

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

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Executive Summary

A VISION FOR A FUTURE REGIONAL CITY: KAM TIN

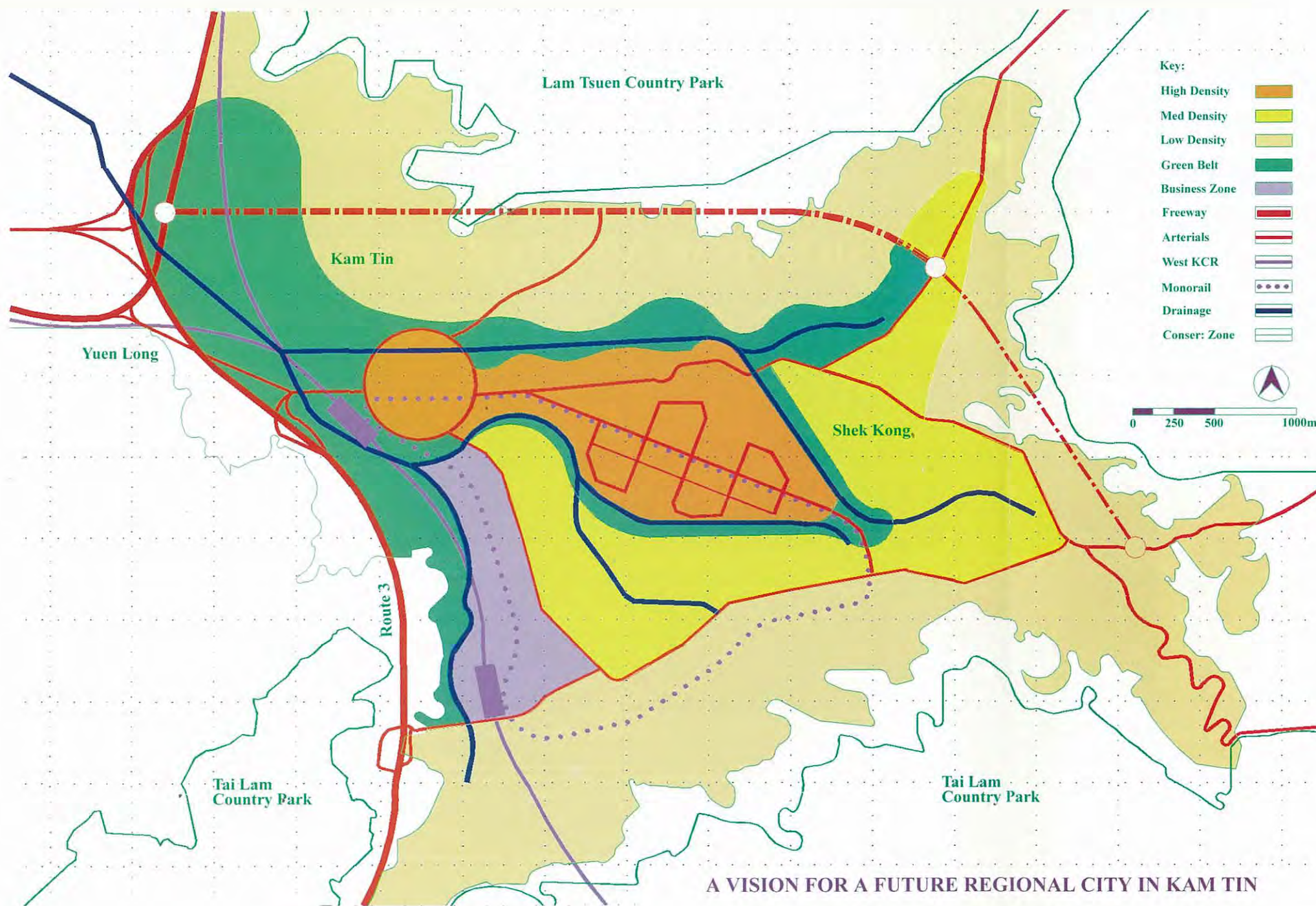
".....The TDS Review 96 has estimated the population of Hong Kong will increase to 8.1 million by year 2011 and could need as much as 1500 hectares of urban land to accommodate 1.7 million people over the next 15 years.....Because of its strategic transport location and land availability, the potential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

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Research & Design Unit, Department of Architecture
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October 1997



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:

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