

保 護 海 港 協 會

Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室
Room 608, One Pacific Place, Hong Kong
Website: <http://www.harbourprotection.org>

E-mail: info@harbourprotection.org
Tel: (852) 2626-8321
Fax: (852) 2845-5964

CB(1)1123/12-13(05)

Legislative Council,
Panel on Development,
1, Legislative Council Road,
Central, Hong Kong.

20th May 2013

Honourable Legislative Councillors,

**Re: Reclamation & Rock Cavern Development
Enhancing Land Supply Strategy - Stage 2 Public Engagement**

We confirm that our Chairman Mr. Hardy Lok and our Adviser Mr. Winston Chu will be attending the Special Meeting on Saturday, 1st June 2013 at 9 a.m. in Conference Room 1 of the Legislative Council Complex.

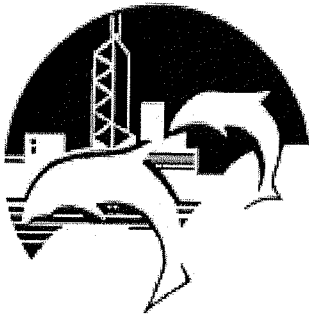
We are pleased to submit herewith our objections to the Government's above proposals on the following main grounds.

Grounds of Objections to Government's Proposals

1. **If the New Territories is properly planned for development, there is no need or justification for Government's proposals;**
2. **Extensive environmental damage will be caused;**
3. **Land produced and accordingly housing thereon will be prohibitively expensive;**
4. **Unnecessarily waste Hong Kong's financial resources; and**
5. **Will set back proper strategic planning for Hong Kong by decades.**

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



保 護 海 港 協 會

Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室
Room 608, One Pacific Place, Hong Kong
Website: <http://www.harbourprotection.org>

E-mail: info@harbourprotection.org
Tel: (852) 2626-8321
Fax: (852) 2845-5964

In support of the above, we also respectfully refer you to our previous correspondence and submissions as well as the following enclosures:-

Date	Document
20.05.2013	Representation by our Adviser Mr. Winston K.S. Chu
10.03.2012	Submission in English and Chinese to Legco Panel on Development: "One Place, One People"
06.02.2012	Letter to Editor, South China Morning Post "With the correct land policies, Government could avoid reclamation"
30.01.2012	South China Morning Post Editorial "There's no need for land reclamation"
17.01.2012	Letter to Editor, South China Morning Post "Develop the New Territories instead of ruining important natural asset"
October 1997	Executive Summary: "Vision For a Future Regional City – Kam Tin"

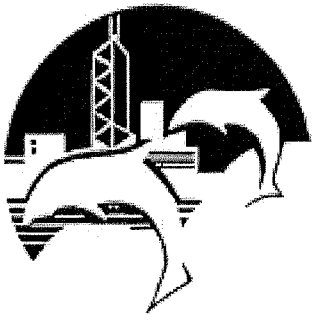
Yours sincerely,

Hardy K.C. Lok,
Chairman

H:\DENNIS\HL\harbour\Rock Cavern Development\Legco 200513.doc

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



保 護 海 港 協 會

Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室
Room 608, One Pacific Place, Hong Kong
Website: <http://www.harbourprotection.org>

E-mail: info@harbourprotection.org
Tel: (852) 2626-8321
Fax: (852) 2845-5964

Representation by Mr. Winston K.S. Chu for Special Meeting of Legislative Council Panel on Development on 1st June 2013

Re: Reclamation & Rock Cavern Development Enhancing Land Supply Strategy – Stage 2 Public Engagement

Strategic Planning An Art

Town Planning, especially strategic planning, is not a science but an art. It requires great wisdom and knowledge. There must be a deep understanding of the main underlying factors before a good decision can be made. The decision must not be based on bias and self interests but on the long term needs and benefits of the community.

Four factors should be considered:- environment, employment, housing and transportation. Clearly the environment must come first because it has universal impact and dictates the quality of life of the people.

Beautiful Hong Kong Archipelago

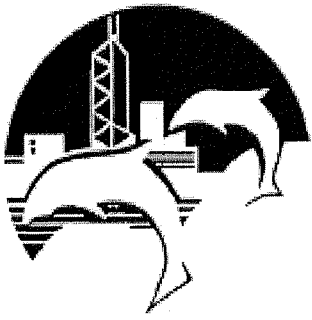
Hong Kong is one of the most beautiful places in the world. This is because it is an archipelago with hundreds of green hilly islands and thousands of kilometers of natural coast-line. The natural resources of Hong Kong comprise about 110,000 hectares of land and about the same area of sea. Both are invaluable to Hong Kong.

Reasons Why New Territories Not Developed

Because of historical, political, geographical and social reasons, urban development took place mainly on Hong Kong Island, Kowloon Peninsula and a strip of land around Victoria Harbour, but the New Territories remain relatively under-developed.

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



保 護 海 港 協 會

Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室
Room 608, One Pacific Place, Hong Kong
Website: <http://www.harbourprotection.org>

E-mail: info@harbourprotection.org
Tel: (852) 2626-8321
Fax: (852) 2845-5964

- (a) **Historical** – Britain acquired Hong Kong Island in 1841, Kowloon Peninsula in 1860, and the New Territories in 1898 but only under a lease. Urban development only spilled over into the New Territories after the available land around Victoria Harbour and Kowloon Peninsula was saturated.
- (b) **Political** – The New Territories was only leased for 99 years and not ceded to Britain. Therefore Britain was not a permanent absolute owner thereof and only had limited legal and political rights as a lessee. Because of the limited rights and time constraint, Britain never had the confidence and determination to properly develop the New Territories.
- (c) **Geographical** – The New Territories is separated from the urban areas by the Nine Dragons, that is, the range of steep hills running from East to West. This natural barrier made the New Territories difficult to access and the provision of the necessary infrastructural for urban development expensive.
- (d) **Social** – For many years until recent times, the New Territories indigenous villagers had their own customs and traditions which made it difficult for them to assimilate with the urban inhabitants who were mostly immigrants to Hong Kong.

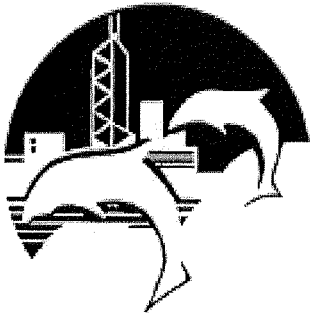
Reasons No Longer Valid

The above reasons are no longer valid. All of Hong Kong has reverted to China since 1997. By the Joint Declaration between China and the United Kingdom signed 29 years ago in 1984, the New Territories became part of the Hong Kong Special Administrative Region and just the same as any other part of Hong Kong.

Modern engineering has broken through the Nine Dragons and there are now half a dozen tunnels bringing both cars and trains into the New Territories. New Territories villagers have completely integrated with other Hong Kong inhabitants. Both live in the many satellite towns and the numerous housing developments there. The border between the New Territories and Kowloon is now non-existent.

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



保 護 海 港 協 會

Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室
Room 608, One Pacific Place, Hong Kong
Website: <http://www.harbourprotection.org>

E-mail: info@harbourprotection.org
Tel: (852) 2626-8321
Fax: (852) 2845-5964

Develop the New Territories

For strategic planning purposes, the New Territories which has ninety percent of the land resources should now be treated the same as any other part of Hong Kong and opened up for development.

To do so, the New Territories Ordinance must be repealed and the Village House Policy reviewed such that land in the New Territories will become legally the same as any other part of Hong Kong.

This will make available the almost 100,000 hectares of land there and there is no need for the proposed massive reclamation of Hong Kong's surrounding sea.

Objections to Government's Proposals

1. **If the New Territories is properly planned for development, there is no need or justification for Government's proposals;**
2. **Extensive environmental damage will be caused;**
3. **Land produced and accordingly housing thereon will be prohibitively expensive;**
4. **Unnecessarily waste Hong Kong's financial resources; and**
5. **Will set back proper strategic planning for Hong Kong by decades.**

Winston Ka-Sun Chu,
Visiting Professor in Town Planning Law,
University College London.

H:\DENNIS\HL\harbour\Rock Cavern Development\Representation by WC 200513.doc

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

Society for Protection of the Harbour

保 護 海 港 協 會

LEGCO PANEL ON DEVELOPMENT

SPECIAL MEETING ON 10TH 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.

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

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

Society for Protection of the Harbour

保護海港協會

立法會發展事務委員會

2012年3月10日 特別會議

維港以外的填海

“同一香港，同一港人”

1. **珍貴天然資源** - 香港有 110,400 公頃土地及 165,000 公頃海域面積。香港的美麗和吸引之處，在於她是個群島，由數以百計之大小島嶼所組成，都是我們的珍貴天然資產，應該不單只是現在的港人可以享有，而是世世代代都應可享有的。填海造地引致破壞這些美麗島嶼及海岸並不合理，根本就沒有需要，亦不能自圓其說。
2. **新界地區** - 我們超過 90%的土地資源位於新界。新界區差不多有 100,000 公頃土地。雖然其中 56,000 公頃經已留給作為郊野公園(這點我們是支持的)，尚有 20,000 公頃土地是未發展或未被全面發展的。香港政府應該認真地規劃如何善用這些土地，在提供良好的生活環境，同時亦可保育敏感地區。
3. **錦田及洪水橋** - 根據我們的資料，位於新界西北錦田各地及洪水橋合共可以提供 3,000 公頃土地(請參看附件)。西鐵和三號幹線都可服務這些地區，而這兩項交通配套基建仍未飽和。深圳旁的邊境地區亦可提供 2,000 公頃土地。這合共 5,000 公頃的土地足以應付預計中的未來人口的增長。

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

4. **無需進行填海** – 香港政府不應忽略新界現有的大量土地，而進行這 25 個填海造地工程。進行新界發展計劃，當然須要面對很多問題。無論如何，政府應有智慧和勇氣去為香港進行正確的方針。
5. **昂貴的填海工程** – 建議中的填海工程之工作費用將非常昂貴。我們的海床是非常深的，並不似澳門。再者，所須興建的基建及交通系統，將令填海所得之土地非常昂貴。一般市民大眾不可能負擔這些土地上所興建的樓房的價格，亦無助於解決高樓價的問題。
6. **環境和生態的破壞** – 填海將會對海洋生物帶來巨大破壞，海床將變成生態沙漠。
7. **“同一香港，同一港人”** – 中英聯合聲明是於 28 年前，即 1984 年簽訂的。它使新界成為香港特別行政區的一部份，令香港面積大了十倍。新界土地和香港其他地區的土地是沒有分別。香港政府應對所有香港土地及香港市民一視同仁，給予同等的權利和義務。香港政府的政策應是“同一香港，同一港人”。

徐嘉慎, 保護海港協會顧問

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

6th February 2012

With the correct land policies, government could avoid reclamation

Society for Protection of the Harbour fully supports your editorial ("There's no need for land reclamation", January 30).

For the past 17 years, we have been advocating that the government should properly plan the development of the New Territories instead of reclaiming the harbour and our sea to make land. That should be Hong Kong's proper direction of growth.

The government must change its mindset as a land producer and land supplier to raise revenue through land sales.

It ought to remember that its primary responsibility is the administration of Hong Kong.

It should put the interests of the people before its own interests by providing affordable housing and protecting the environment.

The economic policy that the government has adopted over the past half century is outdated.

The policy works in this way. The government acquires and produces land for sale, sells the land to developers, ensures high prices for the housing built thereon by restricting supply and thereby also ensures high land prices. It transfers the land sales proceeds to the Capital Works Reserve Fund and then with this fund pays for more reclamation projects to produce more land. The cycle is then repeated again and again.

This economic policy enriches the government (which now has total reserves of over HK\$1 trillion) as well as the developers, but is at the expense of the environment. As a result, Hong Kong almost lost its Victoria Harbour.

The public also pays a heavy price. It has to suffer from very expensive housing, bad living conditions in very small flats and a low quality of life.

Now that Hong Kong enjoys a measure of democracy and the people have a voice, they must stand up and speak out. This system has to change.

Developing the New Territories has three major obstacles. Firstly, there is the village house policy which the government unwisely adopted. Secondly, the various New Territories ordinances give a different legal status to New Territories land. Finally, Article 40 of the Basic Law protects the traditional rights and interests of the indigenous inhabitants of the New Territories.

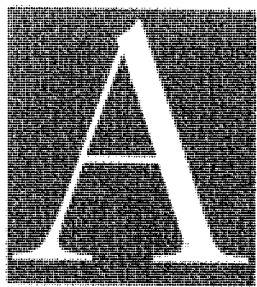
The government must overcome all these difficulties so that all the land in Hong Kong will be the same and all the people of Hong Kong will be equal with the same rights and duties.

Winston K.S. Chu, adviser, Society for Protection of the Harbour

30th January 2012

South China Morning Post

There's no need for land reclamation



government's job is as much to look to the future as the present. Donald Tsang Yam-kuen's outgoing administration is doing that with its consultation on land supply. But the options put forward – reclaiming land beyond Victoria Harbour, including building artificial islands and use of rock caverns – should be last resorts. While the latter could prove an innovative way of dealing with

unpopular utilities like waste treatment facilities and columbariums, there is more than enough land for tens of decades to come for housing and development in the New Territories.

The suggested options are claimed to be a matter of necessity. Authorities stress that with a limited supply of land and Hong Kong's population expected to increase a quarter to 8.9 million by 2039, there will soon not be enough for housing and economic growth. The existing strategy of rezoning, redevelopment, resumption and making use of old quarries is considered inadequate to meet anticipated demand. Being able to expand beyond the coastline and dig into mountainsides is being put forward as ensuring flexibility.

Scepticism in some quarters is rife. The government has lacked transparency and been wildly optimistic with projections when pushing projects in the past. Hong Kong Disneyland was supposed to reap a 10 per cent return in its first year, but six years later, continues to struggle with breaking even; the HK\$35 billion Airport Express carries one-third fewer passengers than original estimates; and our Mandatory Provident Fund accounts remain pitifully low despite the bullish figures thrown about when it was launched 11 years ago. Concrete was poured and jobs created, but the benefits have not been as assured.

The consultation documents do not suggest how much land should be reclaimed or what specific uses it will be put to. A total of 25 sites were put forward half-way through the process, with the explanation that they would form the basis for eventually choosing a finalised list of 10 mid-year that would be taken to another consultation. The waters around Hong Kong are relatively deep, so reclamation is an expensive proposition. Tsang's last policy address made clear that land supply would have to be boosted to allow for a projected 40,000 new flats a year, 15,000 for public housing. Given the costs, it is unlikely that what would be reclaimed would be for affordable homes.

Hong Kong is not short of land, but the government seems reluctant to free up the greatest supply – in the New Territories – by resolutely taking on the contentious matter of indigenous villagers' property rights. Instead of reclaiming land, we should be sustainably using what we have while formulating long-term policies on housing, population and welfare. Reclamation carries environmental risks. It should be an option, but only when all other choices have been exhausted.

17th January 2012

Develop the New Territories instead of ruining important natural asset

The government should realise that the beauty and attraction of Hong Kong is because it is an archipelago comprising hundreds of islands large and small. Our sea and our shorelines are an invaluable natural asset which should be enjoyed not only by the present but also future generations.

Reclamation to make land by destroying these beautiful islands does not make sense. There is simply no need and it cannot be justified. There is 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 underdeveloped.

According to our research, Kam Tin Valley and Hung Shui Kiu in the western New Territories together can already provide 3,000 hectares. These areas are served by West Rail and Route 3, both of which are very underutilised. 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.

The government should properly plan the development of these areas to provide a good living environment while preserving sensitive sites. It should not propose to make land from the sea through the 25 reclamation projects and ignore the huge areas of land we already have.

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 problem of high housing prices.

The Joint Declaration was signed 28 years ago in 1984 which made the New Territories part of the Hong Kong Special Administrative Region. This increased Hong Kong's land area 10-fold. Yet now, almost 15 years after the handover, the administration has still not properly planned the development of the New Territories, where the future of Hong Kong's expansion lies. 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.

Perhaps an ordinance similar to the Protection of the Harbour Ordinance should be enacted to safeguard our shorelines from excessive and unnecessary reclamation.

Winston K. S. Chu, adviser, Society for Protection of the Harbour

Executive Summary

A VISION FOR A FUTURE REGIONAL CITY: KAM TIN

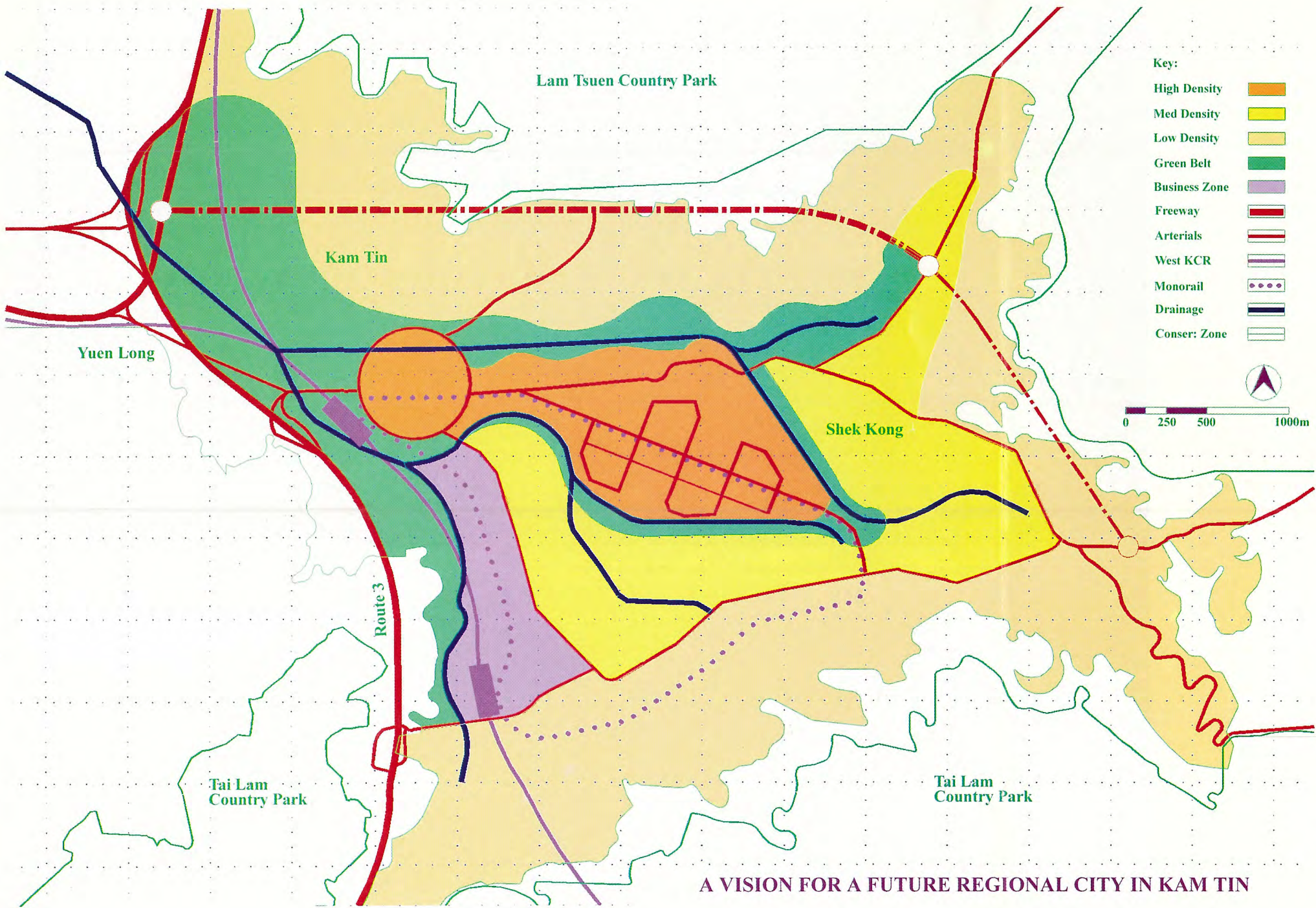
".....The TDS Review 96 has estimated the population of Hong Kong will increase to 8.1 million by year 2011 and could need as much as 1500 hectares of urban land to accommodate 1.7 million people over the next 15 years.....Because of its strategic transport location and land availability, the potential 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

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, hkip, scv
- *Project Planner:* **Navaratne Dayapriya B**, aia (sl)
- *Infrastructural Consultant::* **P K Tse**, fhkie,rse
- *Transport Consultant::* **Chin Kim Meng**, mie aust, miht, cpeng

