

**Planning and Engineering Study
for Tuen Mun Areas 40 and 46 and the Adjoining Areas**

Stage 1 Community Engagement

1. Purpose

- 1.1 The purpose of this paper is to consult Members on the proposed land use of the Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas (the Study), and to brief Members on the Stage 1 Community Engagement of the Study.

2. Background

- 2.1 Tuen Mun Areas 40 and 46 will connect with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities (HZMB HKBCF) and North Lantau via the Tuen Mun – Chek Lap Kok Link (TM-CLKL) under construction, which will also link up with the proposed Tuen Mun Western Bypass (TMWB) to the Northwest New Territories. The enhanced accessibility of Tuen Mun Areas 40 and 46 will provide opportunities for optimizing development potential. Hence, a comprehensive review and planning of the land uses in the areas are required.
- 2.2 The Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) jointly commissioned the Study. It aims to formulate appropriate land uses and development parameters for areas under the Study, and to produce a Recommended Outline Development Plan and Recommended Layout Plans as a basis to guide the future development.

3. Potential Development Areas

- 3.1 Tuen Mun Areas 40 and 46 and the vicinity can be divided into the southern and northern portions. At present, the areas to the south of Lung Mun Road mainly comprise logistics, special industrial and industrial uses, while the areas to the north of Lung Mun Road are mainly slopes and platforms created after former borrowing activities. Four parcels of land are identified as Potential Development Areas (PDAs), which cover a total area of about 50 hectares (**Plan 1**), which include:
- (a) PDA-A: located at Tuen Mun Area 46 and falls within an area mainly zoned “Undetermined” and partly zoned “Green Belt” (“GB”) and shown as ‘Road’

on the approved Tuen Mun Outline Zoning Plan No. S/TM/33 (the OZP). Part of the area is currently occupied by temporary works area and site office for construction of TM-CLKL;

- (b) PDA-B: a vacant platform located to the north of the toll plaza of TM-CLKL under construction, and falls within an area zoned “Government, Institution or Community” (“G/IC”) on the OZP;
- (c) PDA-C: located at Tuen Mun Area 40 and falls within an area zoned “Industrial (3)” on the OZP. Apart from some private warehouses, a fire station and a government laundry, the area is mainly occupied by temporary uses, such as sawmills, concrete batching plant, open storage and machine repair workshops; and
- (d) PDA-D: located to the west of Tuen Mun Area 46 and falls within an area zoned “G/IC” and “GB” on the OZP. It mainly comprises slopes and platforms and partly occupied by temporary uses of government projects.

4. Planning Considerations

4.1 Opportunities

- (a) **Enhanced Accessibility** – The TM-CLKL under construction and the proposed TMWB will greatly enhance the accessibility and connectivity of Tuen Mun Areas 40 and 46.
- (b) **Complementary with Adjacent Developments** – Development of PDAs can be complementary to future developments serving different functions, including Hung Shui Kiu New Development Area, Yuen Long South, Topside Development at HKBCF Island of HZMB and North Lantau.
- (c) **New Land to meet Imminent Demand** – The land resources of the PDAs would help relieve pressure for imminent land demand, in particular there is a shortage of sites for modern logistics facilities.
- (d) **Create Job Opportunities** – Leveraging the strategic location, the PDAs have potential for development of suitable industries to promote economic activities and create job opportunities for the Tuen Mun District and the Territory.
- (e) **Availability of Waterfront Flat Land** – PDA-C is a piece of reclaimed waterfront flat land and the availability of sea frontage is particularly suitable to accommodate marine-related uses which require marine transport.

4.2 Constraints

- (a) **Road Capacity** – Lung Mun Road is the major road serving the area and improvement works are required to enhance its capacity. Most of the traffic to/from the area is via Wong Chu Road and Tuen Mun Road. The traffic condition of these two roads is reaching their capacities.
- (b) **Overhead Power Lines and Pylons** – The existing overhead power lines (OHL) and pylons pose development constraints to the northern platforms of PDA-A and D, as well as PDA-B. Apart from the OHL and pylons, it would be very difficult to develop PDA-B due to the proposed TMWB tunnel underneath and its steep terrain.
- (c) **Landfills** – The restored Pillar Point Valley Landfill and the restored Siu Lang Shui Landfill limit the scope for future expansion of the PDAs.
- (d) **Environmental Constraints** – In planning the PDAs, due consideration should be given to the nearby industrial/logistics uses, TM-CLKL and its toll plaza in order to appropriately address the possible environmental and visual impacts associated with these developments.
- (e) **Nature Conservation** – Future development at PDA-D should not adversely affect the habitats of Siu Lang Shui Site of Special Scientific Interest (SSSI) (Butterfly Overwintering Site).
- (f) **Airport Height Restrictions** – Future development of the PDAs is subject to airport height restrictions.
- (g) **Current Uses** – Development at PDA-C may affect the current industrial uses/operation.

5. **Vision and Guiding Principles**

- 5.1 To transform Tuen Mun Areas 40 and 46 into a major economic activity area in Northwest New Territories, capturing the geographical advantage, enhanced accessibility and opportunity of bridgehead economy brought by new road infrastructure and development projects.
- 5.2 The following guiding principles would be taken into account in considering the development of PDAs:
 - (a) Enhance Strategic Role of Tuen Mun West;
 - (b) Create Synergy with Surrounding Industrial Uses;
 - (c) Avoid Negative Traffic Impact;

- (d) Respect Environmental and Ecological Considerations; and
- (e) Create a Sustainable Environment.

6. Proposed Land Use (see Pages 13 to 15 in **Appendix I)**

6.1 Development Theme

- (a) To capture the geographical advantage, the PDAs are suitable to be developed as a modern logistics/green industry hub to address the demand for sites in Hong Kong, and to create job opportunities for the Tuen Mun District and the Territory.
- (b) The PDAs are proposed for modern logistics uses, such as distribution and packaging centres with modern warehouse facilities and related testing and certification services, to handle high value goods and to provide high-value added logistics services; as well as green industry uses, such as high value-added recycling process (e.g. the production of eco-paving blocks).

6.2 Development Scale

- (a) A plot ratio of 4 (about 6 to 8 storeys high) is proposed by making reference to the modern logistics developments in the waterfront of Tsing Yi to optimize land utilization and to cater for the operational requirement of modern logistics uses.
- (b) It is initially estimated that about 10 hectares of developable land and about 400,000m² gross floor area can be provided creating about 9,500 job opportunities.

6.3 Development Strategy

- (a) Due to the limited road capacity of Tuen Mun Road and Wong Chu Road, developments will concentrate at parts of the PDAs to meet the short and medium term demand for land. The remaining parts are kept as land reserve for future development to allow greater flexibility in the use of land resources.

7. Stage 1 Community Engagement Activities

- 7.1 Community Engagement will be conducted in two stages. The two-month Stage 1 Community Engagement, which focuses on collecting public views on the proposed land use for the PDAs, is launched in September 2015. Public views collected would duly be taken into consideration in formulating the Draft Recommended Outline Development Plan at the next stage of the Study.

- 7.2 Apart from consultation with the Tuen Mun District Council, we will consult the Town Planning Board and the Tuen Mun Rural Committee. We will also invite representatives from relevant stakeholders and professional institutes to Focus Group Meetings.
- 7.3 A Community Workshop will be organized at Tuen Mun Butterfly Bay Community Hall on 24 October 2015 to solicit public views.

8. Advice Sought

- 8.1 We hope this briefing would allow Members to understand the proposal of the Study at this stage. Members are invited to give views on the proposed land use, development scale and development strategy of the PDAs.

Attachments

Plan 1	Location Plan of the Potential Development Areas
Appendix I	Stage 1 Community Engagement Digest

Planning Department
Civil Engineering and Development Department
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