Tuen Mun District Council Paper No. 12/2023
For discussion on 3 July 2023

Tuen Mun District Council

Planning and Engineering Study for Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area

PURPOSE

This paper serves to brief Members on the proposal on the Planning and Engineering Study (P&E Study) for Lung Kwu Tan (LKT) Reclamation and the Re-planning of Tuen Mun West (TMW) Area (the Study), for engaging consultants to undertake the studies related to the proposed reclamation at LKT and its adjoining areas (LKT area) and the re-planning of TMW including the River Trade Terminal and its adjacent areas (TMW area).

JUSTIFICATIONS

Increase Medium to Long-term Land Supply

2. LKT reclamation and the re-planning of TMW area was one of the medium-to-long term land supply recommendations in the Report of the Task Force on Land Supply which was accepted in full by the Government as announced in 2019. This land supply source was also included in the Government's Final Report of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" promulgated to boost land supply for meeting development needs and build up land reserve. In the "10-year Supply Forecast of Developable Land" announced by the Government in October 2022, LKT reclamation and the re-planning of TMW area are to provide "developable land" to meet development needs starting from 2030-31. We hope to conduct the Study for materialising this land supply source as soon as possible.

Geographical Location and Transport Connectivity

3. Located at the western-most of Tuen Mun, LKT area accommodates LKT Village and various operation facilities. TMW area is located relatively closer to Tuen Mun Town Centre and several existing and planned strategic transport infrastructure, coupled with the utilisation rate of the berths in the

River Trade Terminal of only 1/5 of their overall capacity in recent years, it is opportune to undertake a fresh review of the land uses at the TMW area. LKT and TMW areas are connected to Tuen Mun Town Centre via Lung Kwu Tan Road and Lung Mun Road. With the opening of Tuen Mun – Chek Lap Kok Link at end-2020, it takes only around 10 to 20 minutes to travel from LKT and TMW to Tung Chung and the Hong Kong International Airport. Moreover, the Route 11 and Tuen Mun Bypass, etc. under planning will improve the external connectivity of LKT and TMW. Upon completion of the construction/upgrading of Nim Wan Road (South), Nim Wan Road (North) and associated road section of Deep Bay Road in the north, LKT can be connected northward along the coast to Sheung Pak Nai, Ha Pak Nai and Lau Fau Shan. The Government is reviewing the land use of the Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas with a view to including them as an extension of Hung Shui Kiu/Ha Tsuen New Development Area and for further enhancing connectivity with Qianhai, Shenzhen.

4. The locations of LKT and TMW areas, existing major operation facilities, and existing and planned transport networks are set out at **Enclosure 1** and **Enclosure 2**.

5. We plan to seek funding approval from the Legislative Council (LegCo) to undertake a comprehensive P&E Study for LKT reclamation and the re-planning of TMW area. The Study will formulate land use proposals for LKT and TMW areas (including the River Trade Terminal site) and assess the technical feasibilities of the proposed reclamation extent as well as those of transport and other infrastructure, taking into consideration the geographic advantage of the proximity of LKT and TMW to the Hong Kong International Airport and the Pearl River Delta area in the Mainland, as well as the connectivity of the areas with a number of existing and planned road and railway facilities.

Latest Ideas on Reclamation and Land Uses

6. We had consulted the Legislative Council Panel on Development in January 2020 and submitted the funding application for the Study to the Public Works Subcommittee (PWSC) in February 2020 thereafter. However, the application could not be completed within that LegCo term. Having reviewed views of LegCo Members at the time and the latest circumstances in recent years, we consider that refinements can be made on aspects including the reclamation extent, major land uses, transport infrastructure, etc. Our latest ideas are summarised as follows:-

(a) Reducing the extent of LKT reclamation, land uses mainly for modern and advanced industries

In order to preserve the existing natural beaches and shorelines at LKT and minimise the impacts of the development on LKT Village, the Study would focus on the near-shore reclamation at the northern side of LKT by avoiding the water in front of the village. It is preliminarily estimated that the reclamation extent would be reduced from 220 hectares (ha) or above as proposed in 2020 to 145 ha. We will include the nearby sites of 65 ha which are mainly used as brownfields now into the study boundary for holistic planning with the reclaimed area, increasing the possible developable land in the area to about 210 ha. The preliminary proposal for the revised reclamation extent is at **Enclosure 1**. Only if the Study reveals that additional reclamation is required to accommodate the required infrastructure would we then consider increasing the reclamation extent as appropriate.

Future land uses of the reclaimed land and its adjacent areas will be led by modern industries, incorporating residential development and the needed community facilities as appropriate. Initially, the reclaimed land is considered suitable for supporting modern, advanced and high value-added economic industries, especially those requiring marine access and a large extent of operational space such as modern logistics park, advanced construction industry park, high-end green technology industry park, and multi-storey buildings for modern industries to accommodate brownfield operations. For example, there are views that modern logistics sector can make use of the land for development of modern logistics centres which support E-commerce to promote technology-intensive businesses involving distribution, packaging and transportation systems etc. For construction industry park, with a view to assisting the expansion of the capacity of construction industry and moving towards becoming a more competitive, high productivity industry with complete industrial eco-system, we will consider reserving a large piece of reclaimed land at LKT for an advanced construction industry park. This would allow private sectors to set up modernised "Modular Integrated Construction" manufacturing sites, steel reinforcing bar prefabricated yards, "Multi-trade Integrated Mechanical, Electrical and Plumbing" processing sites, and other advanced manufacturing yards

(including multi-storey buildings) etc. Green technology industry park can be considered to support high-end green technologies, such as research and development of photovoltaic modules, electric-vehicle batteries or hydrogen fuel cell systems etc. We have previously introduced the proposed development of multi-storey buildings for modern industries, which aims to promote upgrading of relevant industries by consolidating brownfield operations in a land-efficient manner. The Study will look into the possibility of earmarking additional land for multi-storey buildings, in addition to those initially reserved at Hung Shui Kiu/Ha Tsuen New Development Area and Yuen Long South.

(b) Directly using the newly-created land to support industries as soon as possible

We will presume to retain the existing EcoPark, aviation fuel facility, steel mill, cement plant and Castle Peak Power Station at TMW. Considering that relocating these industrial facilities would have time implication on the implementation programme, as compared with our idea in 2020 which suggested relocation of these facilities to LKT reclamation area, our current intention is to retain these facilities at their existing locations, so that the newly-created land mentioned in (a) above can be used to support the modern advanced industries at the soonest possible juncture.

(c) Residential-oriented development for re-planning of TMW

As the area of TMW near Tuen Mun Ferry Pier has already been well-developed into a residential area, it would be suitable to re-plan the adjacent River Trade Terminal, together with Tuen Mun Areas 40, 46 and 47, as an extension of the existing Tuen Mun community. A total of 143 ha of land[1] will be included in the Study for development of a residential-oriented community, including the River Trade Terminal (including berths) of 65 ha, the potential reclamation of the River Trade Terminal Basin (40 ha) to be considered under the Study, and various sites in the adjacent Areas 40, 46 and 47 (38 ha in total).

[1] There are operational facilities (including warehouses, factories, sawmills and cement plants etc.) and government facilities (including fire station and laundries etc.) at Area 40; Area 46 is a former borrow area; and Area 47 is the River Trade Terminal and the Pillar Point Sewage Treatment Works.

Area 38 is at the west of the River Trade Terminal. The land adjoining the River Trade Terminal is currently used as a temporary public fill bank and temporary construction waste sorting facilities. After cessation of the public fill bank and relocation of part of the facilities to LKT reclaimed area, the site can serve as a buffer zone between the future residential development at TMW and other existing facilities for industries.

(d) Improvement of local and external transport connectivity

We will assess the traffic demand and formulate improvement measures based on the proposed land uses. In addition to the widening of Lung Mun Road, which connects LKT and TMW to Tuen Mun Town Centre, we will explore the feasibility of constructing a new road within the LKT reclamation area to provide an alternative route connecting other areas, so as to save the need of having all vehicles passing through Lung Kwu Tan Road, and to meet the demand for existing and planned local developments.

Besides, we will consider the connectivity between the existing and planned road and railway networks in the Study, including the proposed Route 11 and Tuen Mun Bypass, and the feasibility of extending the Hong Kong Island West – Hung Shui Kiu Rail Link as proposed under the Kau Yi Chau Artificial Islands project to TMW after landing at Tuen Mun East (see **Enclosure 2**).

PROJECT SCOPE AND NATURE

7. With reference to the study approach presented in paragraph 6, the proposed scope of the Study comprises:-

(a) a P&E Study for the proposed LKT reclamation and the re-planning of TMW area to establish the reclamation extent, land uses and development proposals of the two areas, with detailed technical assessments and consideration of stakeholders' opinions;

(b) preliminary design of the associated engineering works and proposed transport and other infrastructure; and

(c) associated site investigation works including supervision.

8. Subject to funding approval of the Finance Committee (FC), we plan to commence the Study in 2023 for completion by phases in 30 months.

FINANICAL IMPLICATIONS

9. We estimated that the costs of the Study would be about $179.0 million in money-of-the-day prices, which include the P&E study (i.e. land use studies, technical assessments etc.) (around $120 million), site investigation works (around $31 million), community engagement and consultation activities (around $12 million) as well as contingencies (around $16 million).

PUBLIC CONSULATION

10. We had briefed the members of the Tuen Mun District Council on the Study at its meeting on 5 March 2019. Majority of the members supported in principle the proposal of taking forward the Study at that time. Some members were concerned about the potential impacts of the proposed development on local traffic and environment. We will conduct relevant assessments in the Study and propose appropriate mitigation measures. We also had meetings with villagers and representatives of LKT Village in February 2019 and May 2020 to understand their concerns.

11. Regarding the Government's latest ideas on the P&E Study presented in paragraph 6, we had briefed the Legislative Council Panel on Development, as well as the Tuen Mun Rural Committee and the representatives of LKT Village on 28.2.2023 and 8.6.2023 respectively and gained support from them. In the course of the Study, we will conduct community engagement activities to consult relevant stakeholders and gather their views and suggestions.

ENVIORNMENTAL IMPLICATIONS

12. The Study is a designated project under Schedule 2 and 3 of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). We will prepare EIA report(s) according to the requirements under the EIAO for submission to the Director of Environmental Protection for approval and application of Environmental Permit. Environmental impacts of the designated project including air quality, water quality and hydraulics, ecology, fisheries,

cultural heritage, noise, landscape and visual impacts etc., will be fully assessed in the EIA report(s).

13. The associated site investigation works in the Study will only generate very little construction waste. Nevertheless, we will require the consultants to fully consider and formulate measures as appropriate to minimise the generation of construction waste and to reuse/recycle construction waste as much as possible in the future implementation of the construction projects. Moreover, the Study will align with the decarbonisation strategies, targets and actions for achieving carbon neutrality before 2050 as set out under the "Hong Kong's Climate Action Plan 2050", and the specific actions highlighted under the "Hong Kong Biodiversity Strategy and Action Plan 2016 - 2021".

14. We will carry out environmental impact assessments on aspects including ecology and water quality as required under the EIAO, and propose corresponding mitigation measures, to ensure the works are in compliance with relevant regulations. We will also preserve the natural shorelines at LKT as far as possible, and explore the feasibility of adopting eco-shoreline at the reclamation area to enhance biodiversity. In order to effectively reduce the potential pollution caused by the removal of seabed sediments, suitable environment-friendly reclamation method will be proposed. To further protect the environment, more advanced and environmentally friendly reclamation technologies and designs will also be explored as appropriate in the Study.

HERITAGE IMPLICATIONS

15. The associated site investigation works under the Study will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites and buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISTION

16. The associated site investigation works under the Study will not require any land acquisition. The Study will examine the need and extent of land acquisition and/or clearance required for implementation of the final development scheme.

BACKGROUND

17. The Civil Engineering and Development Department completed the study "Enhancing Land Supply Strategy" in 2014 to identify suitable sites for reclamation outside Victoria Harbour. LKT was identified as one of the potential near-shore reclamation sites.

18. The associated site investigation works under the Study will not directly involve any tree removal or planting proposals. We will require the consultants to take into consideration the need for tree preservation during the Study, and include tree planting as far as possible in the future project implementation stage.

WAY FORWARD

19. We plan to consult the PWSC in 2023 on the funding application, and seek funding approval from the FC.

ADVICE SOUGHT

20. Members are invited to offer view on the proposal.

ATTACHMENTS

Enclosure 1 Location Plan
Enclosure 2 Existing and Planned Strategic Transportation Infrastructure

Civil Engineering and Development Department
Planning Department
July 2023

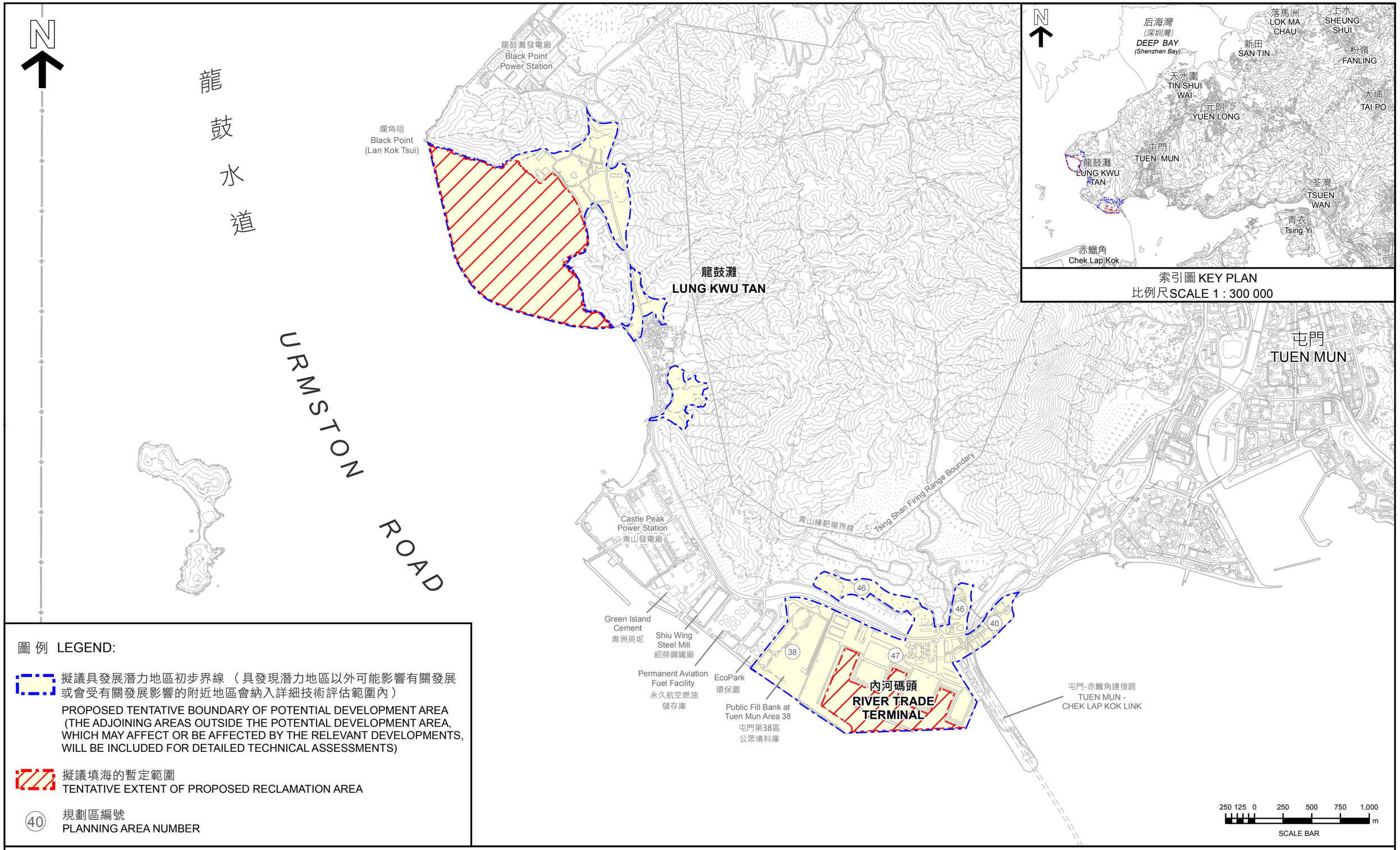


圖 例 LEGEND:

擬議具發展潛力地區初步界線（具發現潛力地區以外可能影響有關發展或會受有關發展影響的附近地區會納入詳細技術評估範圍內）
PROPOSED TENTATIVE BOUNDARY OF POTENTIAL DEVELOPMENT AREA (THE ADJOINING AREAS OUTSIDE THE POTENTIAL DEVELOPMENT AREA, WHICH MAY AFFECT OR BE AFFECTED BY THE RELEVANT DEVELOPMENTS, WILL BE INCLUDED FOR DETAILED TECHNICAL ASSESSMENTS)

擬議填海的暫定範圍
TENTATIVE EXTENT OF PROPOSED RECLAMATION AREA

(40) 規劃區編號
PLANNING AREA NUMBER

龍鼓灘填海和重新規劃屯門西地區的規劃及工程研究 — 位置圖

PLANNING AND ENGINEERING STUDY FOR LUNG KWU TAN RECLAMATION AND THE RE-PLANNING OF TUEN MUN WEST AREA – LOCATION PLAN

N

Hong Kong-Shenzhen Western Rail Link
(Hung Shui Kiu-Qianhai) (under Study)
港深西部鐵路 (洪水橋至前海) (研究中)

Upgrading of Deep Bay Road
(under Planning / Design)
深灣路改善工程 (規劃 / 設計中)

Upgrading of Nim Wan Road (North)
(under Planning / Design)
稔灣路(北) 改善工程 (規劃 / 設計中)

Nim Wan Road (South)
(under Planning / Design)
稔灣路(南) (規劃 / 設計中)

Possible New Road
(Subject to Proposed Study)
可能的新道路
(視乎擬議研究)

Upgrading of Lung Mun Road
(Subject to Proposed Study)
龍門路改善工程 (視乎擬議研究)

Lau Fau Shan, Tsim Bei Tsui
and Pak Nai Areas (under Study)
尖鼻咀/流浮山/白泥沿岸發展 (研究中)

Hung Shui Kiu/
Ha Tsuen NDA
洪水橋/厦村新發展區

龍鼓灘
LUNG KWU TAN

內河碼頭
RIVER TRADE
TERMINAL

Tuen Mun Bypass
(under Planning / Design)
屯門繞道 (規劃 / 設計中)

Route 11 (under Planning / Design)
十一號幹線 (規劃 / 設計中)

Tuen Mun South Extension
(under Planning / Design)
屯門南延線鐵路
(規劃 / 設計中)

Hong Kong Island West –
Hung Shui Kiu Rail Link (under Study)
港島西至洪水橋鐵路 (研究中)

Road P1 (under Planning / Design)
P1 公路 (規劃 / 設計中)

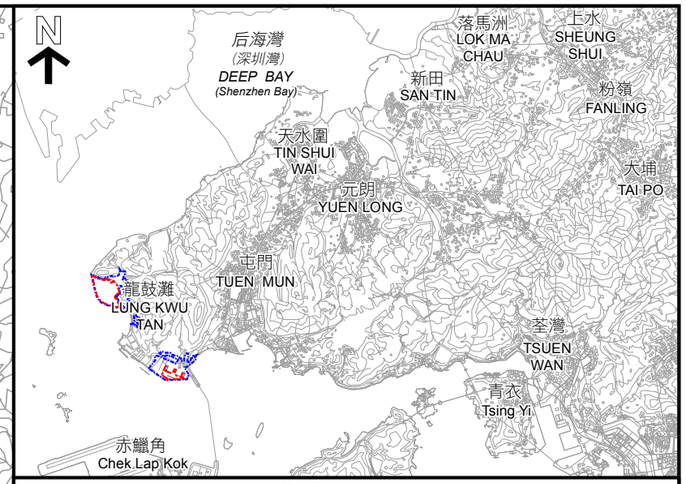
Tsing Yi – Lantau Link
(under Planning / Design)
青衣至大嶼山連接路
(規劃 / 設計中)

Hong Kong Island West –
Northeast Lantau Link (under Study)
港島西至大嶼山連接路 (研究中)

to Hong Kong Island
往香港島

Kau Yi Chau Artificial Islands
(under Study)
交椅洲人工島 (研究中)

1,000 500 0 1,000 2,000 3,000 4,000 m
比例尺 SCALE BAR



索引圖 KEY PLAN
比例尺SCALE 1 : 300 000

圖 例 LEGEND:

擬議具發展潛力地區初步界線 （具發現潛力地區以外可能影響有關發展或會受有關發展影響的附近地區會納入詳細技術評估範圍內）
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TENTATIVE EXTENT OF PROPOSED RECLAMATION AREA

龍鼓灘填海和重新規劃屯門西地區的規劃及工程研究 — 現有和規劃中的策略交通基建設施

PLANNING AND ENGINEERING STUDY FOR LUNG KWU TAN RECLAMATION AND THE RE-PLANNING OF TUEN MUN WEST AREA – EXISTING AND PLANNED STRATEGIC TRANSPORTATION INFRASTRUCTURE