

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Tung Chung New Town Extension Study – Stage 3 Public Engagement
List of follow-up actions**

(arising from Meeting on 28 October 2014)

Follow-up actions required	Administration's response
<p>The Administration was requested to provide the following information in respect of the development of the Tung Chung New Town Extension:</p> <p><u>Environmental issues</u></p> <p>(a) regarding the concerns about noise pollution in Tung Chung caused by the movement of aircrafts in the Hong Kong International Airport (HKIA), the details of the Noise Exposure Forecast (NEF) 25 contour for the Airport in the coming 10 years, and whether residential units would be developed within the NEF 25 contour;</p> <p>(b) the measures to address public concerns about the poor quality of air in Tung Chung;</p>	<p>The proposed Tung Chung New Town (TCNT) Extension would fall outside the predicted NEF25 contour following the commencement of operation of the 3RS according to the assessment findings of the approved Environmental Impact Assessment Report of the Three-Runway System (3RS) of the HKIA (Annex A), which has assumed the 3RS to be in operation in 2023. Residential developments and population intake in TCNT Extension located within the current NEF25 would tie in with the commissioning of the 3RS.</p> <p>According to the monitoring data extracted from the Environmental Protection Department's air quality monitoring stations (AQMS) from 2009 to 2013 (see table below), the air</p>

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	<p>quality of Tung Chung is in general comparable to that of the territory in overall.</p> <table border="1" data-bbox="1214 352 1942 608"> <thead> <tr> <th data-bbox="1220 357 1413 459" rowspan="2">Pollutants</th> <th colspan="2" data-bbox="1417 357 1935 424">2009 – 2013 annual average ($\mu\text{g}/\text{m}^3$)</th> </tr> <tr> <th data-bbox="1417 427 1677 459">Tung Chung</th> <th data-bbox="1682 427 1935 459">General AQMS</th> </tr> </thead> <tbody> <tr> <td data-bbox="1220 462 1413 494">RSP</td> <td data-bbox="1417 462 1677 494">42-47</td> <td data-bbox="1682 462 1935 494">42-48</td> </tr> <tr> <td data-bbox="1220 497 1413 529">SO₂</td> <td data-bbox="1417 497 1677 529">12-14</td> <td data-bbox="1682 497 1935 529">11-14</td> </tr> <tr> <td data-bbox="1220 533 1413 564">NO₂</td> <td data-bbox="1417 533 1677 564">43-51</td> <td data-bbox="1682 533 1935 564">50-54</td> </tr> <tr> <td data-bbox="1220 568 1413 600">O₃</td> <td data-bbox="1417 568 1677 600">44-47</td> <td data-bbox="1682 568 1935 600">39-43</td> </tr> </tbody> </table> <p>Taking into account the gaseous emissions arising from the concurrent projects in the vicinity, the preliminary air quality assessment reveals that the predicted cumulative air quality impacts on all air sensitive receivers for 2026 comply with the prevailing Air Quality Objectives during the operational phase and no adverse impacts are anticipated.</p> <p>The Government is closely monitoring the air pollution issues throughout Hong Kong and including Tung Chung, and has formulated air pollution control strategies to tackle the problems over the territory. A series of measures have been implemented for various emission controls. In addition to reducing emissions from local sources, the Government has been joining hands with Guangdong Province to improve air quality of the Pearl River Delta region. Details of the key emission reduction measures are provided in Annex B.</p>	Pollutants	2009 – 2013 annual average ($\mu\text{g}/\text{m}^3$)		Tung Chung	General AQMS	RSP	42-47	42-48	SO ₂	12-14	11-14	NO ₂	43-51	50-54	O ₃	44-47	39-43
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<p><u>Local employment opportunities</u></p> <p>(c) a blueprint, if any, for developing shopping and dining centres in the border areas in Lantau;</p>	<p>The planning of the commercial activities for TCNT Extension has taken into consideration other known and planned development projects on Lantau and its surroundings (e.g. Hong Kong Boundary Crossing Facilities (HKBCF) of Hong Kong-Zhuhai-Macau Bridge (HZMB), the North Commercial District (NCD) as well as convention and exhibition facilities at the HKIA, Hong Kong Disneyland, and areas being or to be studied including Sunny Bay, Siu Ho Wan and East Lantau Metropolis). Noting that those commercial activities would focus primarily on retail, tourism, recreation, entertainment and hotel, there is potential for TCNT Extension to provide a regional office node so as to capture the strategic location of Tung Chung and diversify the local economy. The developments can accommodate offices of a variety of businesses, and are complementary to the retail, tourism, recreation, entertainment and hotel services in the vicinity. To achieve a regional office node with a critical mass, commercial gross floor area (GFA) of 500 000m² for office use is proposed in Tung Chung East¹. Regional and local retail (total GFA of about 300 000m²) facilities will also be planned in TCNT to meet the needs of local residents and visitors.</p>

¹ The proposed 500 000m² commercial GFA for office use are equivalent to two times of the total commercial GFA of One and Two IFC.

Follow-up actions required	Administration's response
<p>(d) how the patronage to the proposed hotel, retail and dining facilities in the extension area would be supported so as to provide sufficient local employment opportunities;</p>	<p>According to the draft Recommended Outline Development Plan, the office/retail/hotel uses will create about 40 000 jobs. These commercial uses will mainly cluster around the new Tung Chung East Station to take advantage of the convenient transportation, forming a Metro Core Area with integrated development comprising residential, office and retail uses. Greenery walkways and open space network will connect the Metro Core Area with the proposed marina and hotel uses at the waterfront. It is intended that waterfront will become a vibrant and attractive node to support various recreation and commercial activities.</p>
<p>(e) whether land would be reserved to facilitate the development of the manufacturing industry, such as manufacturing of electric cars, in Tung Chung;</p>	<p>The overall objective of TCNT is to extend the existing new town into a distinct community which can meet housing, social, economic, environmental and local needs. On this premise, apart from the provision of housing land, opportunity has been taken to provide a regional office node in Tung Chung East capitalising on its strategic location. No industrial land has been reserved within Tung Chung having regard to planning and environmental considerations. That said, flexibility is allowed for offices related to industrial uses such as offices for research and development, offices for logistics companies, IT and telecommunications industries, convention and exhibition services and training centres which may include those for training programmes in connection with the operation of the airport in the regional office node at the implementation stage and subject to market demand. The</p>


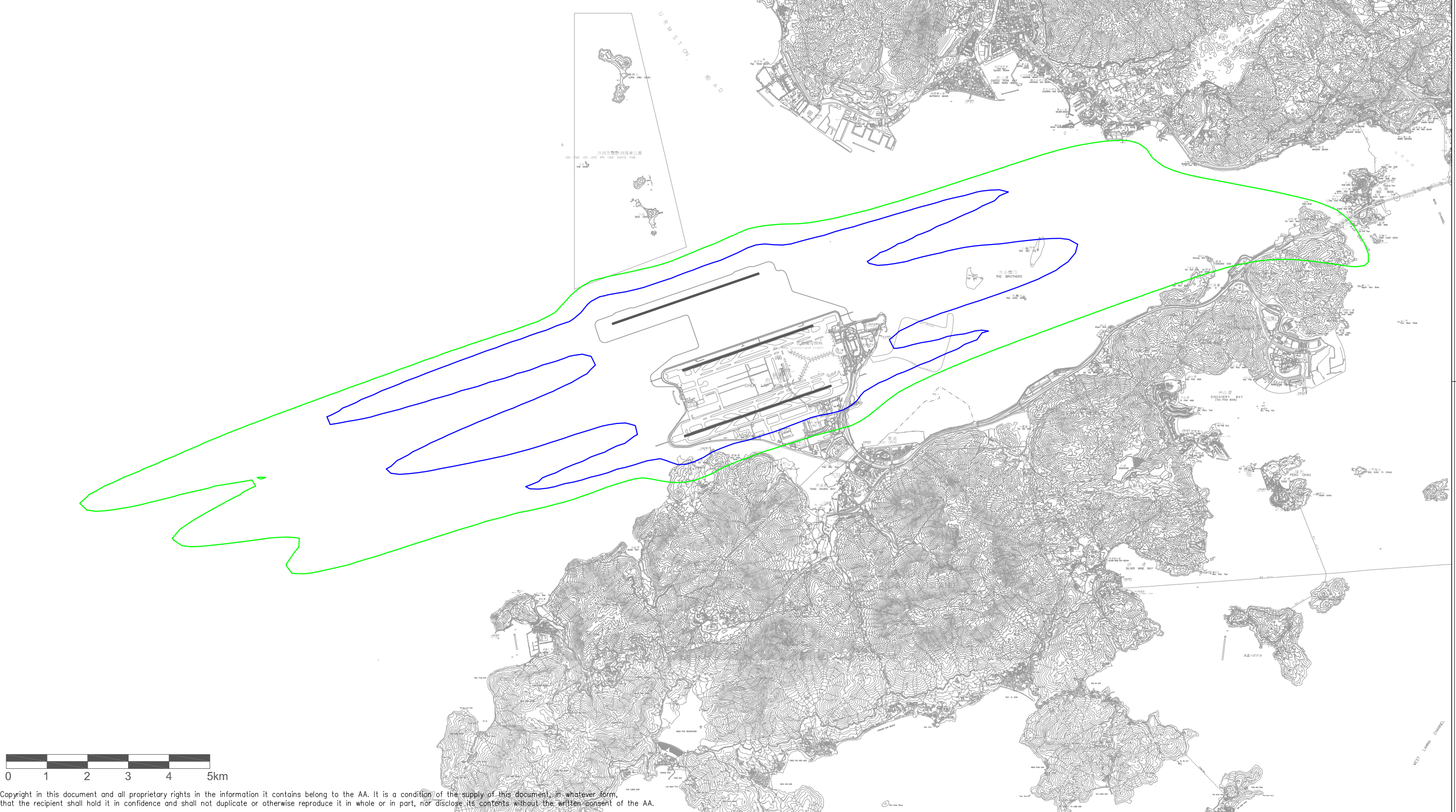
Follow-up actions required	Administration's response
<p><u>Transportation and connectivity</u></p> <p>(f) whether the Administration would address the problem that taxis were not allowed to pick up and drop off passengers at the Cathay Pacific City; and</p> <p>(g) whether the capacity of the MTR Tung Chung Line would be enhanced to cater for the transportation needs of the new population.</p>	<p>strategic linkage of Tung Chung with other areas such as Tuen Mun and Hung Shui Kiu New Development Area where space for industrial developments is available would also enable such synergy.</p> <p>Cathay Pacific City is a leased area within HKIA. According to the Airport Authority (AA), there is currently a location for taxis to pick up and drop off passengers at the access road inside Cathay Pacific City. To ensure smooth traffic management within the airport area, the Scenic Road located outside Cathay Pacific City is a designated road managed by AA. The Scenic Road is designated as restricted zone under the Road Traffic Ordinance for prohibiting picking up or dropping off passengers.</p> <p>According to the Preliminary Traffic & Transport Impact Assessment of the TCNT Extension Study, it is anticipated that Tung Chung Line, with the two new railways stations at Tung Chung East and Tung Chung West, would be operating below the Design Maximum Capacity upon full development of the new town extension after 2031. That said, Tung Chung Line has room to improve its service through increasing train frequency. For the proposed TCNT Extension, we will continue to keep close liaison with relevant parties (including the Transport Department and Mass Transit</p>

Follow-up actions required	Administration's response
	<p>Railway Corporation Limited) in respect to the capacity and service level of Tung Chung Line.</p> <p>On the other hand, apart from TCNT Extension, there are several developments being constructed or planned in North Lantau, including the proposed Topside Development at the HKBCF of HZMB, NCD on airport island, Sunny Bay development, etc. The plenty and diversified job opportunities created by the above developments would enable Tung Chung to become a desirable town for living and working. Traffic loading would be relieved as and when more Tung Chung residents would work within the district.</p>

**Development Bureau
Planning Department
Civil and Engineering Development Department
November 2014**

2030 NEF Contours

— NEF25 Contour
— NEF30 Contour

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Rev.	Date	Description	Checked
A	28JUN13	FIRST DRAFT	TWKW
B	27AUG13	REVISED DRAFT	TWKW
C	28OCT13	SECOND DRAFT	TWKW
D	21FEB14	THIRD DRAFT	TWKW
E	11MAR14	FINAL	TWKW



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ARUP
Atkins China Limited
Clymene Enterprises

Deltarec
Ecosystems Limited
SDA Marine Limited

Urbis Limited
URS Hong Kong Ltd

Title

Noise Contours of Year 2030

Consultant's Signatures for Approval		Date
Design	HC	13SEP13
Checkers	HC	13SEP13
Design Supervisor	EC	21MAR14
Authorised Representative	AFK	21MAR14

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	MCL/P132/EIA/7-3-007
Scale at A3	AS
Rev.	E

Hong Kong
香港

- Phasing out Pre-Euro IV diesel commercial vehicles, with about \$11.7 billion as subsidies to vehicle owners (commenced in 1st March 2014)
強制淘汰歐盟四期以前柴油商業車輛，涉及的特惠補償約為 117 億 (2014 年 3 月 1 日生效)
- Introduction of Euro VI Vehicle Emission Standard (Expected to be available in Hong Kong by Year 2016)
引入歐盟六期車輛排放標準(預計香港會於 2016 年採用)
- Tightening the permissible sulphur content level of locally supplied marine diesel (Air Pollution Control (Marine Light Diesel) Regulation effective from 1st April 2014)
收緊本地出售的船用柴油含硫量(空氣污染管制 (船用輕柴油) 規例於 2014 年月 1 日生效)

Pearl River Delta Region
珠江三角洲地區

- Installing desulphurization and denitrification systems at large-scale coal-fired power generating units;
為大型火力發電廠安裝脫硫除氮設施;
- Closing down small-scale power generating units;
關停小火電機組;
- Phasing out heavily polluting cement plants as well as iron and steel plants;
淘汰高污染的水泥及鋼鐵廠;
- Installing vapour recovery systems at petrol filling stations, oil depots and on tanker trucks;
為加油站、油庫和油罐車改造油氣回收;
- Implementing new pollutant emission standards for boilers as well as specific industries such as cement, furniture manufacturing, printing,

shoe-making and surface coating (automobile manufacturing) industries;
對鍋爐、水泥、傢俱、印刷、製鞋及表面塗裝（汽車製造）行業實施
新的大氣污染物排放標準；

- Installing denitrification systems at new dry-type cement kilns;
於新型乾法水泥窯生產線安裝除氮系統；
- Tightening the emission standards for newly registered petrol vehicles to National IV standard; and
收緊新註冊汽油車排放標準至“國 IV”標準；及
- Fully supplying petrol at Guangdong IV standards and diesel at National IV standards for vehicle use.
全面供應“國 IV”車用汽油及“國 IV”柴油