

**Islands District Council  
Paper No. IDC 51/2013**

**TUNG CHUNG NEW TOWN EXTENSION STUDY  
STAGE TWO PUBLIC ENGAGEMENT**

**PURPOSE**

This paper seeks Members' views on the initial land use options formulated for the Tung Chung New Town extension under the Stage 2 Public Engagement (PE) of the Tung Chung New Town Extension Study (the Study).

**BACKGROUND**

2. The Study was jointly commissioned by the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) in January 2012. The overall objective of the Study is to explore the development potential and opportunities of Tung Chung and its adjacent areas with a view to recommending a preferred development scheme for the continued development of Tung Chung New Town to meet the territorial long-term housing, social, economic and environmental needs. Through the Study, we aim to further increase land supply to meet housing and other development needs, enhance community facilities and provide more job opportunities in the area. A plan showing the study area is at **Plan 1**.

3. The Study includes several rounds of public consultation throughout the study process. The Stage 1 PE of the Study, which aimed at soliciting public views on the planning objectives / principles, opportunities / constraints and key issues related to the new town extension, started in mid June 2012 and lasted for about two months until mid August 2012. Islands District Council was consulted on 18.6.2012 (Paper No. IDC 64/2012). Moreover, a public forum was held on 7 July 2012 to receive public views.

**Summary of Key Public Views in Stage 1 PE**

4. During the Stage 1 PE exercise, more than 2,300 written submissions were received and a questionnaire survey was conducted in Tung Chung. The public generally agreed that Tung Chung has a potential to be further developed, with broad consensus for a balanced development in terms of development intensity, environmental protection and social needs. Whilst there was no major objection to reclamation in Tung Chung East (TCE), there was a general preference for developing fallow agricultural land to reclamation in Tung Chung West. There was also a general view that in further developing Tung Chung West (TCW), the impacts on the ecology and environment of Tung Chung Bay and Tung Chung River should be minimised.

5. A number of key themes were reflected in the public views received: the further development of Tung Chung should strike a balance between private and public housing; more community, transportation and recreational facilities should be provided; the external

connectivity of Tung Chung with other parts of Hong Kong should be improved; there should be better internal connectivity within Tung Chung with the provision of more and balanced distribution of community and recreational facilities; and developments that would increase job and business opportunities for local residents are preferable to theme park development.

6. There were also suggestions for promoting commercial and tourism uses with the development of hotel / resort centres and marina. On heritage and nature conservation aspects, suggestions were received that monuments and historic buildings of preservation values should be protected, where appropriate, for educational and tourism purposes. Some suggested that rural villages should be respected and Ma Wan Chung should be revitalised. Suggestions were also received that opportunities should be explored for promoting eco-tourism and environmental education in TCW.

7. Detailed public views can be found in the Stage 1 PE Consultation Report for the Study which has been uploaded onto the Study webpage at [www.tung-chung.hk](http://www.tung-chung.hk) for public information.

## **KEY DEVELOPMENT CONSIDERATIONS**

### **Planning Principles**

8. Taking account of the objectives of the Study, development constraints and opportunities of the Study Area and the public comments received during the Stage 1 PE, the following planning principles have been developed to guide the formulation of initial land use options -

- (a) Meeting Housing Needs
  - Help address territorial housing demand;
  - Provide a balanced housing mix;
- (b) Improving Connectivity
  - Provide adequate transport infrastructure;
  - Provide convenient access to existing town centre;
  - Promote environmentally friendly transport modes;
- (c) Providing Balanced Allocation of Facilities and Open Space
  - Provide sufficient and easily accessible community facilities;
  - Provide quality open space;
- (d) Promoting Economic Development
  - Promote regional commercial activities;
  - Promote local commercial activities;
  - Boost tourism appeal of Tung Chung;
- (e) Adopting Sustainable Urban Design
  - Integrate with natural topography and existing built form;
  - Maximise waterfront potential;

- Encourage a green and sustainable living environment;
- (f) Preserving Heritage and Ecology
- Preserve cultural heritage and the high ecological value of TCW;
  - Capitalise on the natural landscape; and
  - Respect local villages.

## PROPOSED INITIAL LAND USE OPTIONS

### Reclamation Extent

9. The development potential of Tung Chung New Town can be further realised by extending it to its East and West. The direction of the extension is to provide land through reclamation in TCE, and to use fallow agricultural land and limited reclamation in TCW. Without reclamation, the further development potential at Tung Chung would be severely limited and there would be little scope to achieve the goals in accordance with the planning principles. The future extended Tung Chung New Town will be linked by railway and different road networks connecting to the surroundings areas and urban areas. Having regard to the engineering, environmental, traffic and ecological constraints of the Study Area, the extent of proposed reclamation in TCE and TCW (**Plan 2**) will be -

- (a) a maximum reclamation of about 120 ha in TCE taking into account the need to:
- provide a buffer distance (about 260m) from Tuen Mun-Chek Lap Kok Link as the noise impact would limit the potential for residential development;
  - avoid altering the water flow and preserve the existing biodiversity of Tai Ho Inlet which is the primary water inlet for Tai Ho Wan with high ecological value<sup>1</sup>;
  - preserve Tung Chung Channel which is an existing navigation channel to the northwest of the reclamation area providing marine access for vessels. It is not feasible to shift the channel further off the coast to allow further reclamation;
- (b) a maximum reclamation of about 14 ha in TCW taking into account:
- the ecological value of Tung Chung Bay<sup>2</sup>, being part of the estuary area of Tung Chung River. Also, San Tau at the western part of the Bay is a Site of Special Scientific Interest for the protection of sea grasses. The mudflat along the southern coast is a habitat of high ecological value to support a diversity of species;
  - the lower environmental value of the north-eastern part of Tung Chung Bay

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<sup>1</sup> Tai Ho Wan is an area of high ecological value where mudflats, mangroves, seagrass, juvenile horseshoe crab and a number of flora and fauna species of conservation importance are present.

<sup>2</sup> The western part of the Bay contains seagrasses / horseshoe crabs and Site of Special Scientific Interest (SSSI) at San Tau; the southern coast near Sha Tsui Tau contains mudflat / mangrove etc.

and that reclamation limited to this area would not significantly change the sea-water flows within the Bay based on the preliminary hydrodynamic assessment of the area; and

- that the public has strongly requested for the preservation and enhancement of Ma Wan Chung Village for its maritime character.

## **Land Use Themes**

10. With regard to the planning principles, the site context and recommendations of Revised Concept Plan for Lantau (2007), two initial land use options for TCE are devised to meet different objectives and development needs<sup>3</sup> -

- (a) **Theme 1:** “Livable Town” - to house more population through higher development densities around the proposed MTR station; and
- (b) **Theme 2:** “Economic Vibrancy” - to create a regional commercial hub in TCE alongside housing supply.

11. For TCW, the theme of “Development and Conservation - A Balance” is proposed with limited reclamation (about 14 ha) to provide additional housing land in TCW in addition to developing some of the existing rural areas.

12. The conceptual land use plans<sup>4</sup> of each option are shown on **Plans 3 and 4**.

## **Key Planning and Urban Design Components**

13. For all the initial land use options for TCE and TCW, there are some common planning and urban design components as enumerated below -

- (a) two new MTR stations in TCE and TCW respectively to cater for the future population of the new town extension area and also to enhance the connectivity of the new town to other parts of the territory;
- (b) a transport oriented development (TOD) concept to allow maximum development intensity within 500m walking distance of the new MTR stations, thus giving future residents a convenient access to the stations. Most of the areas with domestic plot ratios (PRs) 5 or 6 would fall within the 500m walking distance;

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<sup>3</sup> The initial land use options have been formulated assuming that there is no development constraint imposed by flight paths of the Government Flying Service (GFS)’s helicopter operation. It is proposed that the helicopter base of the GFS may have to be relocated and the feasibility of relocating it is being considered. The proposed land uses in each option are broad brush and conceptual in nature. It would be further refined at the Outline Development Plan (ODP) stage.

<sup>4</sup> The conceptual land use plans are illustrative and indicative with a view to showing the broad land use concepts under different options. ODP will be prepared at a later stage which will show more detailed land use arrangements.

- (c) waterfront promenades (about 20m to 40m wide) in TCE and TCW to form a distinctive component of Tung Chung's coastal identity and also to operate as pedestrian walkway to enhance connectivity of the Study Area;
- (d) north-south linear parks (about 20m to 30m wide) with landscaped facilities in TCE to allow visual relief / corridors and to enhance air ventilation and pedestrian mobility amongst residential neighborhoods, waterfront promenades and mass-transit facilities in a comfortable manner;
- (e) a town park<sup>5</sup> (about 18 ha) to the east of Yat Tung Estate to integrate heritage and local culture into landscaped open space, to enhance existing pathways onto the elevated slopes and to provide additional pedestrian links from the Park to the coast and Ma Wan Chung Village;
- (f) stepped building height profile descending towards the waterfront to allow a better urban design configuration and to maximise views towards the sea from vantage points (including cultural / heritage sites);
- (g) a balanced mix of public and private housing for the whole Tung Chung similar to the existing public to private housing ratio<sup>6</sup> to create a harmonious community;
- (h) areas of ecological importance along Tung Chung Bay and Tung Chung River to be preserved for conservation purpose; and
- (i) GIC facilities and open space to cater for the needs of the planned population in accordance with the Hong Kong Planning Standards and Guidelines. The distribution and location of the GIC facilities will be determined having regard to their services to be provided and accessibility to the neighbourhood. Low-rise GIC developments at suitable locations could also serve as visual and spatial relief to the built up areas.

## Major Features of the Initial Land Use Options

### *TCE Theme 1: "Livable Town"*

14. "Livable Town" is premised on the objective of helping to address the territorial housing demand. The opportunity will be taken to optimise development potential of appropriate sites within the extension area. Based on the TOD concept, residential areas within 500m walking distance from the proposed TCE Station will adopt domestic PRs 5 and 6. Commercial uses are also planned to be provided around the station to cater for the needs of local residents and provide job and business opportunities for the future Tung Chung New

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<sup>5</sup> The town park, as a "Regional Open Space", falls within an area zoned "Open Space" under the Tung Chung Town Centre Area Outline Zoning Plan (OZP) which is planned and intended for development of town park. It is an existing knoll that presents a special natural landscape feature constituting an important part of the townscape.

<sup>6</sup> The existing public to private housing ratio in terms of population is about 56:44. The final housing mix of the whole Tung Chung New Town (including the extension area) will be subject to further review at the ODP stage.

Town. The mixed residential and commercial uses will form a Metro Core Area<sup>7</sup> immediately next to the TCE Station. This will ensure that the majority of the future residents would have convenient access to the MTR station. The domestic PR band is proposed to descend to PR 4 to the north and PR 3 near the waterfront. There will be linear parks with landscaped facilities to allow visual relief / corridors and to enhance air ventilation and pedestrian mobility amongst residential neighborhoods, waterfront promenades and mass-transit facilities in a comfortable manner. This option will produce about 38 000 flats (planned population is about 111 000) for TCE. To cope with the planned population, adequate land will be reserved for supporting GIC facilities.

### ***TCE Theme 2: “Economic Vibrancy”***

15. Tung Chung is located at a strategic location in proximity to the Hong Kong International Airport (HKIA), with major infrastructures to be completed in the years ahead. Together with the existing and potential economic/tourism developments in northern Lantau, and taking account of the strategic location in the region, TCE could readily become a commercial hub in the region. Under the “Economic Vibrancy” theme, more land will be reserved for commercial development and a higher non-domestic PR will also be adopted at the Metro Core Area<sup>8</sup> to help create more job and business opportunities for Hong Kong residents, particularly those living in Tung Chung. This is also in line with the public aspiration for creating more job and employment opportunities as received during PE1. To create a regional commercial hub, about 450 000m<sup>2</sup> of floor area will be planned for office/regional retail/hotel uses in TCE. A 350-berth marina with related land for commercial uses is also proposed at the south-eastern edge of TCE and another parcel of land for waterfront dining and retail will be at the northern side of the proposed reclamation, thus adding interests and vibrancy to the waterfront. This option will produce about 33 000 flats (planned population is about 95 000) for TCE.

### ***TCW: “Development and Conservation - A Balance”***

16. TCW is relatively rural and has a number of indigenous villages and eco-sensitive areas such as Tung Chung River and its estuary. The overall development intensity of TCW will be lower than that of TCE to strike a balance between development and conservation. It also aims to avoid undesirable building height differences between existing villages and new development, and to enhance integration with TCW’s natural environment and topography. Building height of the new development will match the smooth transition from mountain backdrop in the south to the estuary area of Tung Chung River in the north. To capitalise on the improved accessibility due to the proposed TCW Station and having regard to the committed public housing development at Area 39<sup>9</sup>, higher density developments up to domestic PRs 5 and 6 are proposed in the southern part of TCW along Tung Chung Road where mountain backdrop is visually dominant and closer to existing Tung Chung Road.

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<sup>7</sup> The non-domestic PR for “Metro Core Area” and “Commercial” use for “Livable Town” is 1 and 3 respectively.

<sup>8</sup> The non-domestic PR for “Metro Core Area” and “Commercial” use for “Economic Vibrancy” is 2.5 and 3 respectively.

<sup>9</sup> The TCW Station is proposed to be located close to the northern boundary of the public housing development in Tung Chung Area 39. The majority area of domestic PR 6 falls within 500m walking from the proposed TCW Station.

Domestic PR 3 will be applicable to the areas adjoining Yat Tung Estate to provide a stepped height profile towards Tung Chung Bay. Having regard to the local context, developments near the village clusters will be subject to a domestic PR of 1.5 whereas the intensity will be limited to domestic PR 0.75 in areas near the Tung Chung River estuary.

17. The proposed reclamation of 14 ha of land near Ma Wan Chung to the east of Tung Chung Bay will produce more land for residential use and for local improvement works to enhance the maritime character of the Ma Wan Chung Village by preserving the inlet as a permanent harbour. Residential development with domestic PRs 3 and 5, local commercial area, waterfront promenade and GIC facilities are proposed within the reclamation area. Stepped building height configuration is recommended to reduce the adverse visual impact on the waterfront. The reclamation area should avoid mudflat and mangroves. Mitigation measures to minimise the impact on nearby ecologically sensitive areas will be carefully considered. This option will produce about 15 000 flats for the new developments at TCW (with a planned population of about 43 000).

18. Conservation related zonings<sup>10</sup> will be provided at coastline, flank of Tung Chung River, and woodlands extended from the Lantau North Country Park etc. Existing rural village clusters in TCW will be respected so as to maintain their village character. A waterfront promenade in TCW would link up various points of interest including Ma Wan Chung Village, Town Park and the conservation areas.

## COMPARISON OF INITIAL LAND USE OPTIONS

19. The two different initial land use options in TCE would accommodate a population ranging from about 95 000 (with 33 000 flats) to 111 000 (with 38 000 flats). Theme 1 puts more emphasis on housing a larger population (about 16 000 people or 5 000 flats more than Theme 2) at a higher development density. Theme 2 puts more emphasis on promoting economic development with the provision of additional office and retail space. For TCW, the proposed option which strives for a balance between development and conservation would accommodate about 43 000 people (with 15 000 flats).

20. A comparison of the initial land use options in terms of the area for major uses is presented in the Stage 2 Public Engagement Digest (**Annex 1**). The proposed population, flat numbers and key development parameters of all the options are summarised in **Tables 1 and 2** -

Table 1 – Summary of the Proposed Population and Flat Numbers and Key Development Parameters

| Theme                        | Tung Chung East |                   | Tung Chung West                          |
|------------------------------|-----------------|-------------------|--|
|                              | Livable Town    | Economic Vibrancy | Development and Conservation - A Balance |
| <b>Proposed Population*</b>  | 111 000         | 95 000            | 43 000                                   |
| <b>Proposed No. of Flat*</b> | 38 000          | 33 000            | 15 000                                   |

<sup>10</sup> Conservation related zonings are proposed as a buffer from the ecologically sensitive areas: about 30m from the coastline and main stream of Tung Chung River, and about 20m from the side stream of Tung Chung River and the woodland extended from the country park.

|  |            |         |                    |
|--|------------|---------|--------------------|
| <b>Commercial (ha)</b>                                       | 7          | 15      | 2                  |
| <b>Town Park (ha)</b>  | NA         | NA      | 18                 |
| <b>Domestic PR</b>   | 3, 4, 5, 6 | 3, 4, 5 | 0.75, 1.5, 3, 5, 6 |
| <b>Non-domestic PR in<br/>“Metro Core Area**”<br/>in TCE</b> | 1          | 2.5     | NA                 |
| <b>Non-domestic PR in<br/>“Commercial” Areas</b>             | 3          | 3       | 3                  |

\* The proposed population and flat numbers may need to be further refined taking account of the latest assumptions of average flat size and household size.

\*\* “Metro Core Area” is intended for mixed residential and commercial uses at the development site near the proposed MTR station, thus optimising its development intensity and also capitalising on its convenient accessibility.

Table 2 – Summary of the Total Population and Flat Production under Combination of Different Options

|  |                                       | <b>TCE Theme 1<br/>Livable Town<br/>(Population of 111 000)<br/>(Flat no. of 38 000)</b> | <b>TCE Theme 2<br/>Economic Vibrancy<br/>(Population of 95 000)<br/>(Flat no. of 33 000)</b> |
|--|---------------------------------------|--|--|
| <b>TCW<br/>(Population of<br/>43 000)<br/>(Flat no. of 15,000)</b>                   | Proposed Population<br>of TCE and TCW | 154 000  | 138 000  |
|  | Proposed Flat No. of<br>TCE and TCW   | 53 000   | 48 000   |
| <b>Total Population of Tung Chung New Town<br/>and the Proposed Extension Areas*</b> |                                       | 275 000  | 259 000  |

\* The total population of the extended Tung Chung New Town includes the planned population for the existing Tung Chung New Town and the proposed population in TCE and TCW. The planned population for the existing Tung Chung New Town is about 121 000. The proposed population may need to be further refined taking account of the latest assumptions of average flat size and household size.

## PRELIMINARY TECHNICAL ASSESSMENTS

21. Broad technical assessments have been carried out for all land use options with respect to site formation and reclamation, environmental, land traffic, marine traffic, drainage, sewage, water supply and utilities. According to the broad assessments, all the initial land use options are technically feasible with appropriate provision of infrastructure and implementation of necessary environmental mitigation measures. Further engineering assessments will be conducted to confirm the technical feasibility during the preparation of Outline Development Plan (ODP) and to work out the detailed population and development requirements with the support of the necessary infrastructures.



## **STAGE 2 PUBLIC ENGAGEMENT (PE2)**

22. The main objective of the PE2 is to present to the public the initial land use options formulated on the basis of the views received in PE1, to facilitate stakeholders' understanding of and to compare the pros and cons of these options, and to seek broad consensus on the planning direction, scale and area of development for subsequent formulation of the ODP at the later stage of Study. The PE2 was launched on 21 May 2013 and will last for 2 months until 21 July 2013. To facilitate the public in giving their comments on the Study, a Public Engagement Digest (**Annex 1**) is provided. During the PE2, the following activities will be carried out -

- (a) briefings to the relevant statutory and advisory bodies, including the Tung Chung Rural Committee, District Council, Town Planning Board, Panel on Development of Legislative Council, Planning Subcommittee of the Land and Development Advisory Committee, etc.;
- (b) focus group meetings with relevant stakeholders, local communities and residents, concerned groups/organisations (including green groups) and the parties who had expressed their concerns on some specific issues in the PE1;
- (c) a community workshop and a public forum in Tung Chung to provide a platform for the local community and other stakeholders to express their views, concerns and aspirations on the initial land use options;
- (d) roving exhibitions at various locations and posting of publicity materials to Tung Chung residents to disseminate the information of the Study; and
- (e) a Study website providing a convenient channel for the promulgation of engagement materials and events as well as for collection of public comments.

## **NEXT STEPS**

23. Taking into account the public comments received during the PE2, ODP will be formulated and further public engagement exercises will be conducted.

## **ADVICE SOUGHT**

24. Members are invited to provide their views on the proposals presented in the PE2.

## **ATTACHMENTS**

Plan 1                      Study Area

Plan 2                      Reclamation Extent in Tung Chung East and West

|         |   |
|---------|---|
| Plan 3  | Initial Land Use Options in Tung Chung East |
| Plan 4  | Initial Land Use Option in Tung Chung West  |
| Annex 1 | Stage 2 Public Engagement Digest            |

**Planning Department**  
**Civil Engineering and Development Department**

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