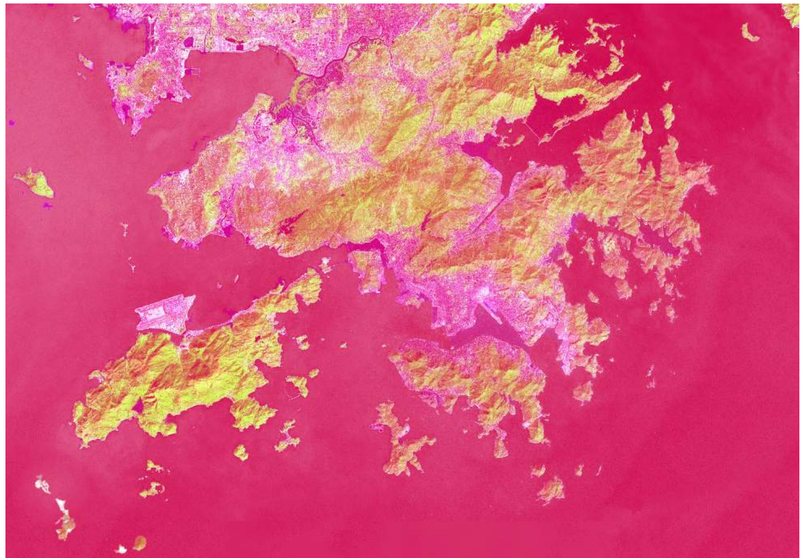


HONG KONG'S POPULATION IS SET TO INCREASE BY 800,000 IN THE NEXT 25 YEARS. HOW SHOULD THE CITY GROW?

Hong Kong is growing and land supply is a pressing concern. *How we grow* is integral to ensuring the city's continuing liveability, sustainability, and competitiveness.

The future presents uncertainties and the precise nature and extent of long-term urban growth can never be fully predicted. We believe in a flexible, incremental growth strategy that works to enhance the existing urban context and builds on existing plans.

Nam Tong is a conceptual new town for 500,000 residents at the eastern edge of the urban area. Conceived as a viable solution to the land supply problem, and an alternative to the proposed East Lantau Metropolis, this vision is built on the principles that make Hong Kong a sustainable urban model.

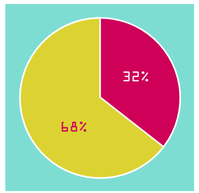
hong kong

Hong Kong is an internationally-unique urban model based on the tripartite tenets of super-high density, transit-oriented development, and limited urban extent. Globally we edge towards unprecedented urbanisation, and the role of urban design has never been more important. The Hong Kong model may well represent the best template for sustainable 21st century urban growth.

The formula works like this: high population density fosters first rate public transport. At the same time, transit-oriented development encourages transit use, helping reduce congestion and air pollution while improving convenience and liveability. The limited physical spread of the city helps conserve our spectacular natural environment while the linear form of the city is naturally suited to the MTR system, reducing reliance on road transport.

The synergy between these three factors is essential to Hong Kong's liveability and urban sustainability.

green city



For a small territory, Hong Kong boasts a stunning diversity of landscapes. The breadth and connectivity of our country parks provides valuable habitat for a wide variety of wildlife, and contains a network of trails where Hong Kongers find adventure and escape each weekend.

Most other global cities have been unable to achieve a lasting balance among competing land uses. Among world cities, Hong Kong residents enjoy access to unspoiled natural landscapes with an ease that residents of sprawling London, New York City, or Tokyo could never imagine.

This is an essential element of Hong Kong's competitiveness on the world stage. It renders our super-high density more liveable.

a turning point

+800,000

estimated growth of hong kong's population by the year 2054

But our successful urban model faces increasing challenges. Air pollution contributes to thousands of early deaths each year and diminishes Hong Kong's global competitiveness. Much of this pollution is generated by local traffic – and car ownership has risen drastically in recent years, causing increased road congestion.

Car-oriented planning is not a viable route for Hong Kong, given the city's size, density, and finite road capacity. It is essential that we grow in a transit-oriented manner. If MTR is not the most convenient and accessible option, people will choose to drive.

Hong Kong is growing and the government intends to ensure a supply of 480,000 new flats within the next decade. But land remains scarce. *How we grow* – the form of this significant urban expansion – is integral to remaining "Asia's World City" and an attractive place to live and visit.

High-density, transit-oriented development and environmental conservation has served us well to date. Let's build on our strengths!

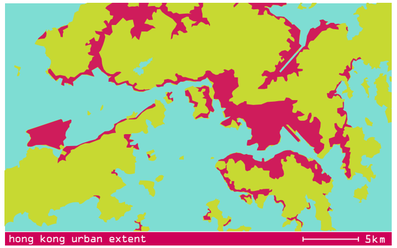
alternatives

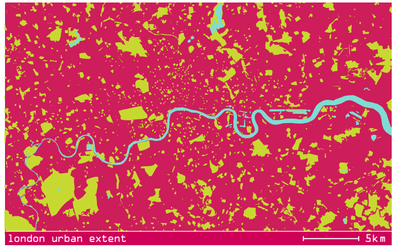
Lantau is a large island. No doubt it holds great development potential. But the issue of land supply requires holistic thinking, at the territory-wide level, in order to balance demand for development and open space. To judge the merit of the East Lantau Metropolis proposal, it should be evaluated alongside alternatives. Nam Tong is a viable, flexible, and cheaper alternative that has minimal environmental impact.



hong kong from tai mo shan (image: C J B Scholten)







option 1

The Lantau Development Advisory Committee (LanDAC) has proposed a vision for the development of Lantau Island that comprises two main ideas: expansion of the existing new town in North Lantau, and the development of an "East Lantau Metropolis" to the east of the island.

The expansion of Tung Chung, as well as development at Sunny Bay Station and the Siu Ho Wan MTRC depot, is a sensible mode of growth. It builds on Hong Kong's established strengths as a linear, transit-oriented city and capitalises on new infrastructure and regional connections. The environmental impact is significantly less, given that the artificial northern coast already hosts a highway and a railway.

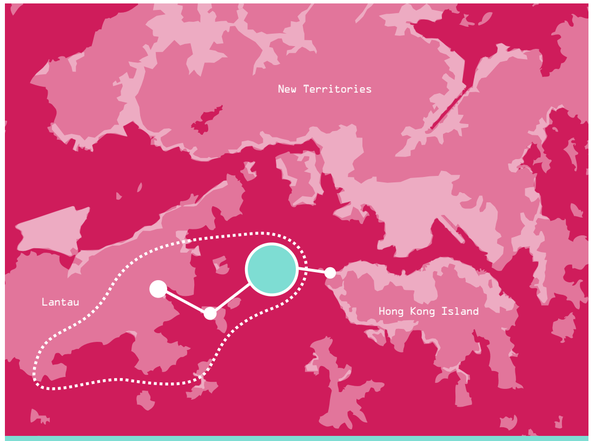
The East Lantau Metropolis, on the other hand, requires massive upfront infrastructure investment to connect it to northern Lantau at one end and Kennedy Town at the other. It presents a major environmental impact on previously undisturbed islands, coastlines, and small settlements. Proper evaluation of a plan of this scale requires consideration of alternatives.

option 2

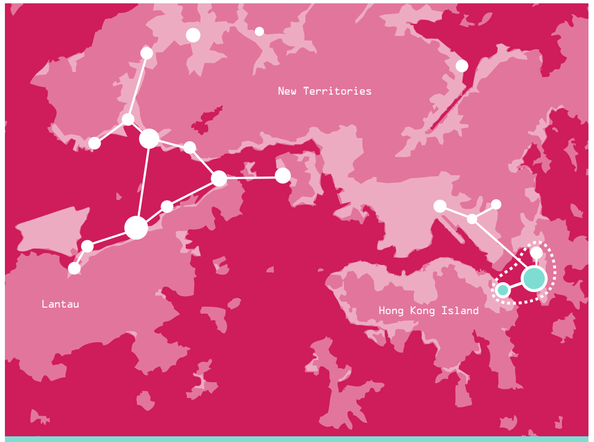
We believe in an incremental growth strategy that engages and enhances existing urban context and have conceived Nam Tong as a paradigm for growth.

Nam Tong is a natural extension of the city, and the MTR system, at the eastern reach of the existing urban area. Comprising three main zones, it is easily phased. Proposed land reclamation sits outside Victoria Harbour and would affect only artificial shorelines.

Nam Tong integrates seamlessly with existing plans. For instance, the Chief Executive, in his 2016 Policy Address, proposed the development of the Tseung Kwan O Area 137 fill bank for housing. Nam Tong provides a holistic framework for this proposal. In terms of transport, Nam Tong ties in with the proposed Route 6 highway (Central Kowloon Route-Cross Bay Link), and the MTR's planned East Kowloon and North Island lines. Residents would enjoy quick, direct MTR rides to both Central and the East Kowloon CBD without interchange.



ONE BIG MOVE
LanDAC: EAST LANTAU METROPOLIS



INCREMENTAL GROWTH
FARRELLS: NAM TONG - A PARADIGM FOR GROWTH

OUR VISION: UNLOCKING THE EAST

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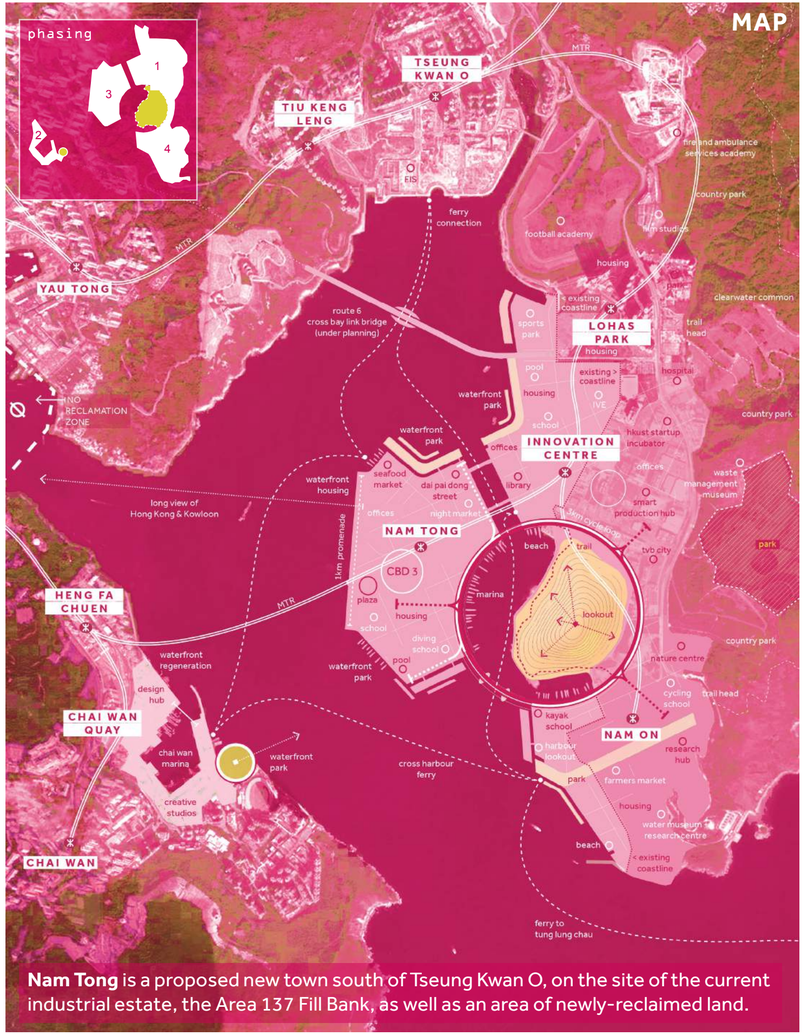

Nam Tong is a proposed new town south of Tseung Kwan O, on the site of the current industrial estate, the Area 137 Fill Bank, as well as an area of newly-reclaimed land.

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concept

Fat Tong Chau, a former island, will be conserved as the town's historic centrepiece and as a community park. Flanking the island are the three main development zones: Innovation Centre, Nam Tong Island, and Nam On. Three new MTR stations will help focus neighbourhood centres for each of these communities. In addition, the existing Lohas Park station serves the Lohas Park district, which would be enhanced with a view to forming a more rounded, people-oriented destination.

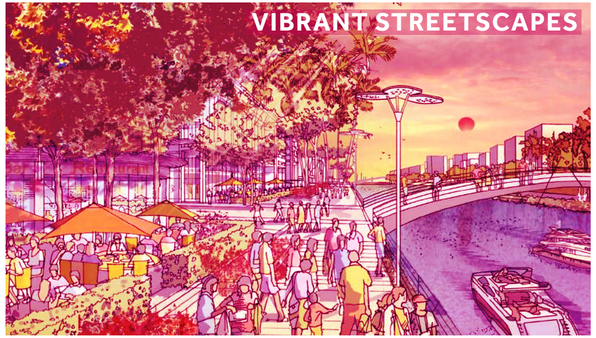
open spaces

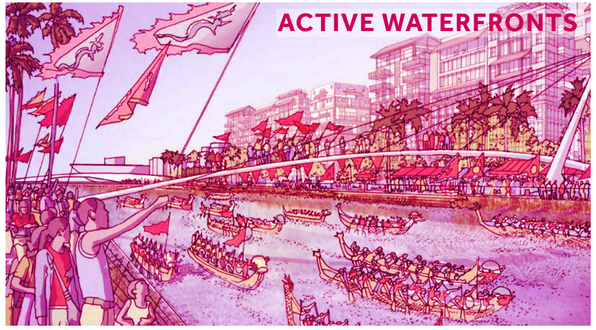
Residents will enjoy new coastal parks oriented to maximise views of the Tseung Kwan O skyline, the Victoria Harbour entrance, as well as the sightline through Lei Yue Mun toward Central and Kowloon. We propose opening the Fat Tong Chau beach for bathing and building an artificial beach at Nam On. The former landfills surrounding the town shall also be developed as open parkland. A pedestrian axis will frame the trail-head leading to the Clear Water Bay Country Park, through which residents can hike to the Clear Water Bay beaches.

vibrancy and diversity

The vitality of Hong Kong's older districts is conspicuously absent from places like Tin Shui Wai and Tseung Kwan O. These new towns have demonstrated the effects of an overscaled public realm that lacks identifiable centres for community life coupled with unwarranted land use segregation. Pedestrians are forced to navigate a confusing gauntlet of footbridges and subways for the expedient of traffic movement.

Nam Tong aims to foster a high degree of walkability through an emphasis on legible, people-oriented planning. The town would be diverse in all respects: building form, building use, and socio-economic composition. The most vibrant urban districts in Hong Kong and worldwide comprise an integrated range of building types catering to different groups in society. Nam Tong will form a balanced community with a fine-grained mix of space for living, working, and playing.







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CONNECTIVITY

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transport

A new MTR harbour crossing would unlock the land south of Tseung Kwan O. We believe this can also spur revitalisation of the older industrial area in Chai Wan.

Nam Tong is designed as a transit-oriented community, with all residences and places of employment within walking distance of an MTR station. It will be well-connected to both Hong Kong Island as well as to East Kowloon, through an extension of the Kwun Tong Line, which will take over the Lohas Park spur line. The two MTR lines will converge in the town centre, providing high-frequency, high-capacity transport to major employment centres like Central, East Kowloon, and Quarry Bay.

A network of coastal promenades, integrated with a pedestrian and bike-friendly urban core, will provide the area with a legible, integrated, and comprehensive active transportation system to connect residents to the MTR stations.

synergies

Nam Tong fits snugly within existing government plans. For instance, the Chief Executive, in his 2016 Policy Address, proposed utilising the site of the Area 137 Fill Bank for development. Nam Tong provides an ideal framework for that proposal.

The government is moving forward with the construction of Route 6, a largely underground highway that crosses Kowloon from east to west. It is presently planned to end in a dead end at the Tseung Kwan O industrial estate, but could be used to link Nam Tong to the wider urban region.

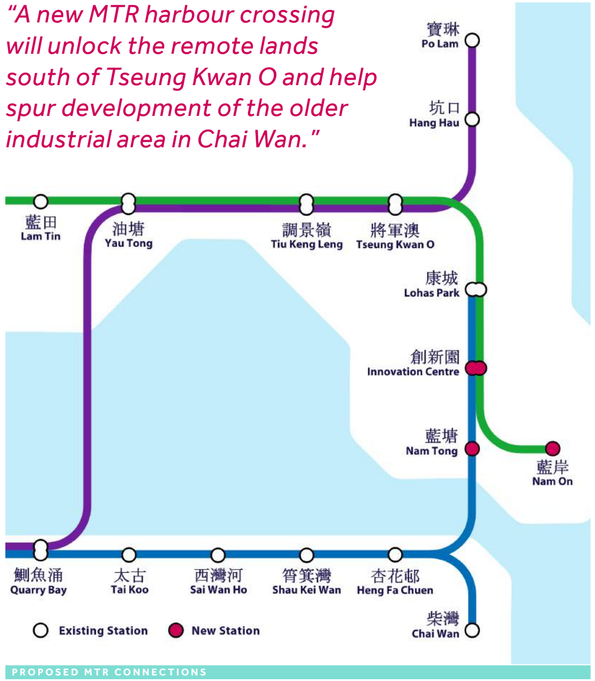
The Island Line becomes progressively more congested near Central. The North Island Line, a proposed duplication of the most congested section of the Island Line, provides the extra capacity to support Nam Tong.

Synergies also exist with the revitalisation of East Kowloon as a second CBD, the proposed MTR East Kowloon Line, and the Innovation and Technology minister's proposal to develop a smart technology hub within our Innovation Centre district.



VICTORIA HARBOUR LINKS

"A new MTR harbour crossing will unlock the remote lands south of Tseung Kwan O and help spur development of the older industrial area in Chai Wan."



PROPOSED MTR CONNECTIONS

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