

**For discussion  
on 28 May 2013**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**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 **Plan1**.

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. An information paper was submitted to the Panel in June 2012 (LC Paper No. CB(1)2207/11-12(10)). Moreover, a series of briefings and presentations were given to other different stakeholders. 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<sup>1</sup> 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

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<sup>1</sup> Opportunities and constraints of the continued development of Tung Chung New Town were also presented in the information paper submitted to the Panel in June 2012 (LC Paper No. CB(1)2207/11-12(10)). The information is extracted at **Annex 1**.

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>2</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>3</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 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

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<sup>2</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>3</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.

- 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>4</sup> -

- Theme 1:** “Livable Town” - to house more population through higher development densities around the proposed MTR station; and
- 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>5</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 -

- 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;
- a transport oriented development (TOD) concept to allow maximum development intensity within 500m walking distance of the new

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<sup>4</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>5</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.

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;

- (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>6</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>7</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

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<sup>6</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>7</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.

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 Town. The mixed residential and commercial uses will form a Metro Core Area<sup>8</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>9</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

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<sup>8</sup> The non-domestic PR for “Metro Core Area” and “Commercial” use for “Livable Town” is 1 and 3 respectively.

<sup>9</sup> The non-domestic PR for “Metro Core Area” and “Commercial” use for “Economic Vibrancy” is 2.5 and 3 respectively.

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>10</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. 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

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<sup>10</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.



15 000 flats for the new developments at TCW (with a planned population of about 43 000).

18. Conservation related zonings<sup>11</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 2**). 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
<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 “Metro Core Area**”</b>	1	2.5	NA

<sup>11</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>in TCE</b>			
<b>Non-domestic PR in “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 Livable Town (Population of 111 000) (Flat no. of 38 000)</b>	<b>TCE Theme 2 Economic Vibrancy (Population of 95 000) (Flat no. of 33 000)</b>
<b>TCW (Population of 43 000) (Flat no. of 15,000)</b>	Proposed Population of TCE and TCW	154 000	138 000
	Proposed Flat No. of TCE and TCW	53 000	48 000
<b>Total Population of Tung Chung New Town and the Proposed Extension Areas*</b>		<b>275 000</b>	<b>259 000</b>

\* 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 2**) 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, Islands and Tsuen Wan District Councils, 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

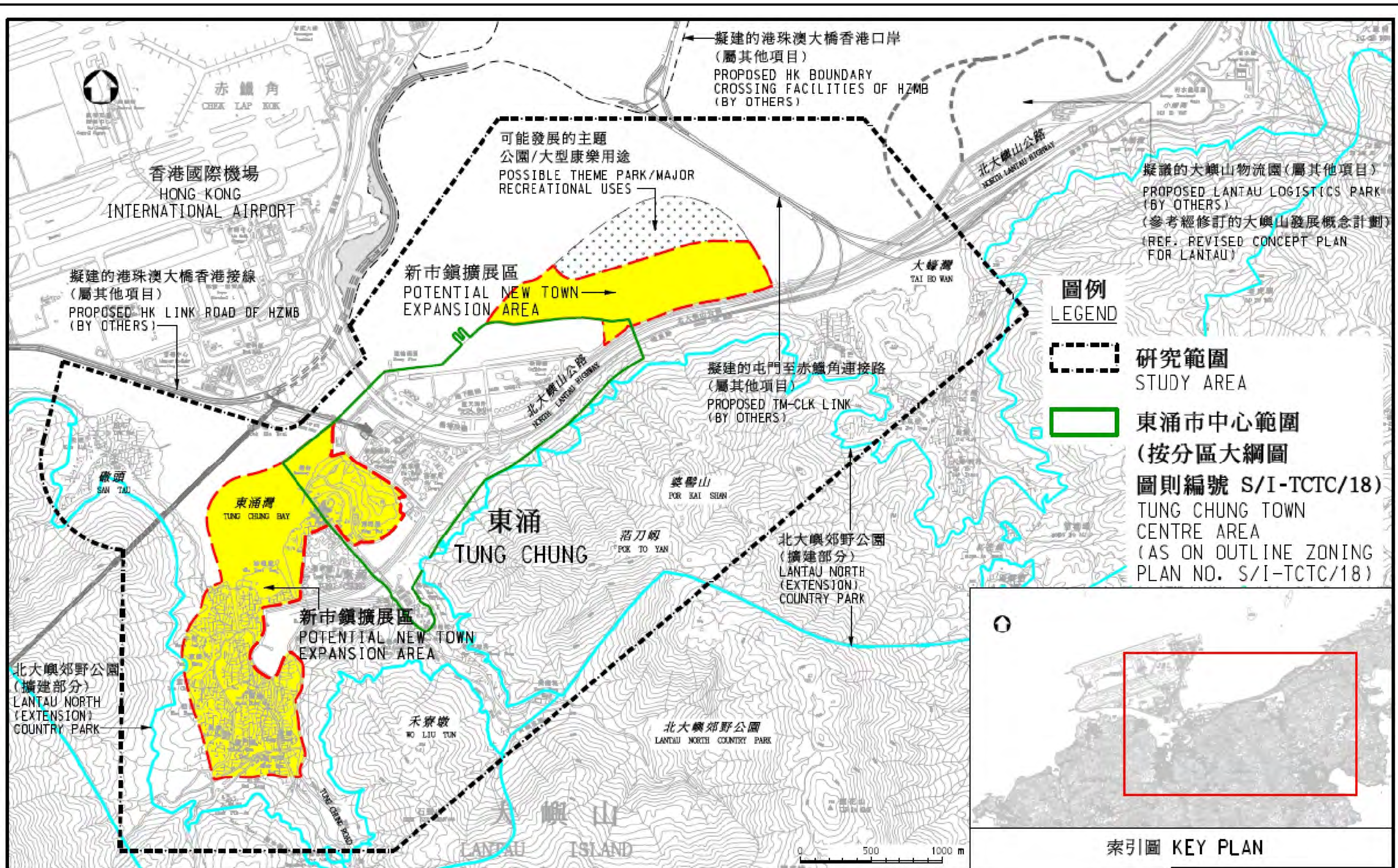
in the PE2, including the planning principles and proposed initial land use options for extending Tung Chung New Town.

## **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	Opportunities and Constraints of the continued development of Tung Chung New Town
Annex 2	Stage 2 Public Engagement Digest

**Development Bureau  
Planning Department  
Civil and Engineering Development Department  
May 2013**

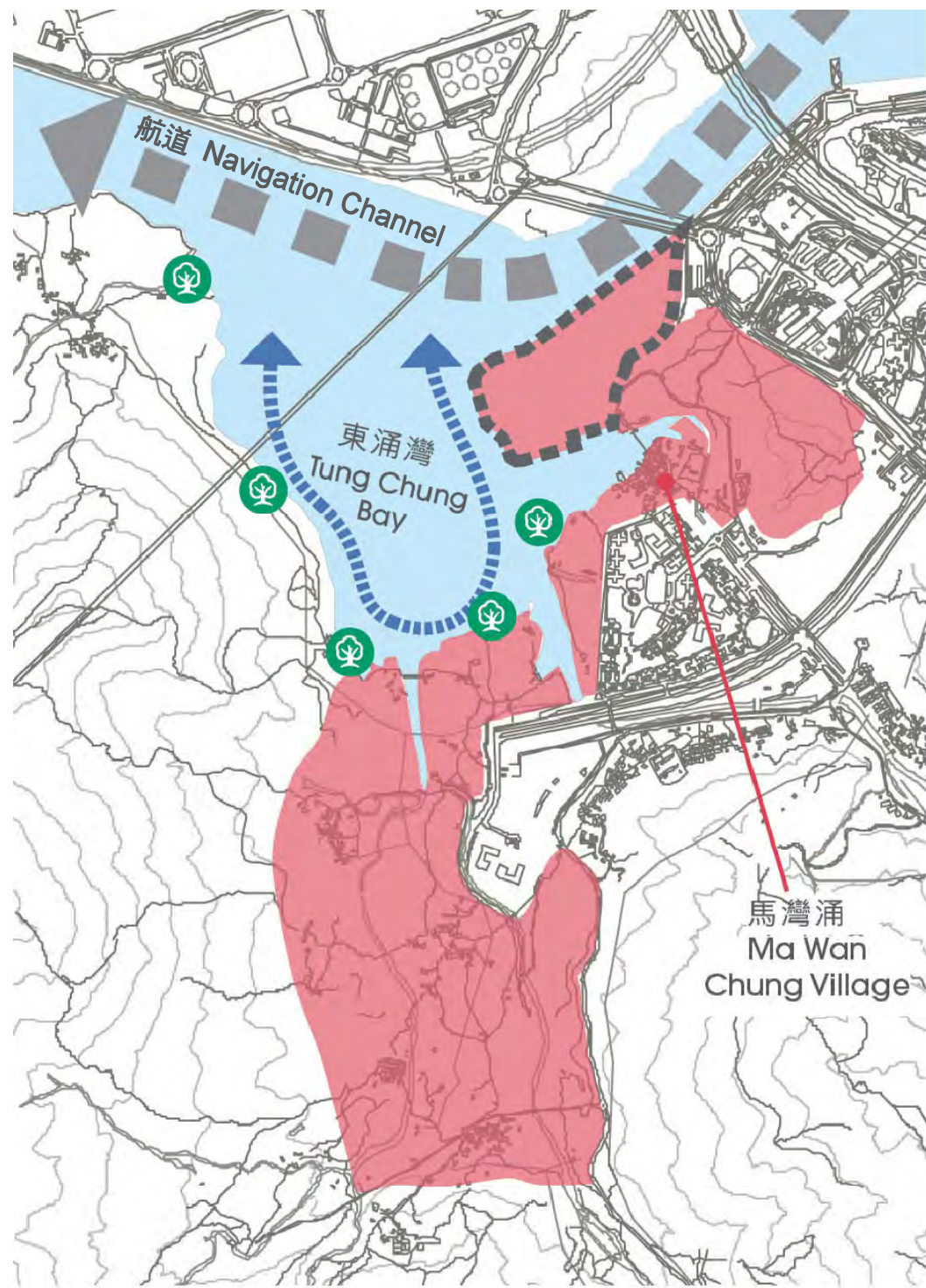




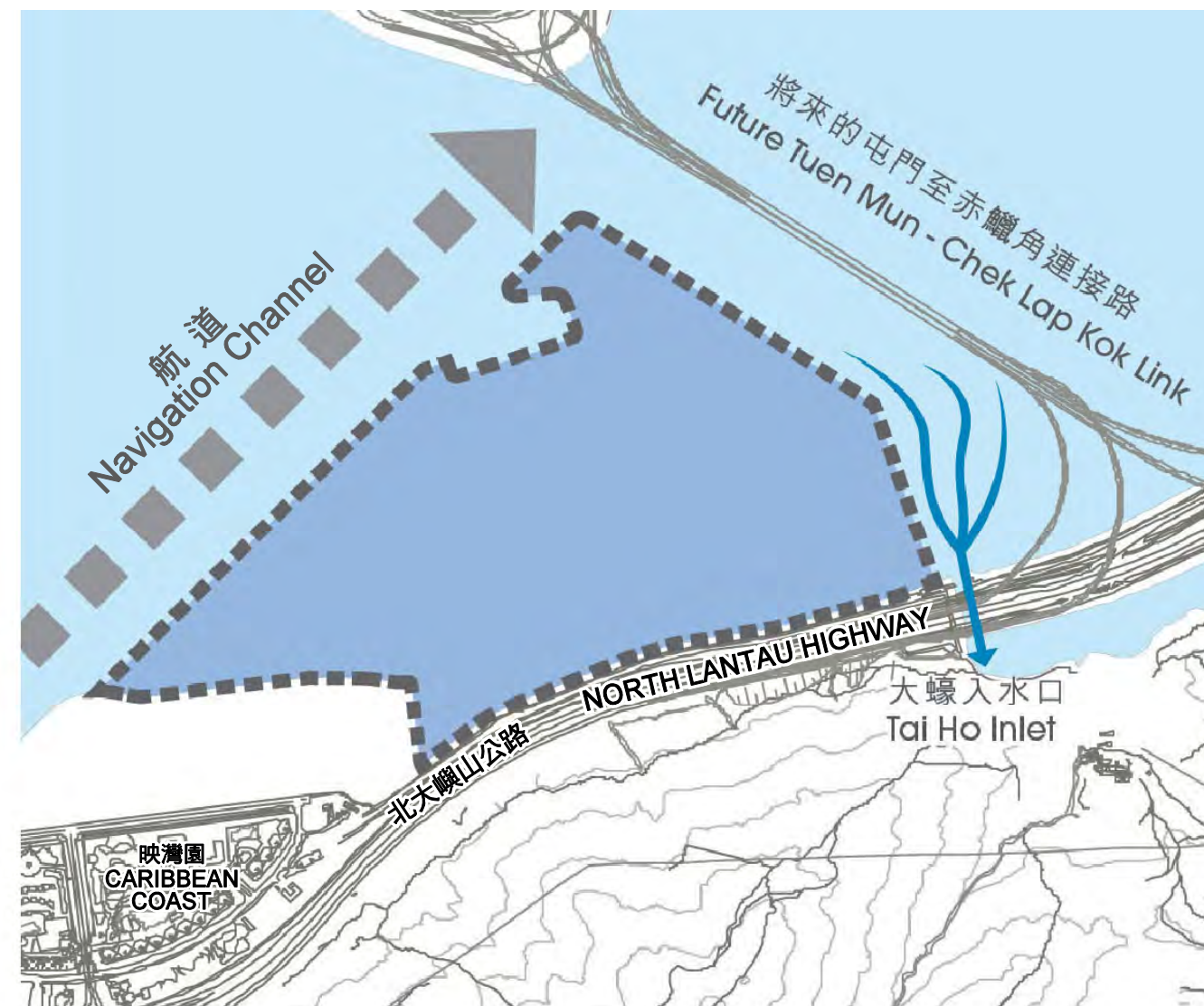
# 研究範圍 STUDY AREA



東涌西的填海範圍  
RECLAMATION EXTENT IN TUNG CHUNG WEST



東涌東的填海範圍  
RECLAMATION EXTENT IN TUNG CHUNG EAST



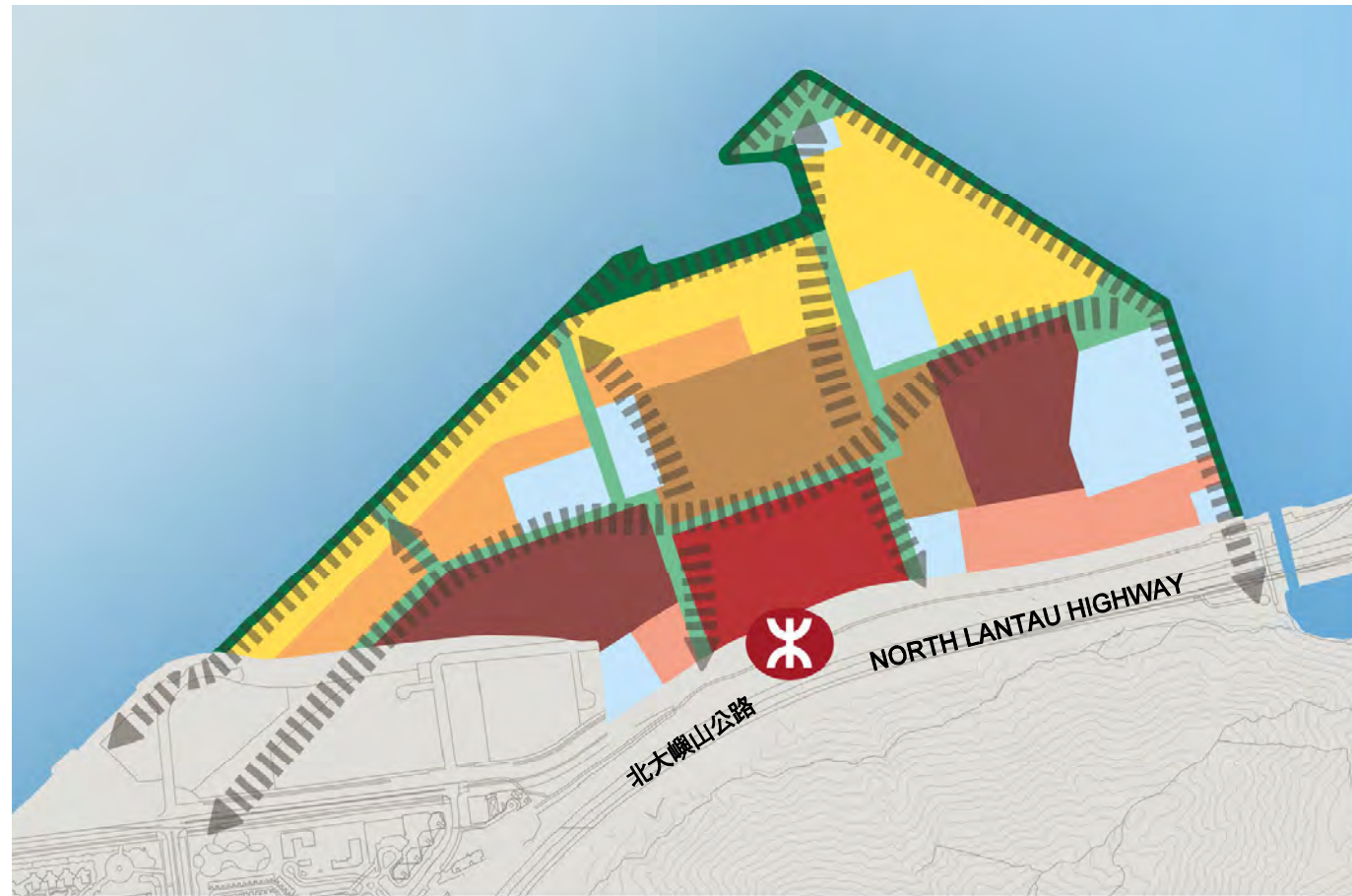
圖例 LEGEND :

-  擬議的填海範圍  
Proposed Reclamation Area
-  擬議的東涌東規劃範圍  
Proposed Tung Chung East Planning Area
-  擬議的東涌西規劃範圍  
Proposed Tung Chung West Planning Area
-  生態敏感地區  
Ecologically Sensitive Area
-  潮汐流  
Tidal Flow

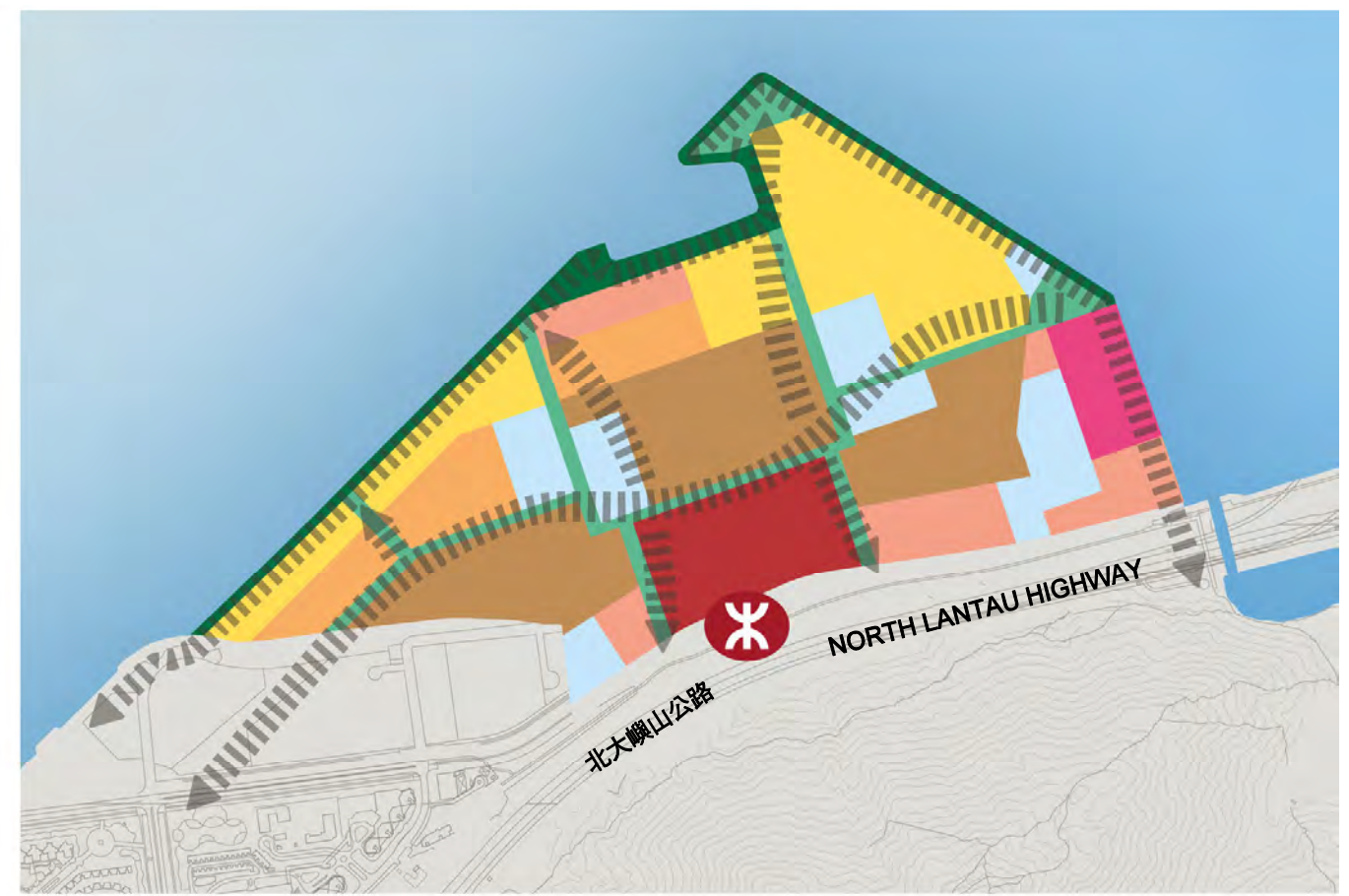
東涌東及西的填海範圍  
RECLAMATION EXTENTS IN TUNG CHUNG EAST AND WEST



主題一：宜居城市  
THEME 1 : LIVABLE TOWN



主題二：經濟活力  
THEME 2 : ECONOMIC VIBRANCY



圖例 LEGEND :

- 都會中心 Metro core  
(6倍住用地積比率及1倍非住用地積比率)  
(Domestic Plot Ratio 6 and Non-Domestic Plot Ratio 1)
- 住宅 (6倍地積比率) Residential (Plot Ratio 6)
- 住宅 (5倍地積比率) Residential (Plot Ratio 5)
- 住宅 (4倍地積比率) Residential (Plot Ratio 4)
- 住宅 (3倍地積比率) Residential (Plot Ratio 3)
- 政府、機構或社區 Government, Institution or Community
- 商業 (3倍地積比率) Commercial (Plot Ratio 3)
- 休憩用地 Open Space
- 海濱長廊 Waterfront Promenade
- 行人路網絡/單車徑 Pedestrian Network / Cycle Track
- ✳ 建議的港鐵站 Proposed MTR Station

圖例 LEGEND :

- 都會中心 Metro core  
(5倍住用地積比率及2.5倍非住用地積比率) (Domestic Plot Ratio 5 and Non-Domestic Plot Ratio 2.5)
- 住宅 (5倍地積比率) Residential (Plot Ratio 5)
- 住宅 (4倍地積比率) Residential (Plot Ratio 4)
- 住宅 (3倍地積比率) Residential (Plot Ratio 3)
- 政府、機構或社區 Government, Institution or Community
- 商業 (3倍地積比率) Commercial (Plot Ratio 3)
- 遊艇停泊處 Marina
- 休憩用地 Open Space
- 海濱長廊 Waterfront Promenade
- 行人路網絡/單車徑 Pedestrian Network / Cycle Track
- ✳ 建議的港鐵站 Proposed MTR Station

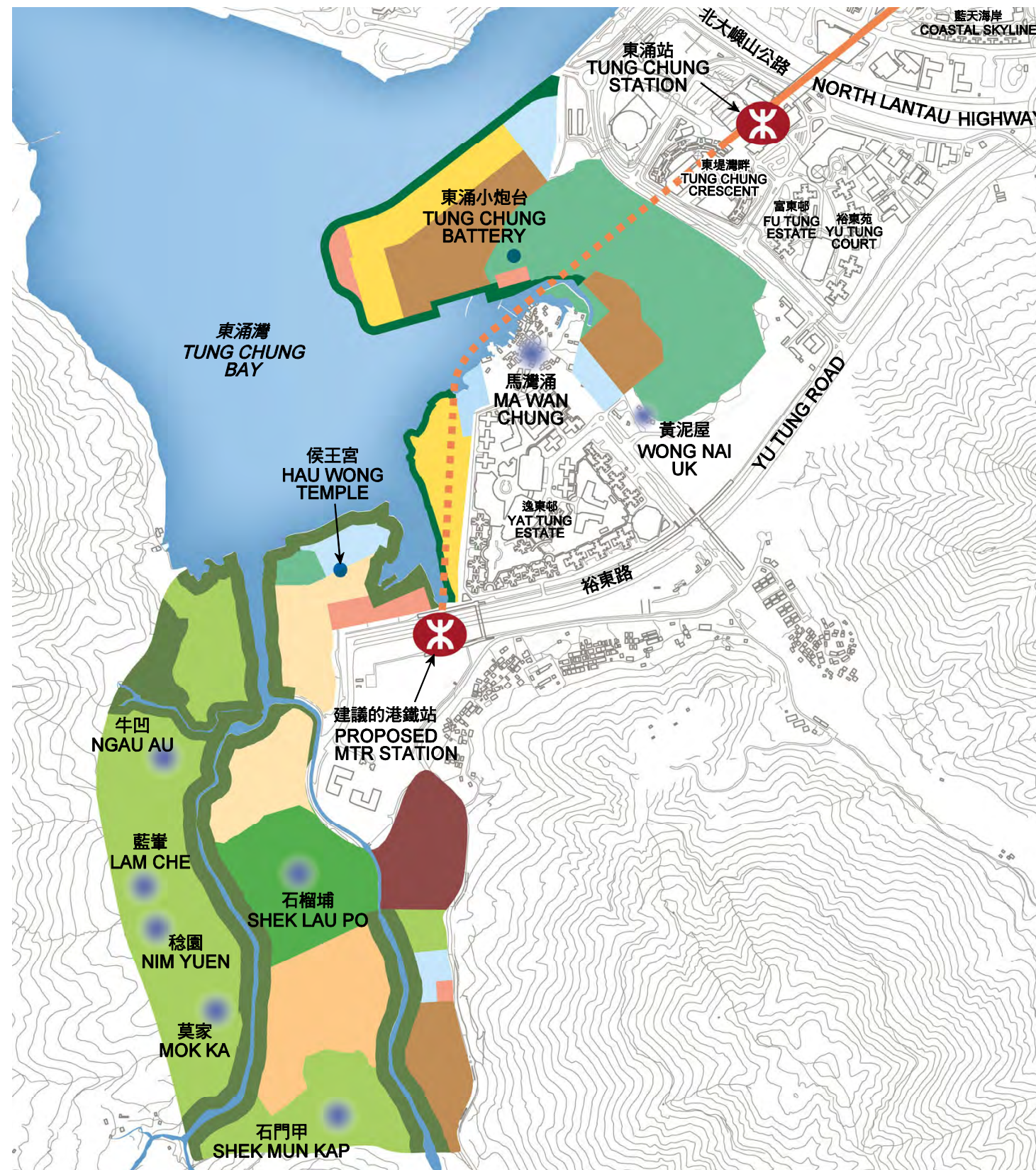
東涌東的初步土地用途方案

INITIAL LAND USE OPTIONS IN TUNG CHUNG EAST



主題：發展保育平衡

THEME : DEVELOPMENT AND CONSERVATION - A BALANCE



圖例 LEGEND :

- 住宅 (6倍地積比率)  
Residential (Plot Ratio 6)
- 住宅 (5倍地積比率)  
Residential (Plot Ratio 5)
- 住宅 (3倍地積比率)  
Residential (Plot Ratio 3)
- 住宅 (1.5倍地積比率)  
Residential (Plot Ratio 1.5)
- 住宅 (0.75倍地積比率)  
Residential (Plot Ratio 0.75)
- 政府、機構或社區  
Government, Institution or Community
- 商業  
Commercial
- 海濱長廊  
Waterfront Promenade
- 休憩用地  
Open Space
- 自然保育區  
Conservation Area
- 綠化地帶  
Green Belt
- 農業  
Agriculture
- 文化遺產  
Cultural Heritage
- 現有村落  
Existing Village

東涌西的初步土地用途方案

INITIAL LAND USE OPTION IN TUNG CHUNG WEST



## **Opportunities and Constraints of the continued development of Tung Chung New Town**

### **1. Opportunities**

- (a) Potential supply of land and housing – According to the Revised Concept Plan for Lantau (2007), Tung Chung has the potential for further extension with a view to accommodating a total population of 220,000. From the territorial and long-term perspectives, the new town extension will be an important land supply to meet housing need in the years to come. Besides, sites for supporting facilities including commercial, retail and services would be provided to cater for the territorial and local needs. More employment opportunities could also be created to the benefit of society and economy.
- (b) Local and regional transport hub – Tung Chung is located at a strategic location with future connection to the Hong Kong-Zhuhai-Macao Bridge (HZMB), Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the new cross boundary facilities. With direct linkage with these strategic infrastructures, Tung Chung will be a local and regional transport hub. The opportunities to develop Tung Chung as a “gateway town” taking account of the bridgehead economy are worth further consideration;
- (c) Tourism development – Lantau is renowned for its famous tourist spots including Hong Kong Disneyland, Ngong Ping 360. Moreover, Tung Chung has its own tourist attractions e.g. historic monuments and natural scenery. With its improved accessibility subsequent to the development of strategic infrastructures, Tung Chung will also have the potential for tourism development to draw oversea and local visitors to the region.

### **2. Constraints**

- (a) Natural environment and historic monuments – The existing natural environment, historic monuments, fung shui woodland and breezeway may constrain the future development in Tung Chung. Researches on the relevant archaeological sites may have to be completed before the sites can be available for the Tung Chung expansion;

- (b) Air quality – The existing and planned infrastructure projects including the Hong Kong International Airport (with 3<sup>rd</sup> runway), HZMB and TM-CLKL would have cumulative impact on the air quality of Tung Chung, including both the construction and operational phases of the projects;
- (c) Noise and height constraints – Given its proximity to the Hong Kong International Airport and other infrastructures such as Hong Kong Link Road (HKLR) and TM-CLKL , the future extension of Tung Chung new town will be subject to height constraints and noise impacts e.g. NEF 25. The noise impact is compounded by the helicopter landing site located near the southern runway of the airport.;
- (d) Natural stream and water quality – The ecological value of Tung Chung River and the water quality of the area will need to be carefully assessed in planning for the new town extension. Tung Chung River is also an ecologically important stream providing habitat for some freshwater fish species<sup>1</sup>. The future development of the new town extension should avoid or minimize potential secondary impacts (e.g. changes in water quality, disturbance) to these areas during both construction and operation phases; and
- (e) Existing village settlements – There are rural and village settlements in Tung Chung. Future development may need to respect these village settlements. Land resumption and re-housing arrangement etc. will be required if these settlements conflict with the future development of the new town extension.

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<sup>1</sup> Indigenous freshwater fish species includes *Acrossocheilus beijiangensis* and uncommon freshwater fish species includes *Oryzias curvinotus*.

第 2 階段公眾參與摘要  
Stage Public Engagement Digest

# 東涌新市鎮擴展研究

## Tung Chung New Town Extension Study

二零一三年五月 May 2013





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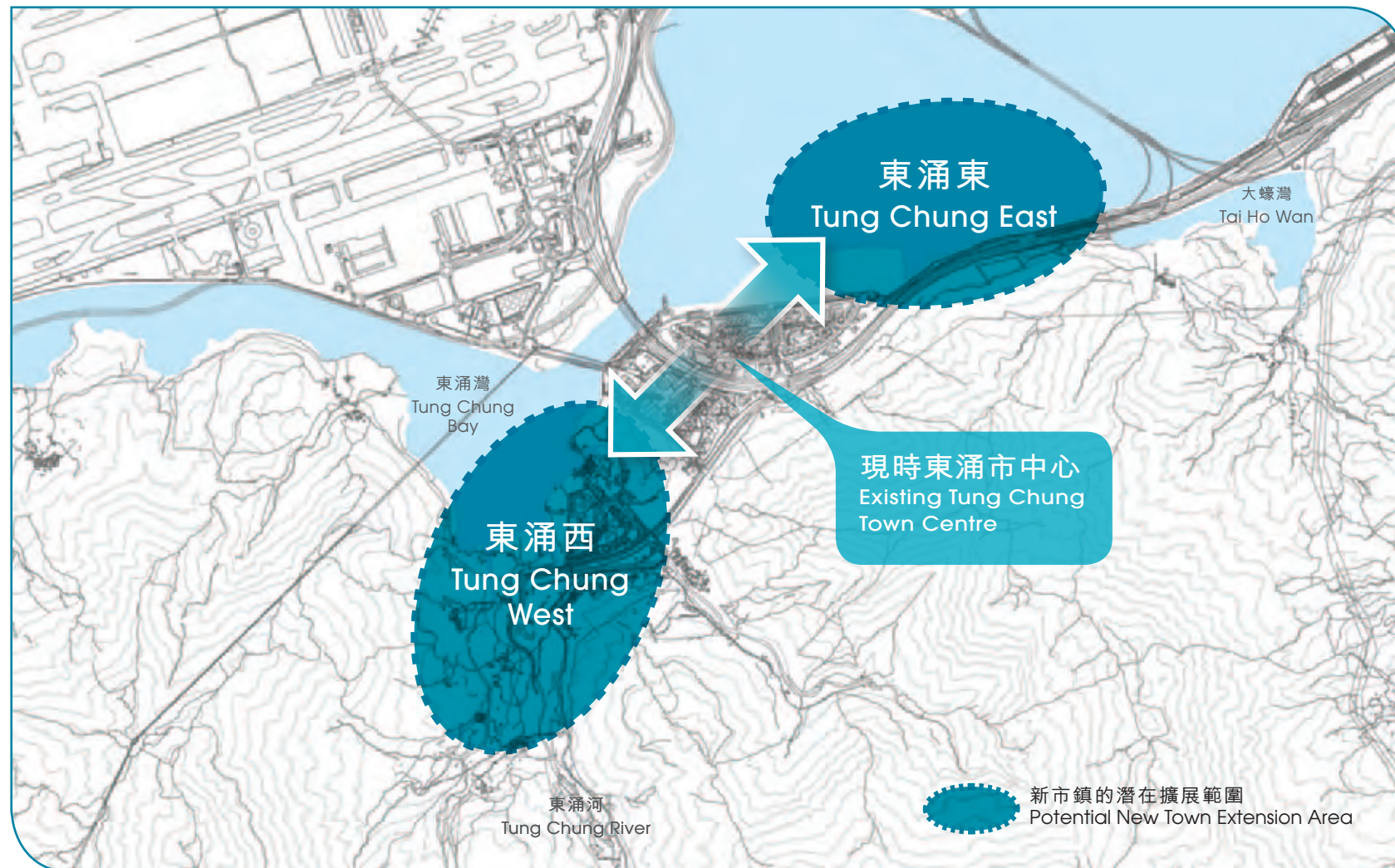




## 研究背景 Background of the Study

2012年1月，規劃署和土木工程拓展署合作展開東涌新市鎮擴展研究（下稱「研究」）。是次研究旨在了解東涌未來的發展潛力和機遇，以擴展東涌新市鎮，使其成為更具規模，並能切合房屋、社會、經濟、環境和當地居民需要的社區。

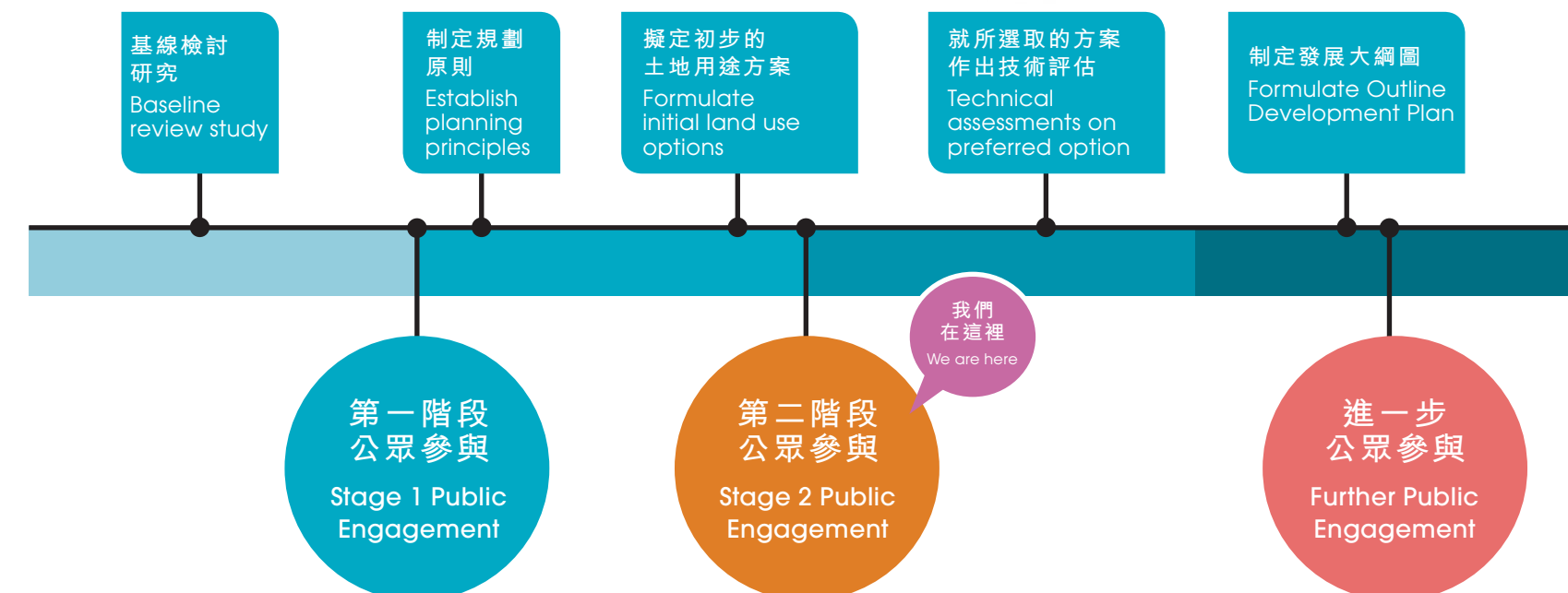
In January 2012, the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) have jointly commissioned the Tung Chung New Town Extension Study (the Study). The overall objective of the Study is to identify the development potential and opportunities to extend Tung Chung into a distinct community which can meet housing, social, economic, environmental and local needs.



## 透過公眾參與聽取您的意見 Public Engagement to Collect Your Views

第一階段公眾參與已於2012年6月至8月舉行。綜合公眾的意見和規劃與工程的考慮，我們分別對東涌東及東涌西的擴展提出了初步土地用途方案，並於是次第二階段公眾參與作進一步的討論。

The Stage 1 Public Engagement was held from June to August 2012. Taking into account the relevant comments and suggestions from the public, as well as planning and engineering considerations, initial land use options for Tung Chung East and West have been formulated for further discussion in this Stage 2 Public Engagement.







2 第一階段公眾參與概覽  
Overview of Stage 1 Public Engagement

巡迴展覽

Roving Exhibitions

簡介會

Briefing Sessions

約2300份書面意見及建議書  
500名受訪者

About 2300 written submissions and proposals  
500 survey respondents

公眾論壇

Public Forum

街頭問卷調查

Street Survey



於第一階段公眾參與中，公眾普遍認同東涌具有發展潛力。以下為公眾對於東涌新市鎮擴展的主要觀點：

From Stage 1 Public Engagement, **the public generally agree Tung Chung has potential to be further developed.** Major views regarding different aspects of Tung Chung New Town extension are summarized below:

發展需要 Development Needs

- 支持進一步發展  
Support further development
- 平衡私人及公營房屋的供應  
Strike a balance between private and public housing supply
- 提供更多社區及康樂設施，包括運動場及單車徑  
Provide more community and recreational facilities including a sports ground and cycle tracks
- 提供更多交通設施並延長港鐵線至東涌西  
Provide more transport facilities and extend the MTR line to Tung Chung West

經濟發展 Economic Development

- 利用生態及文化資源發展旅遊  
Develop tourism taking advantage of ecological and cultural resources
- 增加就業機會及商機  
Increase job and business opportunities
- 為小商戶增加地區商機  
Increase local business opportunities for small business



生態及環境

Ecology and Environment

- 減低發展對生態及環境的影響  
Minimize impacts on ecology and the environment
- 保存東涌河及東涌灣的生態價值  
Preserve the ecological value of Tung Chung River and Tung Chung Bay
- 推廣以自然環境及景觀作為公眾消閒、教育及旅遊景點  
Promote natural environment and landscapes for public enjoyment, education and tourism

文化遺產

Cultural Heritage

- 尊重當地村落  
Respect local villages
- 保存東涌炮台、東涌小炮台及其他歷史建築作為公眾消閒、教育及旅遊的景點  
Preserve Tung Chung Fort, Tung Chung Battery and other historic buildings for public enjoyment, education and tourism







### 3 規劃及工程考慮 Planning and Engineering Considerations



#### 航空事宜 Aviation Issue

發展需考慮到航空交通所引伸的建築物高度限制，包括政府飛行服務隊直升機飛行路線所帶來的限制。現建議政府飛行服務隊直升機基地可能需要搬遷，現正考慮其搬遷的可行性。

Development is constrained by building height restriction due to the air traffic including the flight paths of the Government Flying Service's helicopter operations. It is proposed that the helicopter base of the Government Flying Service may have to be relocated and the feasibility of relocating it is being considered.

#### 噪音影響 Noise Impact

由於接近機場，飛機噪音預測(NEF)25等量線範圍內不能用作易受噪音影響的用途如住宅發展。同時要考慮北大嶼山公路及將來的屯門至赤鱗角連接路可能帶來的噪音。

Due to the proximity to the airport, no noise sensitive receiver such as residential development is allowed within Noise Exposure Forecast (NEF) 25 contour. Potential noise impact from the North Lantau Highway and future Tuen Mun - Chek Lap Kok Link also needs to be taken into account.



#### 保存文化遺產 Preservation of Cultural Heritage

保存古蹟可讓訪客了解當地的歷史價值及對今日社會的影響，從而推動觀光旅遊。

Preservation of the heritage allows visitors to appreciate the historical significance of the area and the impact on the current society, and promotes sight-seeing.

#### 保存自然環境 Preservation of Natural Environment

東涌灣的海洋生態及東涌谷的野生生物均具重要生態價值。保育生態系統有助推動消閒康樂活動例如生態旅遊或休閒散步。

The marine environment of Tung Chung Bay and wildlife of Tung Chung Valley are recognized as ecologically important. Conservation measures for this ecosystem can create opportunities for light recreational uses such as eco-tourism and leisure walks.

#### 強化社區 Strengthening Community

透過全面的規劃，擴建東涌可以提供額外的社區和交通設施，以滿足現時居民及未來新增人口的需要。擴建後東涌可以發展成為一個更綜合化的新市鎮，提升生活質素。

Through comprehensive planning, extension of Tung Chung allows provision of additional community and transport facilities to cater to the needs of existing and future population. The entire Tung Chung can be developed into a more integrated new town with enhanced quality of living.

#### 利用海濱 Waterfront Area

東涌有連綿的海岸線橫跨整個可擴展的範圍，形成不同景色、社區和康樂環境的優質休憩空間，把東涌東及西連繫起來。

Tung Chung has a long coastal frontage along the entire potential extension area forming a wide range of different landscapes, communities and recreational environments which can deliver a spectacular open space amenity to connect Tung Chung East and West.



#### 經濟機遇 Economic Opportunities

東涌位於策略性位置，連接國際級旅遊點及重要的交通基建，透過增設零售和辦公室設施，既可滿足需求，亦可增加就業機會，推動地區經濟多元化。

Tung Chung at a strategic location connected to international destinations and significant transport infrastructure has a niche to capitalize on the demand for retail and regional office space, and to increase job opportunities and diversify the local economy.

#### 填海範圍限制 Constraints on Reclamation Extent

現時東涌的船隻航道及將來的屯門至赤鱗角連接路都會對東涌東的填海範圍構成限制。至於東涌西填海方面，會避免影響東涌灣的生態價值。

The existing Tung Chung Navigation Channel for vessels together with the future Tuen Mun - Chek Lap Kok Link physically limits the extent of Tung Chung East reclamation. Tung Chung West reclamation also needs to avoid affecting the ecological value of Tung Chung Bay.

#### 交通網絡 Transport Network

考慮到一些既定的基建包括港珠澳大橋、屯門至赤鱗角連接路，以及將來北大嶼山的各項發展，有需要適當地評估交通網絡的負荷能力。

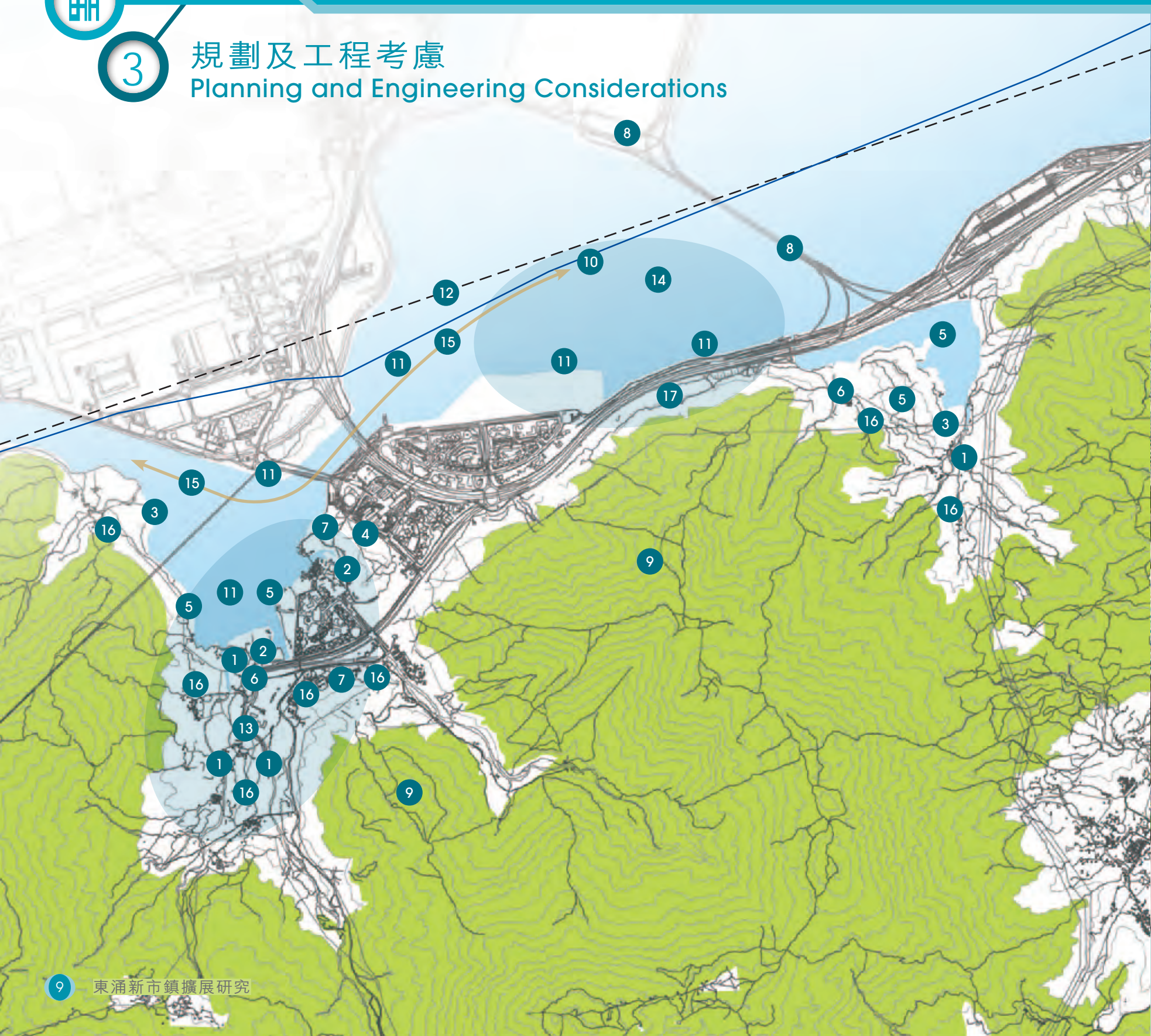
Taking into account the committed infrastructure such as HKZMB Bridge, Tuen Mun - Chek Lap Kok Link and various future developments in North Lantau, the capacity of transportation network needs to be duly assessed.







### 3 規劃及工程考慮 Planning and Engineering Considerations



#### 規劃及工程考慮 Planning and Engineering Considerations

1 具重要生態價值河溪 Ecologically important stream	10 飛機噪音預測25等量線 Noise Exposure Forecast (NEF) 25 contour
2 具考古研究價值的地點 Sites of archaeological interest	11 直升機運作的影響 (噪音、飛行路線所需的安全距離) Impact of helicopter operation (noise, clearance for flight path)
3 具特殊科學價值地點 Site of Special Scientific Interest (SSSI)	12 南跑道以南一千米線 (直升機需靠近東涌飛行) 1000m line from south runway (helicopter forced to fly close to Tung Chung)
4 墓地 Burial ground	13 通風廊 Breezeway
5 生態資源 Ecological resources	14 機場高度限制 Airport Height Restriction (AHR)
6 具歷史價值建築物 Historic buildings	15 現有航道 Existing navigation channel
7 法定古蹟 Declared monuments	16 現有村落 Existing villages
8 已規劃項目對空氣、水質和噪音的影響 Air, water quality and noise impact from potential development	17 北大嶼山公路的噪音影響 Noise impact from North Lantau Highway
9 郊野公園 Country park	





## 4 規劃原則 Planning Principles

綜合第一階段公眾參與所收集到的意見，以及規劃和工程上的考慮，我們制定了規劃原則，作為擬定擴建東涌新市鎮初步土地用途方案的指引。

After considering the views collected in Stage 1 Public Engagement, and the planning and engineering considerations, planning principles are developed to guide the formulation of the initial land use options for the new town extension.



- 1 滿足房屋需求 Meeting Housing Needs
  - 協助紓解本港的房屋需求  
Help address territorial housing demand
  - 提供均衡的房屋類別組合  
Provide a balanced housing mix
- 2 改善交通 Improving Connectivity
  - 提供充足的交通基礎設施  
Provide adequate transport infrastructure
  - 提供便捷的交通設施至現有市中心  
Provide convenient access to the existing town centre
  - 推廣使用環保的交通工具  
Promote environmentally friendly transport modes
- 3 均衡分配設施及休憩用地  
Providing Balanced Allocation of Facilities and Open Space
  - 提供足夠並易於前往的社區設施  
Provide sufficient and easily accessible community facilities
  - 提供優質休憩空間  
Provide quality open space
- 4 推動經濟發展 Promoting Economic Development
  - 推動區域性商業活動  
Promote regional commercial activities
  - 推動社區經濟活動  
Promote local commercial activities
  - 增加東涌的旅遊吸引力  
Boost tourism appeal of Tung Chung
- 5 採用可持續的城市設計  
Adopting Sustainable Urban Design
  - 與自然環境及現有建築物融合  
Integrate with natural topography and existing built form
  - 盡量發揮海濱發展潛力  
Maximise waterfront potential
  - 鼓勵綠色及可持續的生活環境  
Encourage a green and sustainable living environment
- 6 保存古蹟和生態 Preserving Heritage and Ecology
  - 保存文化遺產及東涌西面高價值的天然生態  
Preserve cultural heritage and the high ecological value of Tung Chung West
  - 充分利用天然景觀  
Capitalize on the natural landscape
  - 尊重當地村落  
Respect local villages





5 初步土地用途方案  
Initial Land Use Options

東涌新市鎮有潛力向東、西兩面擴展。擴展的大方向是在東涌東透過填海提供土地支持東涌長遠發展，東涌西亦可作適度填海和發展休耕地。將來整個東涌會以鐵路和道路網連繫起來，並接駁周邊地區和市區。

There is development potential for Tung Chung New Town extension to the East and West. The direction of the extension is to provide land through reclamation in Tung Chung East to support the long-term development of Tung Chung. Suitable reclamation and use of fallow agricultural land will be proposed for Tung Chung West. The entire future Tung Chung New Town will be linked by railway and different road networks connecting to the surroundings and the urban areas.

東涌西  
Tung Chung West

經考慮附近自然環境的生態價值，建議填海範圍已限制於低生態價值的東涌灣東北面，約14公頃。根據初步評估，將不會影響東涌灣海水的流動。填海規模已大量縮減，以平衡發展需要及公眾對環境保育的意見。

Having considered the ecological value of the natural environment nearby, the proposed reclamation is limited to the north eastern part of the Tung Chung Bay with lower ecological value. The extent of the proposed reclamation will be limited to 14 hectares, which will not significantly change sea-water flows within the Bay based on the preliminary assessment. The reclamation scale has been largely reduced to balance development needs and public aspiration for environmental conservation.

可能的填海面積：  
Potential Reclamation Area :

14 公頃  
hectares

土地用途主題：  
Land Use Theme :

發展保育平衡  
Development and Conservation - A Balance

東涌東  
Tung Chung East

建議在東涌東填海大約120公頃，當中已考慮到將來屯門至赤鱗角連接路所帶來的噪音影響，附近具高生態價值的大蠔灣，以及東涌現有航道的因素。我們提出兩個土地用途的主題，分別聚焦在房屋和經濟發展。

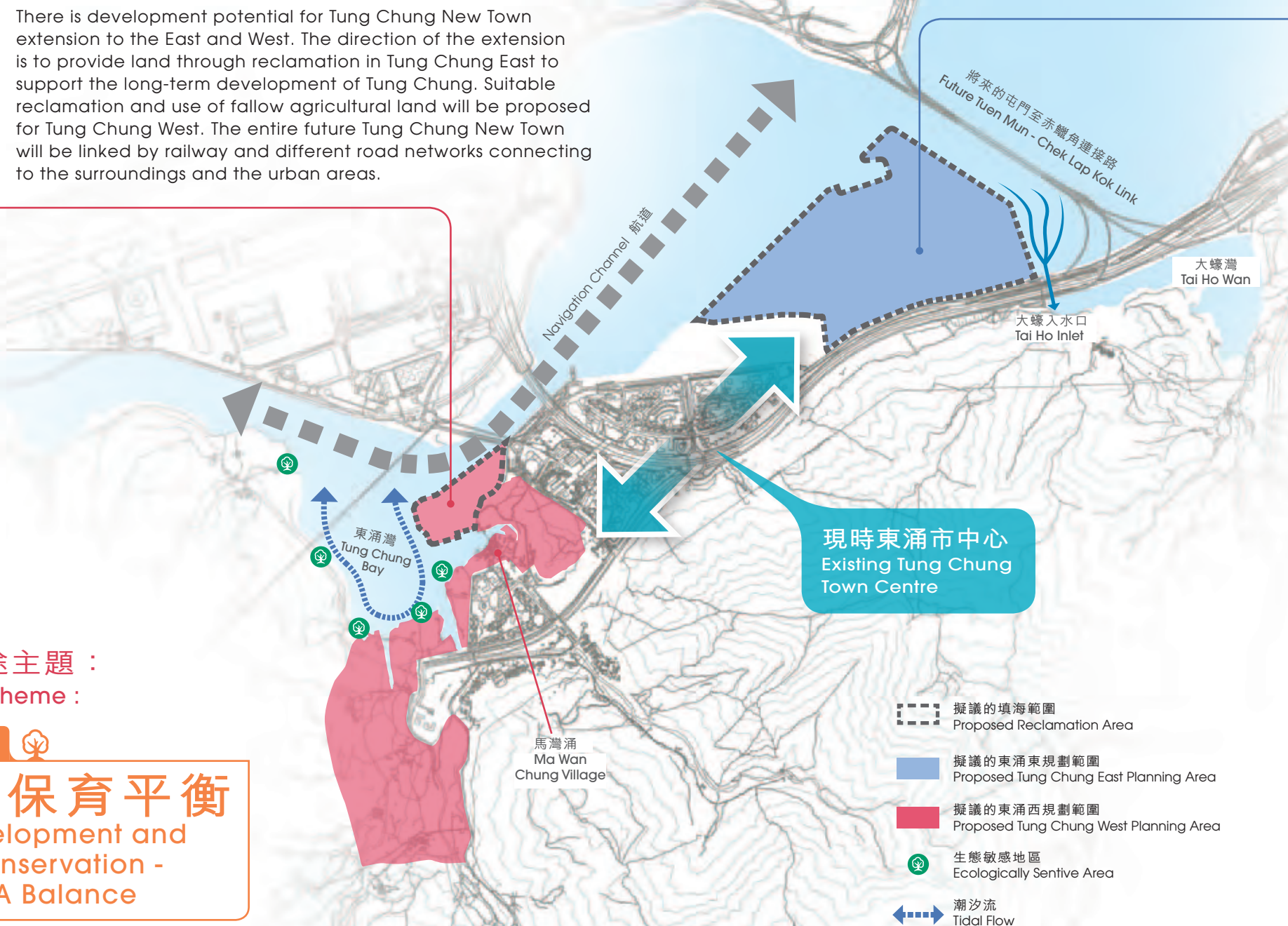
Approximately 120 hectares of reclamation are proposed in Tung Chung East having taken into consideration the noise impact of future Tuen Mun - Chek Lap Kok Link, the high ecological value of Tai Ho Wan, and the Tung Chung Navigation Channel. Two themes of land use are proposed with different focuses on housing and economic development respectively.

可能的填海面積：  
Potential Reclamation Area :

120 公頃  
hectares

土地用途主題：  
Land Use Themes :

宜居城市  
Livable Town  
或  
經濟活力  
Economic Vibrancy







5

## 連繫東涌新市鎮 Connection for Tung Chung New Town

透過增建兩個新港鐵站、道路、行人路、海濱長廊和單車徑，東涌東、西兩面的連接將會大為改善。

Connection between Tung Chung East and Tung Chung West will be greatly enhanced by the provision of two new MTR stations, a series of roads, walkways and waterfront promenade with cycling tracks.

### 三大方向提升連接性 Three Approaches to Enhance Connectivity

#### 交通網絡 Transport Network



- 建議於東涌東、西兩面分別增設港鐵站，加強對外及對內的交通連繫  
New MTR stations at Tung Chung East and West are proposed to increase internal and external connectivity
- 建議在擴展範圍增建道路  
New roads will be proposed in extension area



#### 行人路 Walkway



- 連續的海濱長廊把東涌東、西連接起來  
A continuous waterfront promenade from the East to the West
- 由步行徑、生態步道和連綿的公園組成的行人路網絡跟現有的主要行人路連接，將來市民可漫步至東涌新市鎮不同地方  
A pedestrian network formed by walkways, eco-trails and linear parks connected to the existing pedestrian spine allowing the public to have easy access to different parts of the Tung Chung New Town



#### 單車徑 Cycle Track



- 海濱長廊及連綿的公園都會附設單車徑，以推廣單車成為區內的環保交通工具  
Provide cycle tracks along the waterfront promenade and linear parks to promote cycling as a green commuting tool in Tung Chung
- 主要交通及社區設施附近提供足夠單車泊位以鼓勵居民使用單車  
Provide adequate cycle parking space near major transport and community facilities to encourage cycling





5 東涌東的規劃概念  
Planning Concept for Tung Chung East

加強連接性  
Enhancing Connectivity

連綿南北走向的公園組成行人路網絡的骨幹以增加區內的連接性，而東西走向的公園網絡會延伸至現時的東涌市中心。

一些主要的交通設施、不同的休憩用地、新增的社區設施例如運動場和學校群將連接行人路網絡。

海濱公園可提供休憩空間，而海濱長廊則提供行人路和單車徑連接東涌東、西兩面。

The north-south linear parks form a skeleton of a pedestrian network to enhance connectivity in the area, and east-west linear parks extend to the existing Tung Chung Town Centre.

Major transport facilities, various local open space, new community facilities such as a new sports ground and school clusters are linked with the pedestrian network.

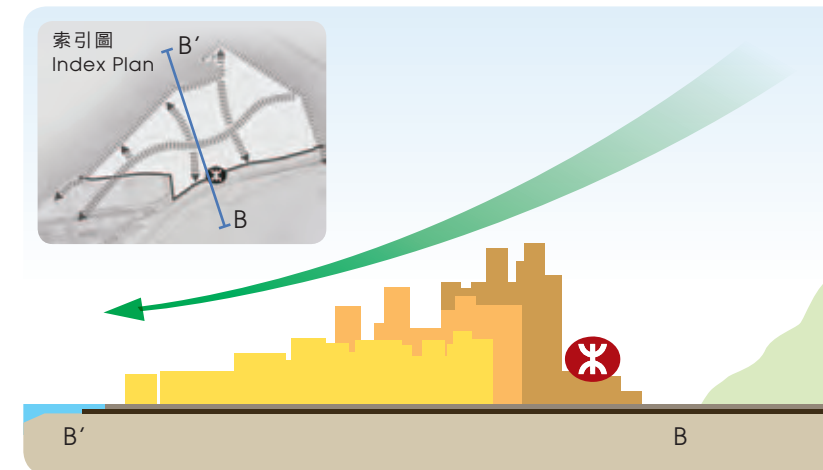
A waterfront park provides open space while the waterfront promenade connects East to West with cycle tracks and walkways.



景觀走廊  
View Corridors

南北走向的公園網絡形成休憩空間系統，為建築群提供視覺緩衝帶，並加強通風。

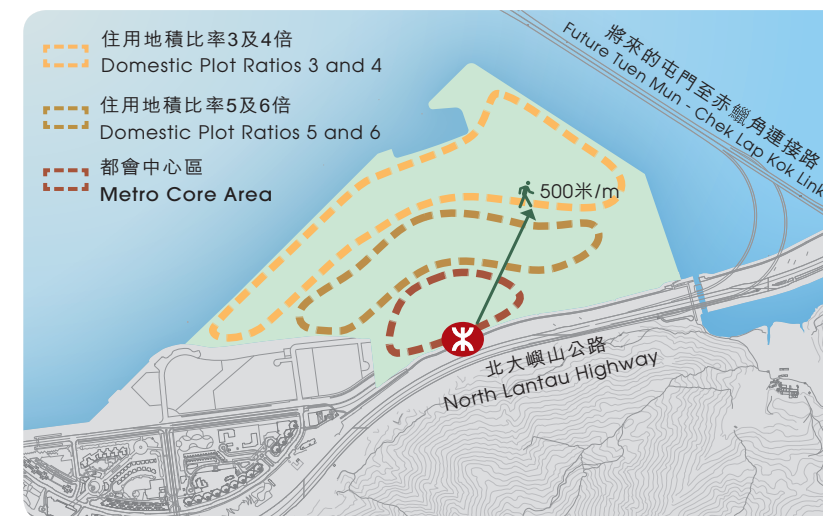
The north-south linear parks forming an open space system that can provide visual relief to the building clusters and enhance air ventilation.



梯級式建築設計  
Stepped Height Profile

建築物高度往海濱方向逐步下降，以盡量保持遼闊的海景，並使城市環境和後面的山景融合得更好。

Building height decreasing towards the waterfront to maximize views towards the sea and the urban environment can be better integrated with the mountainous backdrop.



運輸主導發展原則  
Transport Oriented Development (TOD)

鄰近新港鐵站的發展密度會較高，之後往海濱方向遞減，使居民步行至車站更為方便，亦更易前往其他地區。

在新港鐵站500米範圍發展綜合用途的都會中心區，住用地積比率為5或6倍，非住用地積比率則為1或2.5倍，提供區域性的購物及辦公室設施，並創造就業機會。

Higher development intensity near a new MTR station descending towards waterfront to give residents convenient access to the station and to enhance mobility to other parts of the territory.

Develop a mixed use **Metro Core Area** within a 500m distance from the new MTR station, adopting domestic Plot Ratios 5 or 6, and non-domestic Plot Ratios 1 or 2.5 for regional shopping and office facilities which will also create local job opportunities.

住宅後移  
Residential Setback

基於道路會帶來噪音和空氣質素考慮，住宅發展將遠離北大嶼山公路及將來的屯門至赤鱗角連接路。

Due to the road traffic noise and air quality considerations, residential development will be located away from North Lantau Highway and future Tuen Mun - Chek Lap Kok Link.





## 5 東涌東的初步土地用途方案 Initial Land Use Options in Tung Chung East

### 主題一：宜居城市 Theme 1: Livable Town



宜居城市這個主題源於對房屋供應的需求。於南部接近擬建新港鐵站的部分區域，其暢達性較高，會採用6倍住用地積比率。

從基建的負載量而言，十一萬的估計人口屬可接受，當中已考慮到現有的發展項目和既定的項目。因應人口增加，可能需要額外的基建或提升現有基建設施。

為配合規劃人口的增長，會有足夠的土地留作社區設施用途。

The theme of Livable Town is formulated based on the need of housing supply. Domestic Plot Ratio 6 is adopted at certain focal areas to the southern part near the proposed new MTR station where accessibility is relatively high.

The estimated population of 110,000 would be acceptable in terms of infrastructural capacity, having taken into account the existing developments and all the committed projects. Some additional infrastructure or upgrading works will be required to accommodate the increased population.

To cope with the planned population, adequate land will be reserved for community facilities.

主要土地用途 Major Land Uses	大約面積 Approx. area (公頃 hectares)
住宅 Residential	75
政府、機構或社區設施 Government, Institution or Community Facilities	14
休憩用地 Open Space	19
•海濱長廊 Waterfront Promenade	8
•公園 Parks	11
商業 Commercial	7
道路及其他用途 Road and Other Uses	5

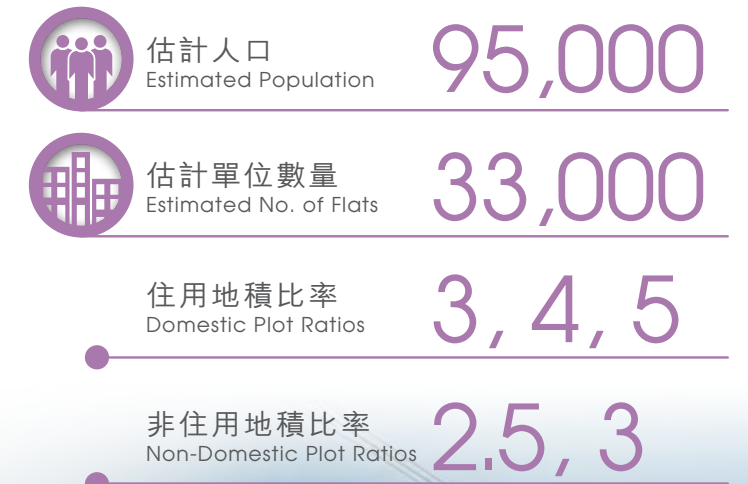


### 主題二：經濟活力 Theme 2: Economic Vibrancy



東涌位處重要位置，具有高潛力作區域性商業發展。這個主題旨在於東涌東建立區域性商業樞紐，將會是房屋供應和商業發展並重。商業用地除了提供空間給地區商業活動，亦會提供區域辦公室及零售設施，包括海濱零售和餐飲區、酒店、商場和一個遊艇停泊處。

Tung Chung is located in a strategic location with high potential for regional commercial development. The aim of this theme is to create a regional commercial hub in Tung Chung East alongside housing supply. Apart from the provision of local commercial space, lands are also reserved for regional office and retail uses including waterfront retail and dining areas, hotels, shopping malls and a marina.



主要土地用途 Major Land Uses	大約面積 Approx. area (公頃 hectares)
住宅 Residential	70
政府、機構或社區設施 Government, Institution or Community Facilities	13
休憩用地 Open Space	17
•海濱長廊 Waterfront Promenade	7
•公園 Parks	10
商業 Commercial	15
道路及其他用途 Road and Other Uses	5

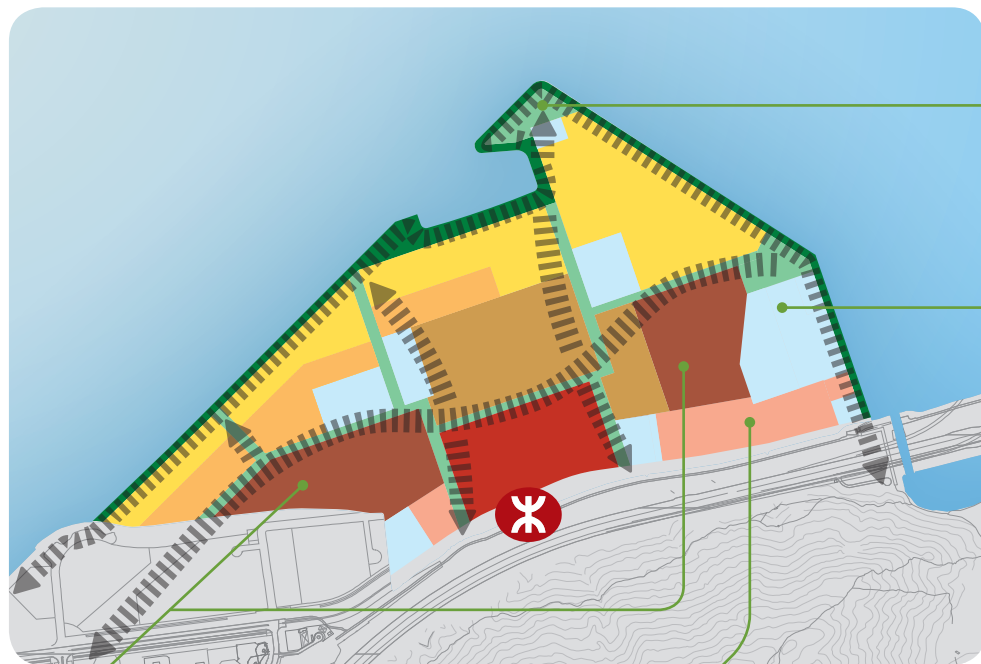




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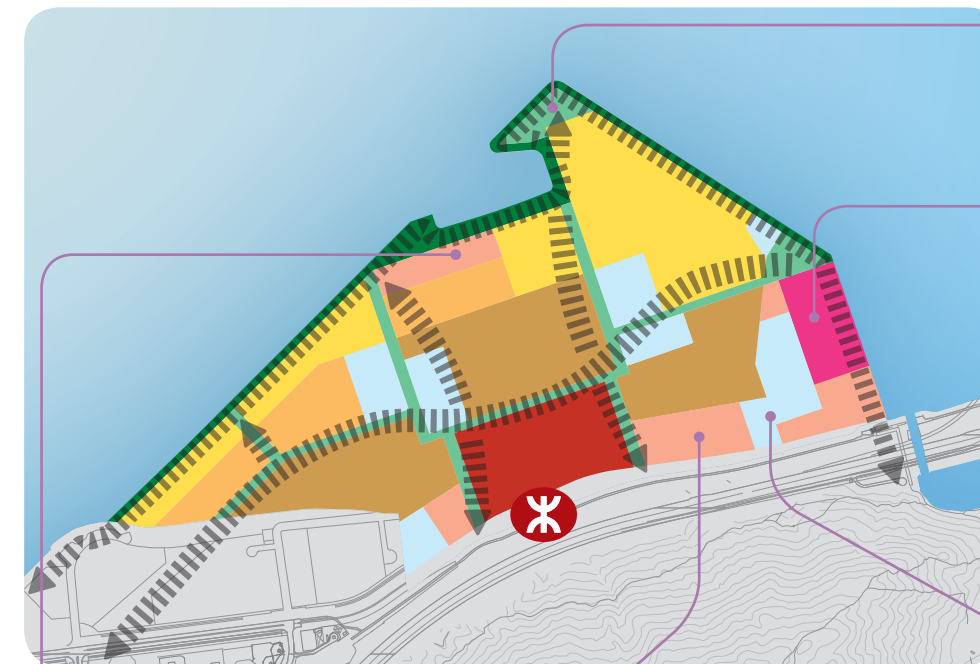
# 東涌東的初步土地用途方案 Initial Land Use Options in Tung Chung East

## 主題一：宜居城市 Theme 1: Livable Town



- 都會中心 Metro Core (6倍住用地積比率及1倍非住用地積比率) (Domestic Plot Ratio 6 and Non-Domestic Plot Ratio 1)
- 住宅 (6倍地積比率) Residential (Plot Ratio 6)
- 住宅 (5倍地積比率) Residential (Plot Ratio 5)
- 住宅 (4倍地積比率) Residential (Plot Ratio 4)
- 住宅 (3倍地積比率) Residential (Plot Ratio 3)
- 政府·機構或社區 Government, Institution or Community
- 商業 (3倍地積比率) Commercial (Plot Ratio 3)
- 休憩用地 Open Space
- 海濱長廊 Waterfront Promenade
- 行人路網絡 / 單車徑 Pedestrian Network / Cycle Track

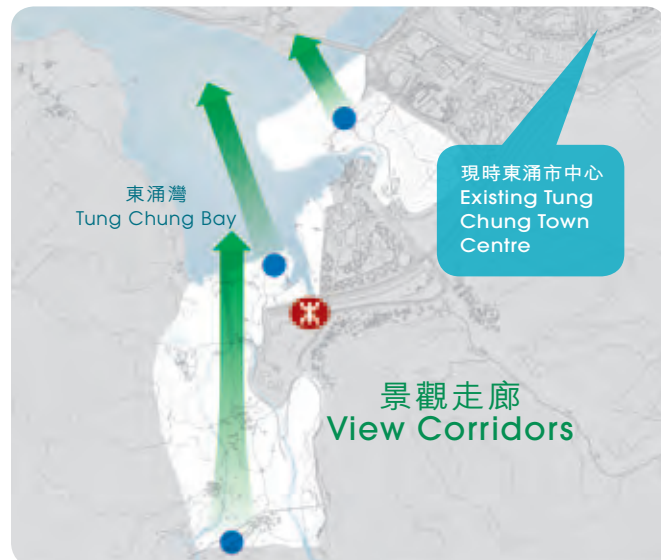
## 主題二：經濟活力 Theme 2: Economic Vibrancy



- 都會中心 Metro Core (5倍住用地積比率及2.5倍非住用地積比率) (Domestic Plot Ratio 5 and Non-Domestic Plot Ratio 2.5)
- 住宅 (5倍地積比率) Residential (Plot Ratio 5)
- 住宅 (4倍地積比率) Residential (Plot Ratio 4)
- 住宅 (3倍地積比率) Residential (Plot Ratio 3)
- 政府、機構或社區 Government, Institution or Community
- 商業 (3倍地積比率) Commercial (Plot Ratio 3)
- 遊艇停泊處 Marina
- 休憩用地 Open Space
- 海濱長廊 Waterfront Promenade
- 行人路網絡 / 單車徑 Pedestrian Network / Cycle Track



## 5 東涌西的規劃概念 Planning Concept of Tung Chung West



提供多個景觀走廊作為視覺緩衝，並與現有的景色融合。

建議採用梯級式建築設計減少對海濱景觀的影響。必須小心研究緩解措施以減低對附近生態造成的影響。

Several view corridors are provided as visual relief to harmonize with the existing landscape.

Stepped building height configuration is recommended to reduce the adverse visual impact on the waterfront. Mitigation measures to minimize impact on the nearby ecology are necessary.



提供連續的步行徑和生態步道至區內不同地方，增加內部的連接性並接通至現時的東涌市中心。

Continuous walkways and eco-trails direct to different destinations are provided to enhance the internal connectivity and the connection to the existing Tung Chung Town Centre.



估計人口  
Estimated Population **43,000**

估計單位數量  
Estimated No. of Flats **15,000**

市鎮公園  
Town Park **18 公頃**  
hectares

住用地積比率  
Domestic Plot Ratios **0.75, 1.5, 3, 5, 6**

非住用地積比率  
Non-Domestic Plot Ratio **3**

- 市鎮公園  
Town Park
- 住宅  
Residential
- 商業及公共用途  
Commercial and Public Use
- 村落及自然環境  
Villages and Natural Environment





5

# 東涌西的初步土地用途方案 Initial Land Use Option in Tung Chung West



建議把高生態價值地區包括東涌灣及東涌河沿岸一帶劃為保育相關用途，以保護生態。

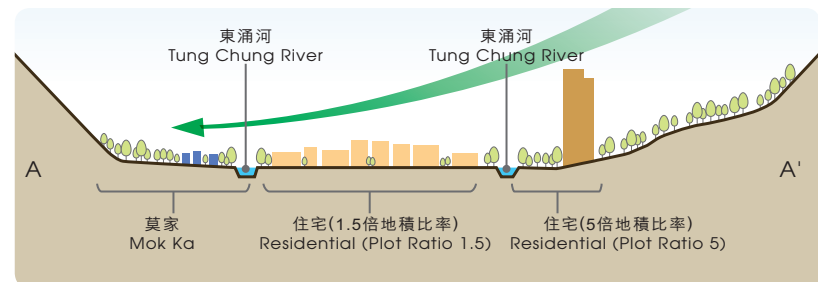
Areas of high ecological importance including coastal areas of Tung Chung Bay and along the Tung Chung River are proposed as conservation related uses to preserve the ecology.

利用建議的東涌西鐵路站所帶來的流動性，接近東涌路一帶的住宅用地會採用較高的發展密度至5及6倍的地積比率，該範圍有優美的山景作為樓宇背景。

於東涌河口附近採用0.75倍住用地積比率，於村落群採用1.5倍地積比率，而逸東邨毗鄰的住宅用地則採用3倍地積比率，使東涌灣至內陸之間的建築物構成梯級式建築設計。

To capitalize on the improved accessibility due to the proposed Tung Chung West Station, higher density developments up to domestic Plot Ratios 5 and 6 are proposed close to the existing Tung Chung Road where the mountainous backdrop is visually dominant.

Adopt domestic Plot Ratio 0.75 near the Tung Chung River estuary and domestic Plot Ratio 1.5 near the villages clusters. Domestic Plot Ratio 3 will be applicable to the areas adjoining Yat Tung Estate to provide a stepped height profile towards Tung Chung Bay.



建議於馬灣涌附近填海14公頃用作住宅發展，採用3及5倍的住用地積比率，同時會提供地區商業用地，海濱長廊和政府、機構或社區設施。

建議進行改善工程並保留入水口作為永久港灣，以強化馬灣涌村的沿海風貌。

Propose a reclamation of 14 hectares of land near Ma Wan Chung for residential development with domestic Plot Ratios 3 and 5, together with local commercial area, waterfront promenade and Government, Institution or Community facilities.

Propose improvement works to enhance the maritime character of the Ma Wan Chung Village by preserving the inlet as a permanent harbour.



利用現有的景觀去建造市鎮公園以提供更多休憩用地給公眾享用，並把東涌東及西連繫起來。

Make use of the existing landscape to create a Town Park to provide more open space for public enjoyment and to provide a linkage between Tung Chung East and West.



建議延長鐵路線至東涌西，方便居民及帶動經濟活動。



Propose extending the rail line to Tung Chung West to benefit the residents and boost economic activity.



保存文化遺產，部分會與鄰近的休憩用地結合。

Cultural heritage will be preserved, and some will be integrated to the open space nearby.

- 住宅 (6倍地積比率)  
Residential (Plot Ratio 6)
- 住宅 (5倍地積比率)  
Residential (Plot Ratio 5)
- 住宅 (3倍地積比率)  
Residential (Plot Ratio 3)
- 住宅 (1.5倍地積比率)  
Residential (Plot Ratio 1.5)
- 郊區住宅 (0.75倍地積比率)  
Rural Residential (Plot Ratio 0.75)
- 政府、機構或社區  
Government, Institution or Community
- 商業  
Commercial
- 海濱長廊  
Waterfront Promenade
- 休憩用地  
Open Space
- 自然保育區  
Conservation Area
- 綠化地帶  
Green Belt
- 農地  
Agriculture
- 文化遺產  
Cultural Heritage
- 現有村落  
Existing Villages





## 6 公眾參與 Public Participation

您的寶貴意見，對我們制定選取方案及在下一研究階段制定發展大綱圖有莫大幫助。我們邀請您於第二階段公眾參與活動，就建議的初步土地用途方案表達意見。

Your views are vital in the formulation of the preferred option and the Outline Development Plan at the next stage of the Study. We now invite you to participate in the Stage 2 Public Engagement activities and express your views on the initial land use options.

歡迎您於2013年7月21日或之前將意見以電郵、傳真或郵寄方式送交規劃署或土木工程拓展署。

You are welcome to send your views to the Planning Department or Civil Engineering and Development Department by email, fax, or post on or before 21 July 2013.

您亦可瀏覽以下網站，提供意見及了解更詳盡的資訊

You may also share your opinions and find out more at

<http://www.tung-chung.hk>

活動 Activities	日期 Date	地點 Venues
巡迴展覽 Roving Exhibition	29 / 5 - 4 / 6 / 2013	羅馬廣場 (藍天海岸對出空地) Rome Plaza (Open Plaza near Coastal Skyline)
	5 - 11 / 6 / 2013	逸東邨黎淑英紀念廣場 Yat Tung Estate Lai Shuk Ying Memorial Plaza
	12 - 18 / 6 / 2013	富東邨 Fu Tung Estate
	19 - 25 / 6 / 2013	港鐵東涌站 Tung Chung MTR station
社區工作坊 Community Workshop	22 / 6 / 2013	香港教育工作者聯會黃楚標中學 Hong Kong Federation of Education Workers Wong Cho Bau Secondary School
公眾論壇 Public Forum	13 / 7 / 2013	香港教育工作者聯會黃楚標中學 Hong Kong Federation of Education Workers Wong Cho Bau Secondary School

	規劃署 Planning Department	土木工程拓展署 Civil Engineering and Development Department
地址 Address	西貢及離島規劃處 新界沙田上和輦路1號沙田政府合署15樓 Sai Kung and Islands District Planning Office 15/F, Sha Tin Government Offices 1 Sheung Wo Che Road, Sha Tin, New Territories	港島及離島拓展處 香港北角渣華道333號北角政府合署13樓 Hong Kong Island and Islands Development Office 13/F, North Point Government Offices 333 Java Road North Point, Hong Kong
電話 Telephone	2158 6177	2231 4408
傳真 Fax	2367 2976	2577 5040
電郵 Email	skisdpo@pland.gov.hk	tungchung@cedd.gov.hk

聲明:凡在《東涌新市鎮擴展研究》過程中向規劃署或土木工程拓展署提供意見和建議的個人或團體，將被視作同意規劃署或土木工程拓展署可將部分或全部的內容(包括個人姓名及團體名稱)公布。如你不同意這個安排，請於提供意見和建議時作出聲明。

Disclaimer: A person or an organization providing any comments and suggestions to the Planning Department or Civil Engineering and Development Department on the "Tung Chung New Town Extension Study" shall be deemed to have given consent to the Planning Department or Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organizations). If you do not agree to this arrangement, please state so when providing comments and views.