

**Planning and Engineering Study on Future Land Use
at the Ex-Lamma Quarry Area at Sok Kwu Wan,
Lamma Island – Feasibility Study**

Stage Two Community Engagement

PURPOSE

1. The purpose of this paper is to seek Islands District Council's views on a draft Recommended Outline Development Plan (RODP) formulated for the Ex-Lamma Quarry (ELQ) area under the "Planning and Engineering Study on Future Land Use at the Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study" (the Study).

BACKGROUND

2. The Study was jointly commissioned by the Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) in January 2012. Its overall objective is to examine the future land use and explore the development potential of the ELQ site (the Study Site), including residential development and other compatible uses. Technical assessments are also included to confirm the feasibility of the preferred land use option. The findings and recommendations of the Study will serve as a reference for subsequent revision of the Lamma Island Outline Zoning Plan (OZP) to guide the future development.
3. The community engagement (CE) of the Study comprises two stages. The Stage One CE, which aimed at soliciting public views on the initial land use options as formulated in the Study, was held from 7 December 2012 to 6 February 2013. During the Stage One CE, a series of CE activities including a community workshop, a community forum and a public forum were conducted which were attended by over 250 participants. The Islands District Council (DC) was briefed on 17 December 2012 (Paper No. IDC 126/2012). Other statutory/advisory bodies including the Legislative Council (LegCo) Panel on

Development, Town Planning Board (TPB), Planning Sub-committee of the Land and Development Advisory Committee, Southern District Council, Lamma (North) and (South) Rural Committees (RC) were also briefed. Several focus group meetings were organized for the professional institutes, green groups, local concern groups and tourism sector. Roving exhibitions were also staged at five different locations¹ during the CE period. During the Stage One CE exercise, more than 500 written submissions were received.

MAJOR PUBLIC VIEWS IN STAGE ONE CE

4. The public views collected in Stage One CE are set out in the Stage One CE Report which can be viewed at the Study Website: <http://www.ex-lammaquarry.hk>. The major public comments are summarized as follows:

Overall Development Concept

- (a) the public generally supported the development on the Study Site by optimizing the available land resources at the three existing platforms in the eastern, middle and southwestern parts of the site in order to avoid adverse impact to the local environment. Many stressed that the existing character of Lamma, including the natural attributes, ‘back-garden’ and ‘car-free island’ etc. should be conserved. There was also strong aspiration for keeping the man-made lake intact. Among the three initial options under the two land use themes (i.e. “Housing” (Initial Options 1a and 1b) and “tourism plus housing” (Initial Option 2)), the public considered that the proposed “tourism plus housing” land use theme under Initial Option 2 was more favourable as it provided both low to medium density housing with some commercial/tourism-related uses for a more balanced development. It could also help satisfy the imminent housing needs in Hong Kong, enhance the local economy, and add vibrancy and diversity to the Study Site;

Housing Development

- (b) the use of the existing platform areas for housing development is generally supported. Majority of the commenters opined that the

¹ The five locations included Sok Kwu Wan Ferry Pier, Yung Shue Wan Ferry Pier, Aberdeen Promenade, Central Pier No. 4 and the Harbour Building, Central.

population density should be increased to meet the housing needs, but they were against the luxurious high-rise housing development which would completely alter the local and rural character of the area. A population of 5,000 persons was generally considered acceptable with the expectation of providing enhanced transport services and community facilities;

- (c) the building height should be compatible with the local character and the environment. Some opined that the proposed building height of over 8-10 storeys was excessive. Regarding the types of housing, most preferred affordable housing, be it subsidized or private housing;

Land Uses

- (d) there were requests for more tourism and recreational facilities at the Study Site in addition to the resort hotel proposed under Initial Option 2. Many considered that the attractions of Lamma Island should be enriched by adding more diversified activities, such as the outdoor adventure centre or holiday camp, with eco-tourism element, for public enjoyment. Marina development was not supported since there could be potential adverse impact to the existing fish culture zones in Sok Kwu Wan;

Urban Design

- (e) the car-free environment on Lamma Island should be retained and the future developments of the Study Site should be within walking distance. Majority shared the same view that the lake was a unique feature that should be protected and preserved in totality. The landscape, visual character and natural resources at the Study Site should be preserved;

Environmental Impacts

- (f) there were concerns about the potential adverse environmental and ecological impacts on the natural environment and the adjoining fish culture zones with the proposed developments in the Study Site. The local concern groups did not agree with the Study findings of low ecological value at the Study Site and suggested that mitigation measures would be required;

Connectivity

- (g) both external and internal transport to the Study Site and the Sok Kwu Wan area in a wider context should be enhanced. The ferry services should be extended to cater for the increased traffic demand arisen from the existing and future community and visitors in Sok Kwu Wan; and

Implementation

- (h) the public did not favour future development within the Study Site to be implemented by a single private developer. Some urged for early development of the Study Site and the future facilities should be affordable and accessible.

DRAFT RECOMMENDED OUTLINE DEVELOPMENT PLAN

- 5. Having regard to the public comments received, a preferred option for the ELQ site has been formulated which provides the basis for drawing up the draft RODP. The preferred option is mainly based on the “tourism plus housing” land use theme under Initial Option 2 which was well received by the public. Development potential of the Study Site has been further optimized by providing additional housing flats and recreation uses based on the established planning objectives and guiding principles, paying heed to the preservation of the coastal protection area and ridgeline.

Planning and Design Concepts

- 6. The draft RODP was formulated based on the following planning and design concepts:
 - (a) disturbance to the area should be avoided by confining developments at the three existing platforms. Residential developments will be concentrated on the central and southwestern platforms while the eastern platform will be reserved for the tourism and recreational uses. The man-made lake and the existing woodland will be wholly preserved;
 - (b) major supporting Government, Institution or Community (G/IC) facilities including sewage treatment works, refuse transfer facility

(RTF) and its associated pier, refuse collection point and fire station will be located at the northeastern end of the Study Site with a view to minimizing the potential nuisances to the residential neighbourhood in the southwestern portion;

- (c) low-rise commercial use under the 'Lamma Hub' theme which is located in front of the proposed ferry pier will be the anchor point of the Study Site to promote strong sense of arrival to the future residents and visitors;
- (d) necessary G/IC facilities serving the community such as library, social welfare facilities, community health centre, police post, etc., are planned at convenient locations within the central platform;
- (e) besides resort hotel and an outdoor recreation centre, a water sports centre at the lakeside is proposed to make good use of the lake and to enhance the recreational opportunities of Lamma Island as a leisure destination;
- (f) a stepped height profile descending from the hillslope to the waterfront for the residential sites is adopted to respect the natural surroundings and a height restriction is also imposed to preserve the ridgeline and the natural backdrop; and
- (g) pedestrian footpaths and a continuous cycle track network will be provided to encourage walking and cycling as the main transport modes within the Study Site.

Planned Population, Housing Mix and Development Parameters

7. According to the draft RODP, it is estimated that about 1,200 private housing flats and 700 subsidized housing flats will be provided to accommodate a planned population of about 5,000 persons. The major planning parameters adopted in the preferred option and the draft RODP are summarized as follows:

Population		
Planned Population		5,000
Housing (Site Area: about 6 hectare (ha))		
Private to Subsidised Housing Ratio		63:37
No. of Flats : 1,900 units	Private	1,200 units
	Subsidised	700 units
Plot Ratio : Overall 1.92	Private	1.5 to 2.7
	Subsidised	2.6
Average Flat Size	Private	70m ² to 100m ²
	Subsidised	52m ²
Maximum Building Height	Private	11 storeys (50mPD [*])
	Subsidised	13 storeys (50mPD)
Hotel (Site Area: about 2.5 ha)		
Plot Ratio		1.0
Number of Rooms		260 rooms (about)
Maximum Building Height		6 storeys
Commercial (Site Area: about 1 ha)		
Plot Ratio		0.5
Maximum Building Height		2 storeys

* mPD: metre above Principal Datum

Key Features

8. The draft RODP as shown on **Plan 1** has the following key features:

Optimizing Development Potentials to Satisfy Long-term Housing Needs

- (a) there are four residential sites in the central and southwestern platforms. They will provide about a total of 1,900 new residential units, including 1,200 private housing flats and 700 subsidized housing flats, to accommodate about 5,000 persons;
- (b) the proposed development parameters are optimized for the rural setting within the available land resources, without backfilling the man-made lake and providing a new submarine fresh water pipe system from Hong Kong Island;

Enhancement of the Recreational and Tourism Potentials

- (c) a Tourism and Recreation Hub is introduced in the eastern platform. Apart from the proposed hotel, an Outdoor Recreation Centre (ORC) of about 2 ha is proposed, which could offer a wide range of outdoor sports and recreation facilities for public enjoyment. A Tourist Information Centre is also proposed near the new ferry pier to serve the visitors;
- (d) to make better use of the lake that would be totally preserved, a Water Sports Centre, as part of the ORC, is located at the north-eastern edge of the lake providing some non-motorized water recreation uses at the northern and middle parts of the lake for public enjoyment. The southern part of the lake will be dedicated for amenity purpose to minimize the possible adverse impact to the small wooded island in the lake;
- (e) the proposed maximum height for the hotel site of 6 storeys will provide about 260 hotel rooms to serve both local and foreign visitors;
- (f) the Lamma Hub providing a commercial gross floor area of about 6,000m², will be the anchor point of the Site serving as a major gathering point for both residents and visitors. Within the site, an open-air Entrance Plaza is reserved for holding festive events. A 10m wide setback on the upper level of the 2-storey commercial development is also proposed to create a terrace design, which could enhance pedestrians' walking experience in a leisure setting;

Preserving the Existing Woodland and Man-made Lake

- (g) the surrounding slopes of the Site have been covered by vegetation after the completion of the rehabilitation works. The proposed development will be confined to the three existing platforms (about 20 ha) without affecting the adjoining woodland and man-made lake (5 ha). The 9 ha woodland will be preserved as green belt and the existing trees will be retained as far as possible to enhance the landscape and visual amenity;

Developing a Green and Sustainable Community

- (h) the preferred option is characterized by a mixture of land uses including

private and subsidized housing (about 6 ha), various recreation/tourist uses (about 9.5 ha) and lakeside open spaces and waterfront promenade (about 4 ha) which would enhance the character of the place;

- (i) cycling and walking are promoted to be the major transport modes within the Study site. All developments are within walking distance. Consideration may also be given to provide environmentally friendly transport modes as an ancillary service to facilitate better accessibility within the Study Site;
- (j) other sustainable initiatives, such as green building design, efficient use of energy and water resources, and the installation of waste recycling facilities at the refuse collection point may be implemented in this new residential community;

Respecting Existing Character and Urban Design Principles

- (k) residential blocks would be of different heights, creating a stepped building height profile with low-rise blocks of 4 storeys at the waterfront rising to 11 storeys (for private housing) / 13 storeys (for subsidized housing) in the inland, while at the same time protecting the ridgeline and facilitating air ventilation;
- (l) view corridors are planned to protect the long-range views towards the green backdrop and other natural scenery. In particular, the pedestrian boulevard along the Non-Building Area extending from the Entrance Plaza at the Lamma Hub to the private and subsidized housing sites in the central platform will serve as a landscaped corridor and major view corridor;

Enhancing Transport Network

- (m) a new ferry pier will be located towards the centre of the Study Site, which will accommodate the extension of existing licensed ferry services serving Sok Kwu Wan to the Study Site. Landing steps to the east and west of the ferry pier will be reserved for public and hotel uses respectively; and

- (n) for internal transport, comprehensive pedestrian walkway and cycle track network with supporting facilities, such as cycle parking areas, is proposed. A new single two-way road running along the southwestern to northeastern end would meet the operational needs of the emergency and servicing vehicles.
- 9. Technical assessments on traffic and transport, geotechnical and natural terrain hazard, air ventilation, drainage, sewerage, water supply, utilities and sustainability aspects have been conducted. The assessments conclude that the proposed developments under the draft RODP are basically feasible without insurmountable planning and engineering problems subject to appropriate improvement and mitigation measures.
- 10. The preliminary environmental assessments on air quality, noise, water quality, sewerage, waste, sediment, land contamination, ecology, fisheries, landscape and visual and cultural heritage also reveal that the proposed developments under the draft RODP are basically feasible without insurmountable environmental problems. Upon finalization of the RODP, the Consultants will conduct the EIA under EIAO to confirm the environmental acceptability of the proposed development.

IMPLEMENTATION

- 11. CEDD will undertake a detailed engineering design consultancy upon the completion of this Study. The required site formation works, road works and infrastructure provisions will follow after the completion of the engineering study. The first population intake will be around Year 2021.

STAGE TWO COMMUNITY ENGAGEMENT

- 12. Stage Two CE which started on 14 March 2014 will last for about two months until 17 May 2014 to seek public comments on the draft RODP. PlanD and CEDD will consult relevant statutory and advisory boards/committees, including the Islands and Southern DCs and the relevant RCs, the TPB and the LegCo Panel on Development during the CE period. A focus group meeting with green groups, local concern groups, NGOs and professional institutes will be held on 23 April 2013 and a public forum will be held on 3 May 2014.

Roving exhibitions will be arranged at different locations during the community engagement period.

13. A copy of the Stage Two CE Digest is attached at **Appendix 1** for Members' reference. Details on the Study are available at the Study webpage at <http://www.ex-lammaquarry.hk> for public information.
14. The public views received from Stage Two CE will be taken into account in refining the recommended development proposals before finalising the Study.

ATTACHMENTS

Plan 1	Draft RODP
Appendix 1	Stage Two Community Engagement Digest

Planning Department
Civil Engineering and Development Department
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