage piecemeal developments.

**Water and electricity:** Water supply and distribution requirements should not be a major constraint with advance planning. There are no constraints for electricity.

## A Concept Plan for Kam Tin

The present study attempts to identify the population capacity of the Kam Tin Valley based on the acceptance of the bold assumptions. The indicated potential population is up to 750,000, but the ultimate capacity will depend on various development policies and detailed feasibility studies.

Emerging from the existing landform and pattern, the vision plan for Kam Tin is an organic ring concept with three zones at decreasing density from the old village center. The proposed gross density and estimated population in each zone is indicated in the following table.

An employment/ quarters zone between the two proposed WCR stations is also proposed. These zones will be interphased with green belts and local open space while the outer conservation zone is being preserved. The core area shall include the old village center proposed as a pedestrian zone to be served by a ring road. This will lead to an axial development reminiscent of the airfield. The conceptual land use and density pattern is summarised as follows:

	Approx gross area		Density	Population
- high density zone	169 ha	7.6%	1500 pph	253,000
- medium density zone	292 ha	13.1%	750 pph	218,000
- low density zone	920 ha	41.3%	250 pph	229,000
- employment/quarters	67 ha	3.0%		50,000
- district park/green belt	304 ha	13.7%		
- conservation zone	425 ha	19.1%		
- others	48 ha	2.2%		
	2,225 ha	100%		750,000

## Acknowledgement:

Research & Design Unit, Department of Architecture,  
University of Hong Kong

- *Project Director:* Ho Chi Wing, aicp, sip, sia, hkia, hkup, scv
- *Project Planner:* Navaratne Dayapriya B, aia (sl)
- *Infrastructural Consultant::* P K Tse, fhkie,rse
- *Transport Consultant::* Chin Kim Meng, mie aust, miht, cpeng

