

# \$24m look at development

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The Government will begin a \$24 million study next week on the feasibility of further reclamation of the harbour and redevelopment of urban areas.

It will examine the future use of the Kai Tak airport site if it is relocated and determine the ideal site for additional container berths and associated port facilities.

This was revealed yesterday by the principal Government town planner, Mr Chau Cham-son, who said the 15-month study will form part of a development strategy for the territory.

The strategy is part of an effort to co-ordinate overall planning and to meet the housing, transport, employment and other needs of the population.

The study covers almost one-quarter of the total area of Hongkong and is the first such exercise for urban Hongkong.

It will also look at how much it will cost the Government to go ahead with proposed developments.

The area under study includes Victoria Harbour, Hongkong Island, Lamma Island, Kowloon, New Kowloon, Stonecutters Island and Green Island.

On the map, the lines run from the southern part of Tsing Yi Island down to south Lamma Island, east to Cape D'Aguiar and up to Tsz Wan Shan.

"The principal objective of the study is to assess the development potential of the area.

"It will include the possibilities of further reclamations, knocking down more hills and the scope for additional urban growth through the redevelopment of existing properties and development on new sites," Mr Chau said.

Previously, the Government has mentioned the possibility of reclaiming the seas off Cheungshawan, Shamshuipo, Kowloon Bay and Hunghom.

According to the Government town planner, Mr Michael Wigglesworth, "there's always a demand for land for the general growth of the population."

The agreement for the "harbour reclamations and urban growth study" was yesterday signed by Mr Chau and Mr Robin Osborn, of Scott Wilson Kirkpatrick and Partners.

"There are several areas where there can be large scale reclamation — certainly comparable to the scale done in the new towns.

"These areas are more likely to be on the west part of the study area and new developments on the east part.

"When we look at the future use of the airport site, we will decide whether the bays should be filled in," Mr Osborn said.

Their final report will contain recommendations on alternative planning strategies to determine the most appropriate scale of development for the area.

It will also look at the transport implications of the schemes.

The ambitious study has led to the formation of a team which includes experts in such fields as town planning, engineering, transport planning, economic and financial analysis and port operation.

The planners will be Robert Matthew Johnson-Mar-

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shall and Partners whose planning partner Mr R.H. Stewart will be the project director.

The engineering and transportation expertise will be provided by Scott Wilson Kirkpatrick and Partners, the urban and port economic contribution by Coopers and Lybrand Associates Ltd and the valuations by Collier Petty, Chartered Surveyors.

Port operations, the landscape and prevention of environmental pollution will also

be looked at.

Two British organisations, the Hydraulic Research Station of Wallingford and the Water Research Centre of Stevenage, will provide mathematic model studies to assess the effects of reclamation and urban growth and its possible disadvantages with regard to pollution and tidal currents.

The study is more expensive than the Government expected.

About a year ago, on the basis of another similar study,

the cost was estimated at about \$12 million. The higher cost is partly due to the increased scope and complexity of the study.

Several other sub-regional studies are being undertaken to set up the overall development strategy, which is co-ordinated by the Secretary for Lands and Works.

They include those on the northeast New Territories, Lantau, Junk Bay and other new towns. So far, a study on northwest New Territories has been completed.