

## **For Information**

### **LEGISLATIVE COUNCIL PANEL ON PLANNING, LANDS AND WORKS**

#### **Feasibility Study for Further Development of Tseung Kwan O – Study Findings**

#### **Purpose**

This paper informs Members of the findings of the Feasibility Study for Further Development of Tseung Kwan O (“the Study”).

#### **Background**

2. At present, the Tseung Kwan O (“TKO”) New Town provides home to about 330,000 people. According to the current TKO town plans, the total planned population is about 480,000. In July 2002, we commissioned the Study to formulate a comprehensive plan for further development of TKO and improvement of its overall design with the vision to build TKO into a new town that can boast of its convenience, vibrancy, distinctive urban design and quality living environment.

3. We have undertaken three stages of extensive consultation to solicit public views throughout the study process. At the Stage 3 consultation conducted in early 2004, we received general public support to the Concept Plan, which had largely responded to public views such as no further reclamation in TKO for housing development, reduced development density in Town Centre South and Tiu Keng Leng, and provision of more open space and recreational facilities. On the basis of the Concept Plan and public views collected at the Stage 3 consultation, we have formulated detailed layout plans for the new development areas (i.e. Town Centre South, Tiu Keng Leng and Pak Shing Kok) and a Recommended Outline Development Plan (“RODP”) for the TKO New Town. We have also carried out various impact assessments and engineering studies which indicate that the land use proposals and supporting infrastructures are both technically feasible and environmentally sustainable.

4. On 2 May 2003, we consulted this Panel and sought Members’ views on the various development themes proposed for TKO Town Centre South and Pak Shing Kok. On 27 January 2004, we briefed this Panel again on the same subject, informing Members of the findings of the Stage 2 public consultation and

presenting the Concept Plan for the further development areas in TKO (mainly covering Town Centre South, Tiu Keng Leng and Pak Shing Kok).

## **The Study Findings**

5. The Study has produced a RODP to guide the future land use planning as well as identified infrastructure facilities to support the development. An extract of the RODP at **Annex A** shows the consolidation of various land use proposals and major infrastructures in the new development areas. The key land use and infrastructure proposals are highlighted in the ensuing paragraphs.

### Land Use Proposals

6. Land use proposals for the uncommitted sites in Town Centre South, Tiu Keng Leng, TKO Stage 1 Landfill and Pak Shing Kok include:

#### Town Centre South

- (a) A commercial and entertainment node – the area over the MTR TKO Station in Area 56, with its central location and enhanced accessibility brought about by the MTR, is proposed to be developed predominantly for high quality retail, hotel and entertainment uses, possibly with some residential development, serving as a focal point of the TKO New Town.
- (b) Medium density commercial/residential developments (with plot ratios in the range of 2 to 5) – high quality residential developments are proposed in the central part and along the waterfront and riverine parks. A mix of retail, restaurant, leisure and entertainment activities will be provided at the lower levels of these developments to enhance activity and create an interesting and vibrant waterfront for the enjoyment of local residents and visitors.
- (c) A ‘Central Avenue’ – a richly landscaped pedestrian corridor at grade with a retail edge (e.g. outdoor cafes, retail shops, etc.) providing physical and visual connectivity from the commercial and entertainment centre at the MTR TKO Station to the new waterfront.
- (d) Waterfront Park – contains high quality soft and hard landscape treatments, integrating with the waterfront promenade and Town Plaza to become a new venue for major community events.
- (e) Riverine Park – provides direct access to potential water activities in the eastern channel (e.g. rowing, kayaking, water pedaling and possibly dragon boat racing).
- (f) A Civic Node – comprises a new government complex with a town hall, government offices, library, heritage centre, etc. located at the western gateway of TKO.

### Tiu Keng Leng

- (g) Tiu Keng Leng Park and other open spaces – a total of about 9 hectares (“ha”) of district open spaces for passive and active recreation uses are proposed in Areas 72, 74 and 128 to provide additional ‘breathing space’ for the existing high-density built-up environment. Two landscaped decks across a depressed Road P2 will provide direct pedestrian linkages from Tiu Keng Leng Park to the Waterfront Park.
- (h) Civic Cluster – an extension of the proposed Civic Node in Town Centre South to Area 72 along the western side of Road P2, which will include a fire station cum ambulance depot, police station, clinic, magistracy and lorry park.
- (i) Land formation for Tseung Kwan O – Lam Tin Tunnel (“TKO-LT Tunnel”) – about 12 ha of land will be formed southwards along the western shoreline of Junk Bay to facilitate the construction of TKO-LT Tunnel and its interchange with Cross Bay Link (“CBL”).

### TKO Stage 1 Landfill

- (j) The toe of the TKO Stage 1 Landfill is planned for active recreation (e.g. soccer pitches) whilst the remaining areas will provide a park environment for passive recreation (e.g. kite flying area, walking and cycling trails). Furthermore, water sports facilities (e.g. water sports centre and boating facilities) will be located along the western shoreline of the Landfill site.

### Pak Shing Kok

- (k) High quality low to medium density housing development (with plot ratios ranging from 1 to 2) is proposed on the existing three platforms of Pak Shing Kok to protect the ridgeline as viewed from Clear Water Bay.

7. In summary, we strive to maximize the utilization of the waterfront and its leisure/recreation potential; to reduce development density and building height; to increase open space provision and to improve linkages between the old and new districts. With the proposed reduction of development density in Town Centre South and Tiu Keng Leng, the estimated total population of TKO under the RODP will be reduced from the current planning of 480,000 to 450,000.

### Urban Design and Landscape Framework

8. An urban design and landscape framework has been formulated under the Study. The key urban design concepts for the new development areas are illustrated on the Master Urban Design Plan at **Annex B** which include –

- (a) Landmark/gateway buildings – in addition to creating the Civic Node as a western gateway to TKO, feature buildings at waterfront development sites

and a landmark footbridge across the mouth of the eastern channel are proposed to create visual interest to the waterfront area and to promote a distinctive identity for TKO.

- (b) Interesting building profile – a stepped height building profile with height descending from 100mPD to 50mPD towards the waterfront will be adopted in the Town Centre South area to optimize visual permeability to the waterfront. There will also be variation of building heights from east to west to create a more interesting building profile when viewed from the Junk Bay.
- (c) Breezeways – a system of breezeways to facilitate improved air circulation is maintained within the area which allows the penetration of sea winds and off-slope breezes to the inland areas of the New Town.
- (d) View corridors – principal views are maximized through the creation of green open space corridors (e.g. Central Avenue, etc.) and along the major breezeways as well as through maintaining low to medium rise developments on the waterfront.
- (e) Traffic-free pedestrian environment in the waterfront area – with the deletion of waterfront roads, the waterfront area will largely be a traffic-free zone that provides a safe and attractive environment for pedestrians. By segregating pedestrian and vehicular traffic, lively streetscapes and activities will be promoted.
- (f) Integration of existing and new development areas – the provision of comprehensive networks of open spaces, footpaths and cycle tracks will improve spatial connectivity and functional integration between the new and existing development areas, and enhance the cohesiveness of the New Town.

### Infrastructure

9. To facilitate the further development of TKO, we plan to provide infrastructure (comprising roads, drains, sewers, water supply etc.) needed to serve the proposed development sites in Town Centre South, Tiu Keng Leng and Pak Shing Kok and recreational development in TKO Stage 1 Landfill by 2011. Moreover, to meet anticipated traffic generated from further population intake and industrial development in TKO, we propose a new external road network comprising TKO-LT Tunnel, CBL and extension of Road P2 (from Town Centre). The general layout of the proposed infrastructure is shown on **Annex C**. In view of the adoption of tunnel alignment, the former Western Coast Road has been renamed as TKO-LT Tunnel.

10. The recommended alignment of TKO-LT Tunnel was developed based on the alignment of Trunk Road T2 proposed in the previous South East Kowloon Development Study. As Trunk Road T2 is now being reviewed under the Kai Tak Planning Review, the alignment of TKO-LT Tunnel is subject to change to tie in with the revised alignment of Trunk Road T2.

11. According to the traffic impact assessment of the Study, the new TKO external road network should be completed in around 2016/17. TKO-LT Tunnel is the eastern section of Route 6, a strategic link from TKO to West Kowloon, and its implementation programme should synchronize with the other two sections of Route 6 (i.e. Trunk Road T2 and Central Kowloon Route) in order to avoid adverse traffic impact to East Kowloon and to optimize the utilization of Route 6. We will review the implementation programme of the new TKO external road network taking account of the latest traffic conditions (which depends on the future development pace of TKO) as well as the programme of Trunk Road T2 and Central Kowloon Route.

12. CBL will be designed as a feature bridge across the Junk Bay to minimize the visual impact to the surrounding environment. With completion of CBL and TKO-LT Tunnel, external heavy traffic to and from the south-east industrial area of TKO will be able to by-pass the town centre, thus minimizing adverse traffic and environmental impacts on the residential areas. It will also provide relief to existing road links, particularly TKO Tunnel and Wan Po Road.

### **Presentation of Study Findings**

13. We are informing the public of the findings of the Study through various channels, including presentations to the Sai Kung District Council and Town Planning Board; distribution of newsletters (**Annex D**) to TKO residents; and posting the Executive Summary of the Study on the web site of Civil Engineering and Development Department (“CEDD”). At its meeting on 6 June 2005, the Sai Kung District Council supported the Study proposals and urged for an early implementation.

### **The Next Step**

14. CEDD will submit the Environmental Impact Assessment (“EIA”) Report to the Director of Environmental Protection in accordance with the EIA Ordinance and exhibit the report for public inspection. To ensure implementation of the proposed urban design concepts, appropriate land use zoning mechanism and development restrictions will be imposed on the relevant statutory town plan to put in place proper and effective planning control by the Town Planning Board.

### **Housing, Planning and Lands Bureau**

**Civil Engineering & Development Department**  
**Planning Department**  
**June 2005**





- PUBLIC OPEN SPACE
- OPEN SPACE WITHIN DEVELOPMENT
- FOOTBRIDGE / ELEVATED LINKAGE
- PEDESTRIAN CIRCULATION
- POSSIBLE LANDMARK BUILDING
- MPO LEVEL RECLAMATION AT 3 MPD
- LOW TO MEDIUM RISE WATERFRONT DEVELOPMENT
- TYPICAL EDGE TREATMENT
- BREEZEWAY (30m ABOVE GROUND)
- AT GRADE CROSSING
- NBA - NON-BUILDING AREA





# YOUR OPINIONS • OUR VISION

## SHAPE A BETTER NEW TOWN

**W**elcome to the final newsletter in this series, concluding the study of the further development of Tseung Kwan O (TKO). At the Stage 3 public consultation conducted in early 2004, we were pleased to receive general public support for the Concept Plan, which defined the land use framework for the further development areas of TKO, particularly Town Centre South, Tiu Keng Leng and Pak Shing Kok.

Since then, we have formulated detailed land use proposals for the further development areas of TKO on the basis of the Concept Plan and taking account of the public views collected in the Stage 3 public consultation. We have also carried out engineering and environmental impact

assessments which demonstrated that the recommended land use proposals are feasible and acceptable in terms of planning, engineering, traffic, marine and environmental aspects.





Detailed land use proposals are now presented in a Development Plan for the TKO further development areas, which will improve the overall design of the New Town and help us to achieve our vision of building TKO into a new town that can boast of its convenience, vibrancy, distinctive urban design and quality living environment. An extract of the plan is illustrated overleaf together with the key features of the planning proposals.



*Artistic impression of TKO after implementation of the new development proposals*

## Land Use Proposals

An urban design and landscape framework has been formulated to optimise development opportunities for the TKO area, including the promotion of a vibrant waterfront area, establishment of recreation and leisure activities such as water sports along the Eastern Channel and in Junk Bay, the provision of 'breathing spaces' through the introduction of district parks and local open spaces, and reduced building height.

-  COMPREHENSIVE DEVELOPMENT AREA
-  COMMERCIAL
-  COMMERCIAL & RESIDENTIAL
-  RESIDENTIAL
-  GOVERNMENT, INSTITUTION OR COMBAMET
-  OPEN SPACE
-  GREEN BELT
-  OTHER SPECIFIED USES
-  TSIUNG KWAN O DEVELOPMENT PLAN BOUNDARY



Feature bridge across Junk Bay



Feature footbridge across Eastern Channel



Central Avenue



Town Plaza



Waterfront Park



Waterfront Park

*Reduced development density, reduced building height and extensive open space with traffic-free pedestrian environment*



*leisure and recreational lifestyle*

*Leisure and recreational lifestyle*



## Findings of the Study

Some of the characteristics of the new land use proposals that we would highlight include:

- no further reclamation (except for the Western Coast Road)
- reduced development density, with plot ratios ranging from 2 to 5
- population in Town Centre South and Tiu Keng Leng reduced from 131,000 to 98,000
- a stepped height building profile in Town Centre South ranging from 50 to 100mPD for visual relief
- low rise development at Pak Shing Kok
- more open space in Tiu Keng Leng, with direct connection to the waterfront across depressed Road P2
- a traffic-free waterfront leisure area
- a Riverine Park combining commercial and recreational

activities, with access to water activities in the Eastern Channel

- pedestrian linkage across the Eastern Channel to a wide range of water sports and recreational activities at the restored TKO Landfill site
- a Town Plaza that provides a focal point and gathering place for community events
- the Central Avenue, a pedestrianised retail corridor that links up the Town Centre and the waterfront
- a Civic Node at the western gateway to TKO.

Please visit our website for more details of the study findings. We have also produced a short video of the new development proposals; you are welcome to view the video through our website at <http://www.cedd.gov.hk/eng/topics/tko/index.htm>

We would like to thank you for your active participation in the consultation process, which enabled the study to be satisfactorily concluded with a plan that meets the needs of the local community.

If you have any queries, please contact us by:

post: Civil Engineering and Development Department  
New Territories East Development Office  
Suite 1213, Chinachem Golden Plaza  
77 Mody Road, Tsim Sha Tsui East  
Kowloon; or

tel: 2301 1375; or

fax: 2721 8630; or

email: [tsli@cedd.gov.hk](mailto:tsli@cedd.gov.hk)



## Way Forward

We will submit the EIA Report for approval under the EIA Ordinance in the coming months and make the necessary amendments to the TKO Outline Zoning Plan. Public views will be sought in these statutory processes.

To facilitate the further development of TKO, we plan to complete the infrastructure needed to serve the proposed development sites in Town Centre South, Tiu Keng Leng and Pak Shing Kok, as well as infrastructure to serve the recreational development at the TKO Stage 1 Landfill, by 2010/11.

Based on the traffic impact assessment findings of the Study, we will also carry out detailed planning and design of the proposed new external link, comprising the Western Coast Road (now renamed as TKO-Lam Tin Tunnel) and Cross Bay Link, with a view to its provision around 2016 to meet the long-term development needs of TKO.