

**For discussion
on 28 October 2014**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Tung Chung New Town Extension Study
Stage Three Public Engagement**

Draft Recommended Outline Development Plan

INTRODUCTION

This paper seeks Members' views on the draft Recommended Outline Development Plans (RODPs) formulated for the Tung Chung New Town Extension (TCNTE) under the Stage Three Public Engagement (PE3) of the Tung Chung New Town Extension Study (the Study).

BACKGROUND

2. In January 2012, the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) jointly commissioned the Study with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs.

3. The PE programme of the Study is divided in three stages. The Stage One PE (PE1), which aimed at soliciting public views on the planning objectives/principles, opportunities/constraints and key issues related to TCNTE, was held from 12 June 2012 to 12 August 2012. The Stage Two PE (PE2) was held from 21 May 2013 to 21 July 2013, in which initial land use options for Tung Chung East (TCE) (comprising two development themes, i.e. Theme 1 - Livable Town and Theme 2 - Economic Vibrancy) and Tung Chung West (TCW) were presented to the public for discussion (**Plans 1 and 2**). A series of briefings and meetings with different stakeholders was held. The Legislative Council Panel on Development was briefed on 28 May 2013 (LC Paper No. CB(1)1077/12-13(07)). While there was no objection to the direction and approach of the Study, Members expressed concerns over the proposed

reclamation in TCW. Members also provided comments on enhancing the provision of community facilities and transport connectivity, increasing local job opportunities and balancing housing mix of the new town extension.

MAJOR PUBLIC VIEWS IN PE2

4. More than 3,000 public comments were received during PE2. The major public views collected in PE2 are summarised as follows:

Development Scale

Overall Tung Chung New Town

(a) The public generally supported the further development of Tung Chung New Town (TCNT) and urged for its early implementation. There were, however, concerns that there should not be a preconceived population target for the new town extension. Adequate transport infrastructure and better connectivity between the east and west of TCNT should be provided in formulating the development plan for the new town extension.

Tung Chung East (TCE) (Plan 1)

(b) There was no major objection to the proposed 120 ha reclamation in TCE except for some concerns about the potential impact on marine ecology. There was support for both “Theme 1 – Livable Town” and “Theme 2 – Economic Vibrancy” in that population increase should be supported by corresponding economic and job opportunities. A hybrid development of Themes 1 and 2 was suggested by many commenters. There was no major objection to the proposed development scale for TCE but the public expected that adequate urban design components (e.g. visual corridor/air ventilation etc.) would be incorporated as part of the development.

Tung Chung West (TCW) (Plan 2)

- (c) There was strong objection from the stakeholders (including locals, District Council members and green groups) to the proposed 14 ha reclamation in TCW due to ecological, landscape, visual and environmental concerns. For Tung Chung Valley, there were conflicting views on its future development - the local villagers and land owners asked for more development opportunities whilst green groups, religious practitioner/operator and individual members of the public requested to maintain the existing rural and countryside setting of the valley. The green groups particularly urged the Government to accord priority to the preparation of a Development Permission Area Plan to protect the valley whilst representatives from the Prajna Dhyana Temple at Shek Mun Kap were against residential development in TCW and requested that land be reserved for the temple's expansion. Nevertheless, the public generally agreed on the need for a balanced housing mix in TCW.

Economic Development

- (d) The public generally agreed that Tung Chung should capitalise on its strategic location given its connectivity to the existing and planned transport infrastructures nearby, including the Expansion of the Hong Kong International Airport (HKIA) into a Three-Runway System under planning and the Hong Kong-Zhuhai-Macao Bridge and the associated Hong Kong Boundary Crossing Facilities under construction. Together with the development of various tourist attractions on Lantau, Tung Chung could have a niche in terms of providing more retail and office space to meet both local and regional demands. The public supported further economic development in Tung Chung and expected to see concrete suggestions and proposals conducive to economic and/or tourism developments.

Ecology and Environment

- (e) There were concerns about the cumulative environmental impact of various projects on Lantau and TCNTE. Apart from the strong

objection to the proposed reclamation in TCW, green groups were keen to keep intact Tung Chung River and its riparian areas.

Provision of Various Facilities

- (f) The proposed railway stations in TCE and TCW were well supported by the public. There was a general consensus on the provision of more and adequate community facilities (e.g. government, institution and community (GIC), social welfare and recreational facilities and wet market), educational facilities (e.g. tertiary institution/international school), and a better transport linkage and network in Tung Chung. The newly planned GIC facilities should be easily accessible by the locals.

DRAFT RECOMMENDED OUTLINE DEVELOPMENT PLANS

5. Having regard to the public comments received, planning and engineering considerations and departmental advice, a preferred scheme has been drawn up to provide the basis for formulating the draft RODPs for TCE and TCW respectively. In view that the majority supported a balanced development approach for the new town extension and there was support for both “Theme 1 – Livable Town” and “Theme 2 – Economic Vibrancy” for TCE in that population increase should be supported by corresponding economic and job opportunities, Theme 2 has been adopted as the basis for a hybrid approach as a preferred scheme to formulate the RODP for TCE. The development potential of TCE has been optimised through revision of the plot ratio (PR) and layout of the residential area. For TCW, the originally proposed 14 ha reclamation in Tung Chung Bay will not be further pursued.

Planning and Design Concepts

6. The draft RODPs have been formulated based on the following urban design framework:

“Gateway” to Hong Kong

- (a) Tung Chung’s visual prominence in an area where three major access points to Hong Kong converge presents an opportunity to create an inspiring and lasting image that represents the city’s urban identity to the world. Development of Tung Chung’s waterfront will be fundamental in establishing a unique and memorable character for TCNT to be enjoyed by residents and visitors alike.

Transport Oriented Development (TOD)

- (b) To capitalise on the development opportunities presented by major new public transport links to the territory and also within Tung Chung itself, the concept of TOD is adopted to create highly concentrated activity hubs and population in close proximity to the two proposed railway stations. Adjacent to the proposed railway station in TCE will be a “Metro Core Area” intended to function as the key centre for the entire TCE. The “Metro Core Area” will be developed as an integrated development with housing, office and retail facilities.

Comprehensive Connectivity

- (c) Convenient physical mobility will be provided between residential areas and key activity nodes. Comprehensive pedestrian networks incorporated into the linear park system in TCE will link up the “Metro Core Area” with the waterfront, the existing TCNT and the key public facilities. Cycling networks are provided along the waterfront promenade in TCE and will connect to possibly eco-trails within Tung Chung Valley. Cycle tracks together with cycle parks provided at waterfront promenade, major GIC facilities and strategic locations etc. are to encourage the use of cycling in the extension area.

Integration and Compatible Built Form

- (d) As an extension to the existing TCNT, new development seeks to maximise integration with the existing built form and to balance the

need for new residential developments with the natural features of the sites. A stepped height profile to achieve integration between natural topography and existing built form has been adopted. The height and density of the buildings descend from the mountain side/ existing new town towards the waterfront and the estuary of Tung Chung River. Besides, open spaces and buildings are organised to form a number of view corridors for visual relief and better ventilation. The Sustainable Building Design Guidelines promulgated by the Buildings Department will be followed in order to achieve the 20% to 30% green ratio target.

Planned Population, Housing Mix and Development Parameters

7. According to the draft RODPs, about 48,000 flats will be provided in TCNTE to accommodate a proposed population of about 140,000 persons. The major planning parameters adopted in the draft RODPs are summarised as follows:

Table 1 Population and Housing Mix

| <i>Population</i> | | | | | |
|---|------------------------|-------------------------|---------------|-------|-----------------------|
| Proposed Population in the draft RODPs ¹ | | | About 140,000 | | |
| <i>Proposed Flat Number</i> (about) | TCE | TCW | Total | | |
| Subsidised Housing | 25,000 | 5,000 | 30,000 | | |
| Private Housing | 15,000 | 3,000 | 18,000 | | |
| Total | 40,000 | 8,000 | 48,000 | | |
| <i>Housing Mix</i> | | | | | |
| | Existing Ratio in TCNT | Proposed in draft RODPs | | | Upon Full Development |
| | | TCE | TCW | Total | |
| Subsidised Housing | 63% | 62% | 63% | 62% | 63% |
| Private Housing | 37% | 38% | 37% | 38% | 37% |

¹ The proposed population of TCNTE excludes the planned population for the existing TCNT. The planned population of the existing TCNT is about 124,000.

Table 2 Land Use Budget and Plot Ratio

| <i>Major Land Uses</i> | | <i>Remarks</i> |
|---------------------------------------|---|---|
| Residential | Subsidised: about 28 ha Private: about 39 ha Total: about 67 ha | Excluding “Metro Core Area” Domestic PR: 0.75 to 6.5 |
| Metro Core Area | about 8 ha | Domestic PR: 6 Non-domestic PR: 2.5 |
| Commercial | about 9 ha | Non-domestic PR: 3 to 9.5 |
| GIC & Other Specified Uses | about 20 ha | |
| Open Space | about 47 ha | Including waterfront promenade, district open space and Town Park* |
| Conservation Related Uses | about 35 ha | Including “Coastal Protection Area”, “Conservation Area” and “Green Belt” zones |
| Others | about 49 ha | Including “Village Type Development”, “Agriculture”, roads and other uses |
| Total | about 235 ha | |

* The Town Park also serves the existing population of TCNT.

Key Planning Features

8. The draft RODPs as shown on **Plans 3 and 4** have the following key features:

Optimisation of New Town Extension

- (a) The sites near the proposed railway stations in TCE and TCW will have higher PRs which are in line with the TOD concept. For TCE, the “Metro Core Area” is intended to function as the key centre for the entire TCE and a total PR of 8.5 is proposed. For the proposed residential sites within 500m radius from the proposed railway station at TCE, a domestic PR of 6.5 is proposed. For TCW, two residential sites (with PRs of 5 and 6) and three small commercial sites serving TCW (with PR of about 3) are proposed near the proposed railway station at TCW and/or along Tung Chung Road to capitalise on their proximity to or convenient access to the railway station.

Public – Private Housing Mix

- (b) The housing mix ratio of 60 (public): 40 (private) recommended by the Long Term Housing Strategy Steering Committee and accepted by the Government is adopted. The public: private housing ratio for the newly proposed development in the TCNT extension will be 62:38 and the overall housing mix upon full development will be largely the same.

Regional Commercial Hub

- (c) The proposed commercial developments in TCE and the North Commercial District in HKIA have been planned to be complementary to each other. With a comparative advantage due to its good accessibility to the city centre and proximity to the residential developments, TCE provides an opportunity for the development of a regional office node with a gross floor area (GFA) of 500,000m² at the “Metro Core Area” and its surroundings.
- (d) About 155,000m² GFA will be provided for regional retail uses and 148,000m² GFA for local retail uses in the extension area. Capitalising on the opportunities from a proposed marina at the waterfront of TCE, a hotel with a GFA of 50,000m² (about 1,000 rooms), and retail, dining and tourism-associated facilities will be provided.
- (e) It is estimated that more than 40,000 jobs (including those generated by local retails) would be created from the proposed commercial developments in TCNTE.

Balance between Conservation and Development in TCW

- (f) In response to the public concerns and to ensure that development is balanced against environmental considerations, the originally proposed 14 ha reclamation in Tung Chung Bay will not be pursued.

- (g) TCW is currently characterised by its rural and natural setting together with the presence of a number of recognised villages. Due care has been exercised to ensure that the development be balanced against environmental considerations. Conservation related zonings such as “Conservation Area”, “Coastal Protection Area” and “Green Belt” are proposed at various locations, taking into account the ecological function and environmental conditions of the area.
- (h) Development sites are identified in areas with more convenient accessibility to the public transport and with less impact on the existing natural environment. Scope for some low-rise low-density residential developments with PR of 0.75 and 1.5 will be allowed in land pockets in Tung Chung Valley. The existing recognised villages are respected with the provision of appropriate “Village Type Development” zones.

Open Space, Greenery and Activity Nodes

- (i) The landscape framework co-ordinates the proposed streetscapes, open space system, Central Green, Town Park and waterfront promenade to create strong linkages across the entire extension area and towards the surrounding landscape and existing urban area of TCNT. The Central Green is designed to form the focus for the landscape framework for TCE to provide a signature, high quality open space corridor through the heart of the development and is accessible to the public. As part of a comprehensive circulation strategy, Linear Parks are proposed to perform as both open space amenities and pedestrian routes. Distinctive urban design features such as the public plaza in the “Metro Core Area”, the Town Park and focal points/cultural plaza at waterfront promenade are incorporated to also serve as focal nodes and event venues.
- (j) To add vibrancy to the future waterfront of TCE and enhance its attraction, the proposed marina is located to the north of the reclamation area, away from Tai Ho Inlet. The proposed marina could also make use of the adjacent navigation channel for more direct access. The number of berthing spaces would be reduced to about 95 to provide appropriate size of the artificial bay for public

waterfront activities.

- (k) Street vibrancy would be enhanced by directing retail and dining facilities along pedestrian corridors and green walkways.

Provision of GIC Facilities

- (l) Adequate community, social welfare, recreational and education facilities are proposed in the draft RODPs in accordance with the requirements under the Hong Kong Planning Standards and Guidelines and departmental requirements. A sports ground with 3 ha in area and land for tertiary education use are also reserved. The GIC uses and supporting facilities have been carefully planned and located such that they are easily accessible by local residents in both TCE and TCW.

Transportation and Connectivity

- (m) Two railway stations, one at TCE and the other at TCW, are proposed to serve the new town extension. Public transport interchanges will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. In terms of road based transport, a section of the future Road P1 between Tung Chung and Tai Ho will be constructed, forming a major external highway connection for TCE. The road network is also designed to minimise vehicular traffic going through the residential clusters.
- (n) Comprehensive pedestrian network incorporated into the Linear Park system in TCE will link up the “Metro Core Area” with the waterfront, the existing TCNT and all the key public facilities. Cycling network along the waterfront promenade and connection to the possibly eco-trails within Tung Chung Valley will be provided.

9. Technical assessments on various aspects including traffic and transport, geotechnical and natural terrain hazard, air ventilation, marine, drainage, sewerage, water supply and utilities have been conducted. The preliminary findings of these assessments have confirmed that the proposed developments

under the draft RODPs are broadly feasible without insurmountable planning and engineering problems. An Environmental Impact Assessment (EIA) study is being carried out to address various environmental issues in accordance with the requirements of the EIA Ordinance. Upon finalisation of the RODPs, the technical assessments including the EIA will be completed.

IMPLEMENTATION

10. To facilitate an early start of the next stage of the project, CEDD will undertake a detailed engineering design consultancy after the completion of this Study. The required site formation works, road works and infrastructure provisions will follow upon the completion of the detailed study. Subject to completion of the required statutory and funding approval procedures, the first phase of the site formation, reclamation and infrastructure works are anticipated to commence in 2017. The first population intake will take place around 2023.

11. PlanD will prepare the statutory plans for submission to the Town Planning Board (TPB) upon finalisation of the RODPs to tie in with the implementation programme.

PUBLIC ENGAGEMENT PROGRAMME

12. PE3 has been launched on 15 August 2014 for about two and a half months until 31 October 2014. Briefing sessions were/will be conducted to consult relevant statutory/advisory bodies, including the Islands District Council, Tung Chung Rural Committee, Mui Wo Rural Committee, Lantau Development Advisory Committee and TPB on the draft RODPs. Besides, focus group meetings have been arranged to collect views from community groups and stakeholders including local residents in housing estates in Tung Chung. A public forum was held on 11 October 2014. Roving exhibitions have been arranged at different locations. To facilitate the public in giving their comments on the Study, a Public Engagement Digest (**Appendix 1**) is provided².

² Relevant information on the Study is available at the Study webpage at <http://www.tung-chung.hk>.

13. The public views received so far generally support the further development of TCNT and urge for an earlier implementation of the new town extension and development. The public also support the proposed railway station and no reclamation in TCW. Other public concerns on the urban design and detailed land use aspects, provision of community facilities, local commercial activities and diversified job opportunities, environmental and traffic impacts will be taken into account in refining the recommended development proposals before finalising the Study.

ADVICE SOUGHT

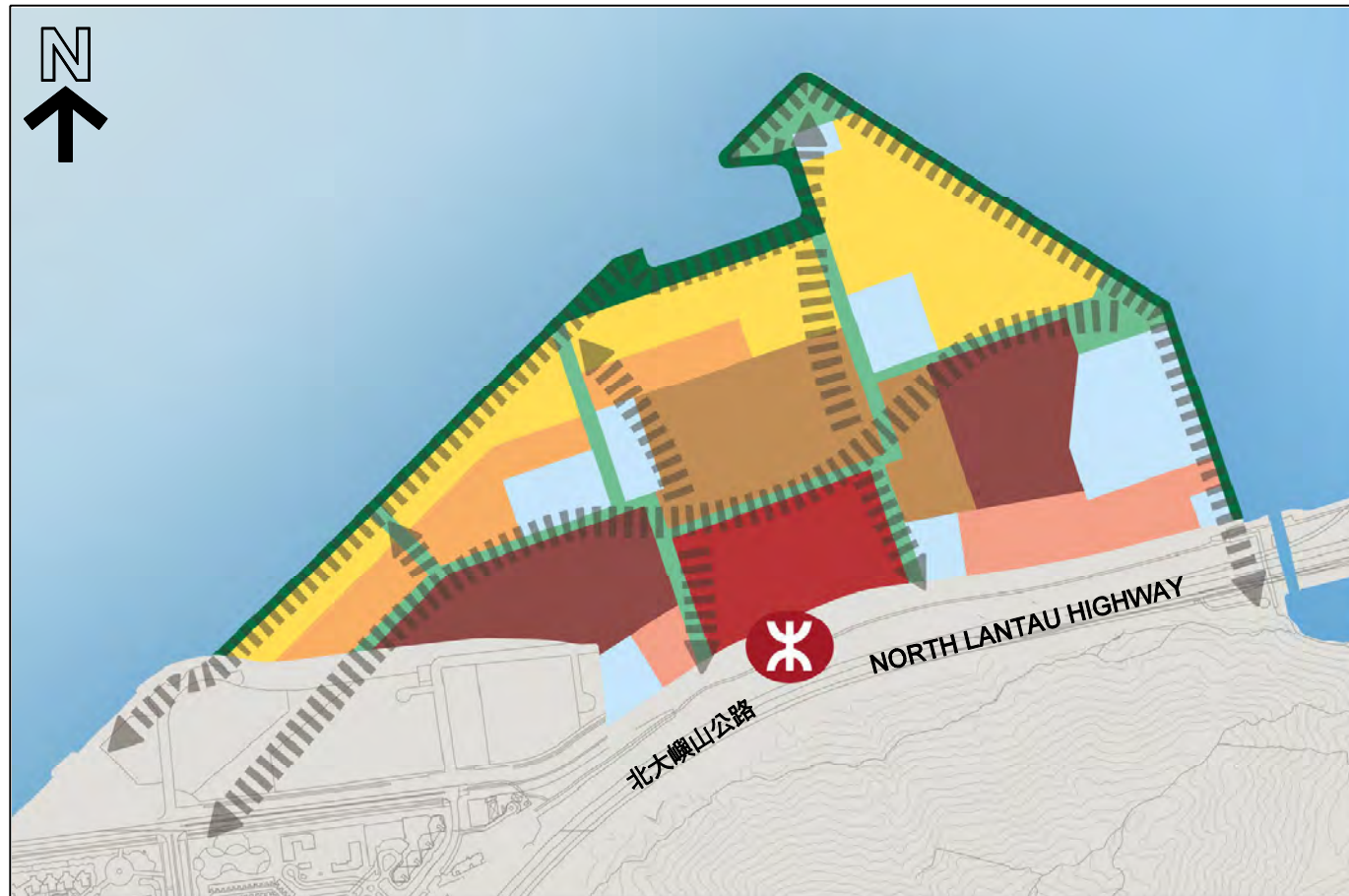
14. Members are invited to offer views on the draft RODPs for TCE and TCW at **Plans 3 and 4** respectively.

ATTACHMENTS

- Plan 1** Initial Land Use Options for Tung Chung East
- Plan 2** Initial Land Use Option for Tung Chung West
- Plan 3** Draft Recommended Outline Development Plan for Tung Chung East
- Plan 4** Draft Recommended Outline Development Plan for Tung Chung West
- Appendix 1** Stage Three Public Engagement Digest

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

主題一：宜居城市 THEME 1 : LIVABLE TOWN

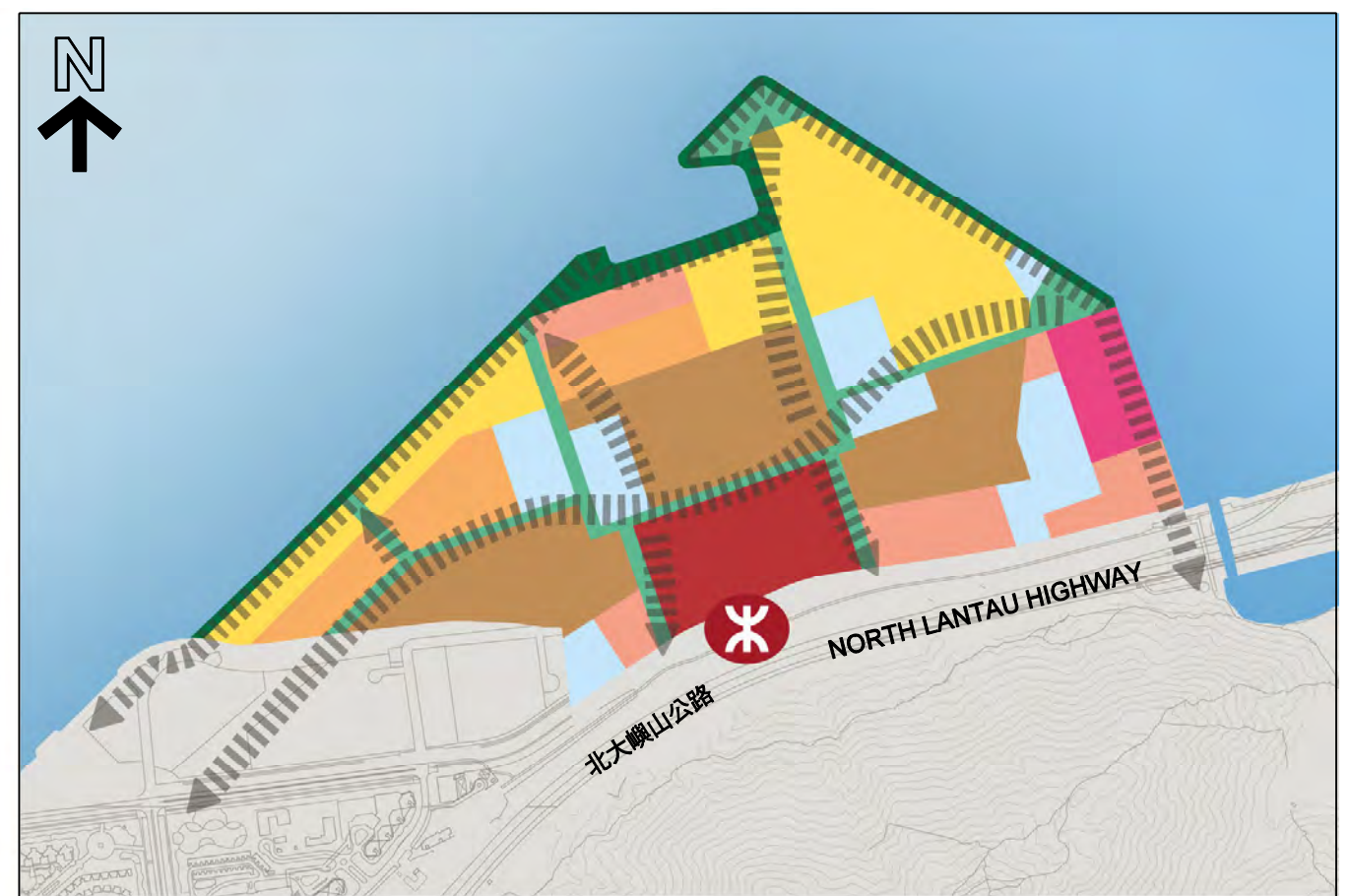


圖例 LEGEND :

- 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



主題二：經濟活力 THEME 2 : ECONOMIC VIBRANCY



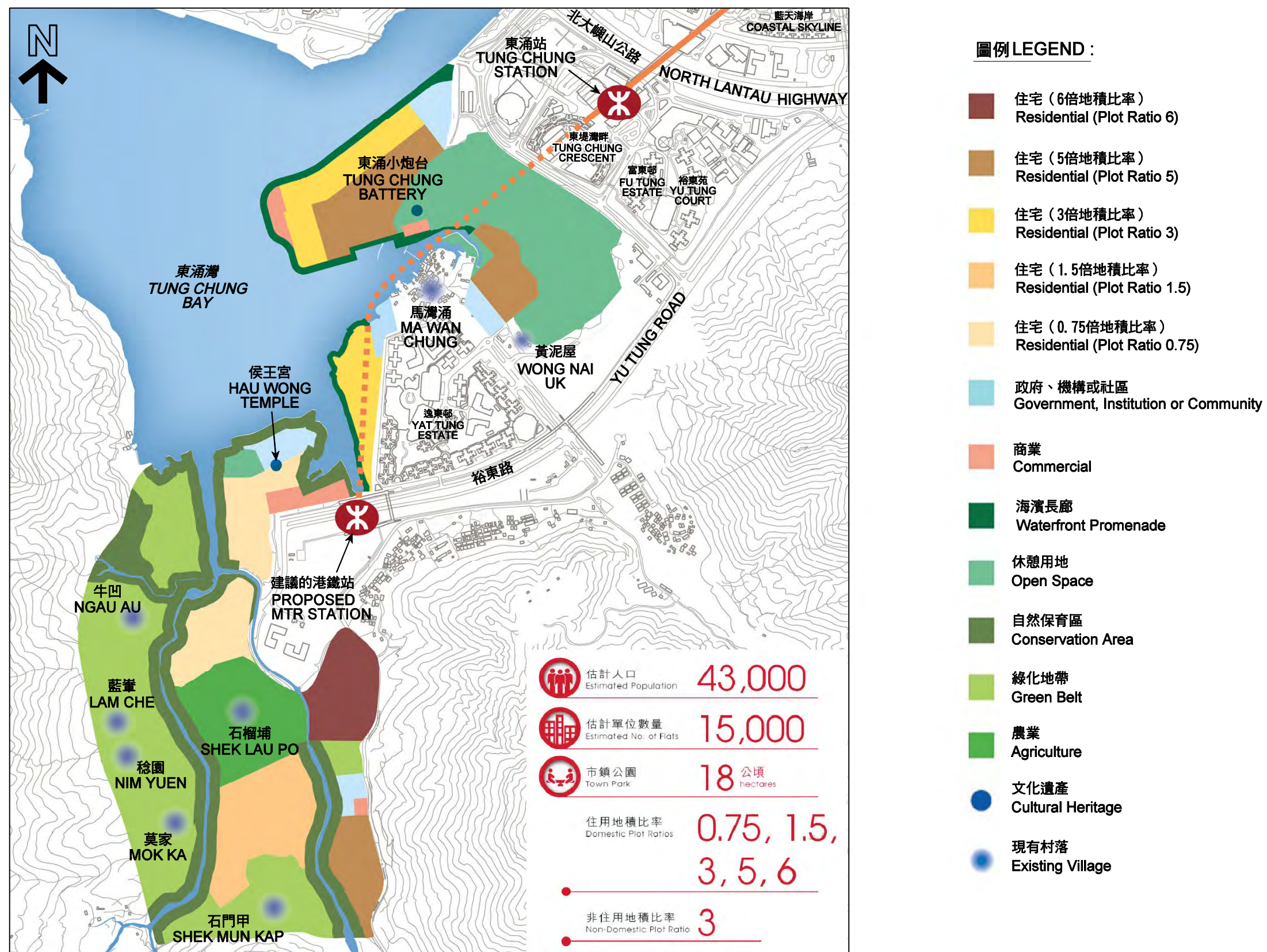
圖例 LEGEND :

- 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



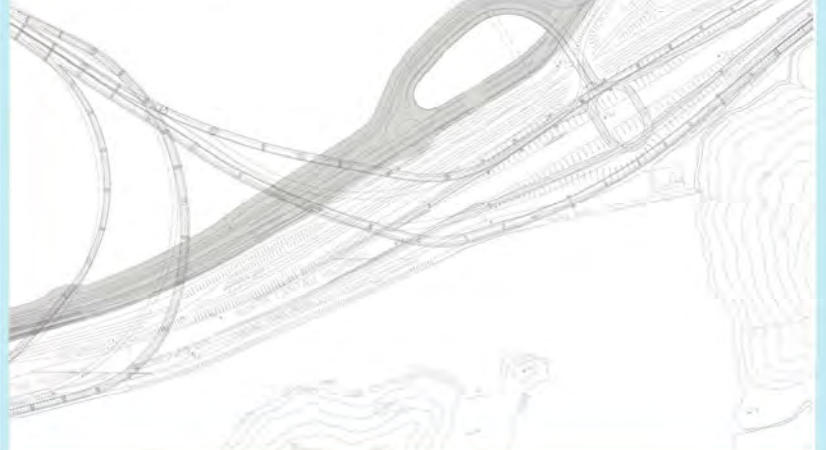
東涌東的初步土地用途方案 INITIAL LAND USE OPTIONS FOR TUNG CHUNG EAST

主題：發展保育平衡
THEME : DEVELOPMENT AND CONSERVATION - A BALANCE

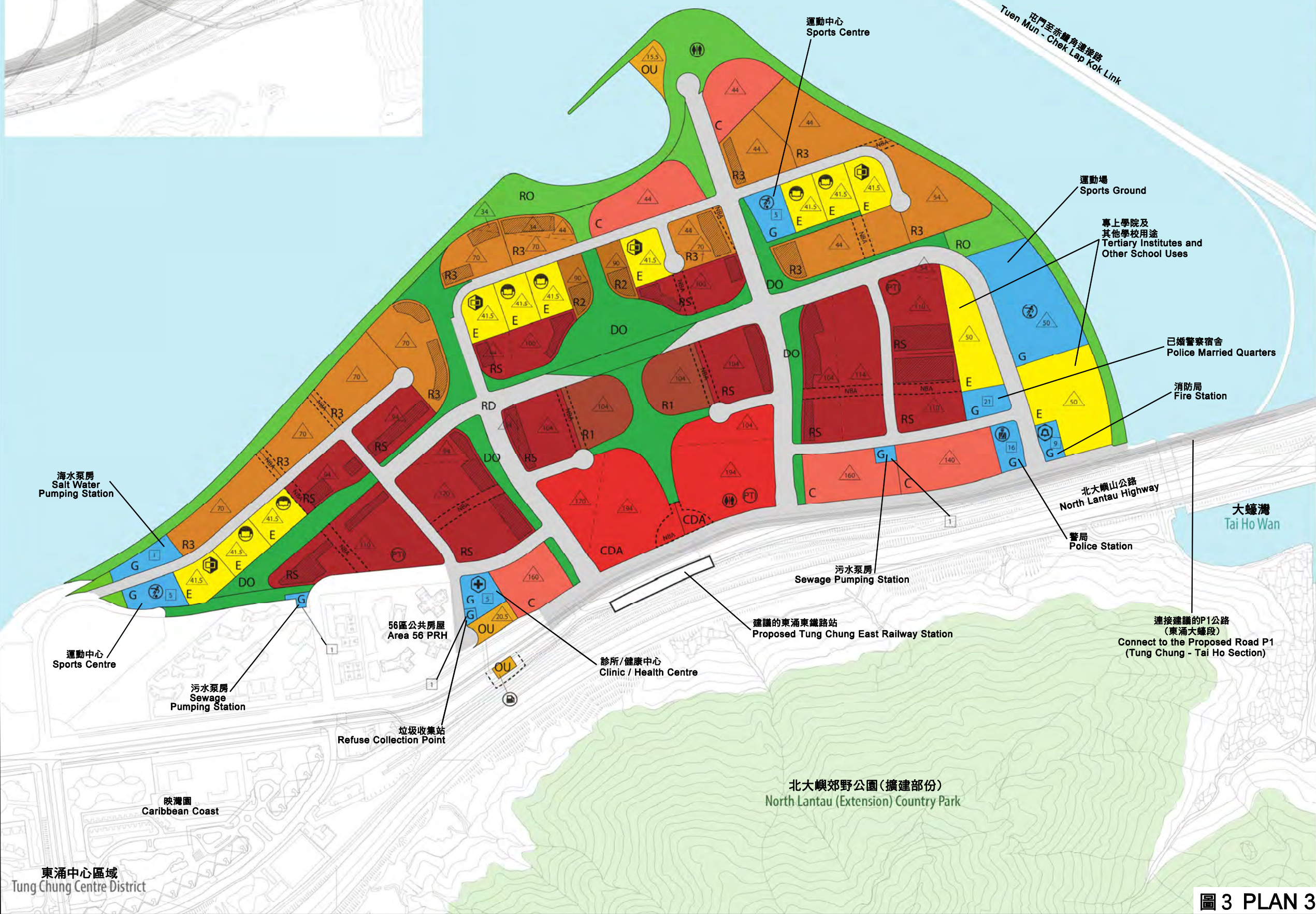


東涌西的初步土地用途方案
INITIAL LAND USE OPTION FOR TUNG CHUNG WEST

P1號公路和大蠔交匯處
Road P1 and Tai Ho Interchange



- 圖例 LEGEND :**
- R5 公共屋宇 (地積比率5-6.5)
Residential Special (PR 5-6.5)
 - R1 住宅1 (地積比率6.5)
Residential 1 (PR 6.5)
 - R2 住宅2 (地積比率5)
Residential 2 (PR 5)
 - R3 住宅3 (地積比率2.5-3.5)
Residential 3 (PR 2.5-3.5)
 - G 政府
Government
 - E 教育
Educational
 - OU 其他指定用途
Other Specified Uses
 - CDA 綜合發展區
(住宅地積比率6+非住宅地積比率2.5)
Comprehensive Development Area
(domestic PR6 + non-domestic PR2.5)
 - C 商業 (地積比率3-9.5)
Commercial (PR3-9.5)
 - DO 地區休憩用地
District Open Space
 - RO 區域休憩用地
Regional Open Space
 - A 美化市容
Amenity
 - RD 建議道路
Proposed Road
 - NBA 非建築用地
Non-Building Area
 - 商業平台
Local Commercial Podium
 - 54 最高建築物高度 (在主水平基準上若干米)
Maximum Building Height (mPD)
 - 9 最高建築物高度 (樓層)
Maximum Building Height (Storeys)
 - 分區警局
District Police Station
 - 消防局
Fire Station
 - 中學
Secondary School
 - 小學
Primary School
 - 診所/健康中心
General Clinic / Health Centre
 - 運動場/運動中心
Sports Grounds / Sports Centre
 - 公共交通交匯處
Public Transport Interchange
 - 公共廁所
Public Toilets
 - 加油站
Petrol Filling Station



| Rev | Description | By | Date |
|-----|-------------|----|------|
| | | | |

Consultant

ARUP

Project Title

Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

東涌東建議發展大綱草圖
DRAFT RECOMMENDED
OUTLINE DEVELOPMENT PLAN
FOR TUNG CHUNG EAST

PlanD Ref No. : M/LI/14/105 (15.10.2014)

| Date | Checked | Approved |
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| May 2014 | | |

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Civil Engineering and
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圖 3 PLAN 3

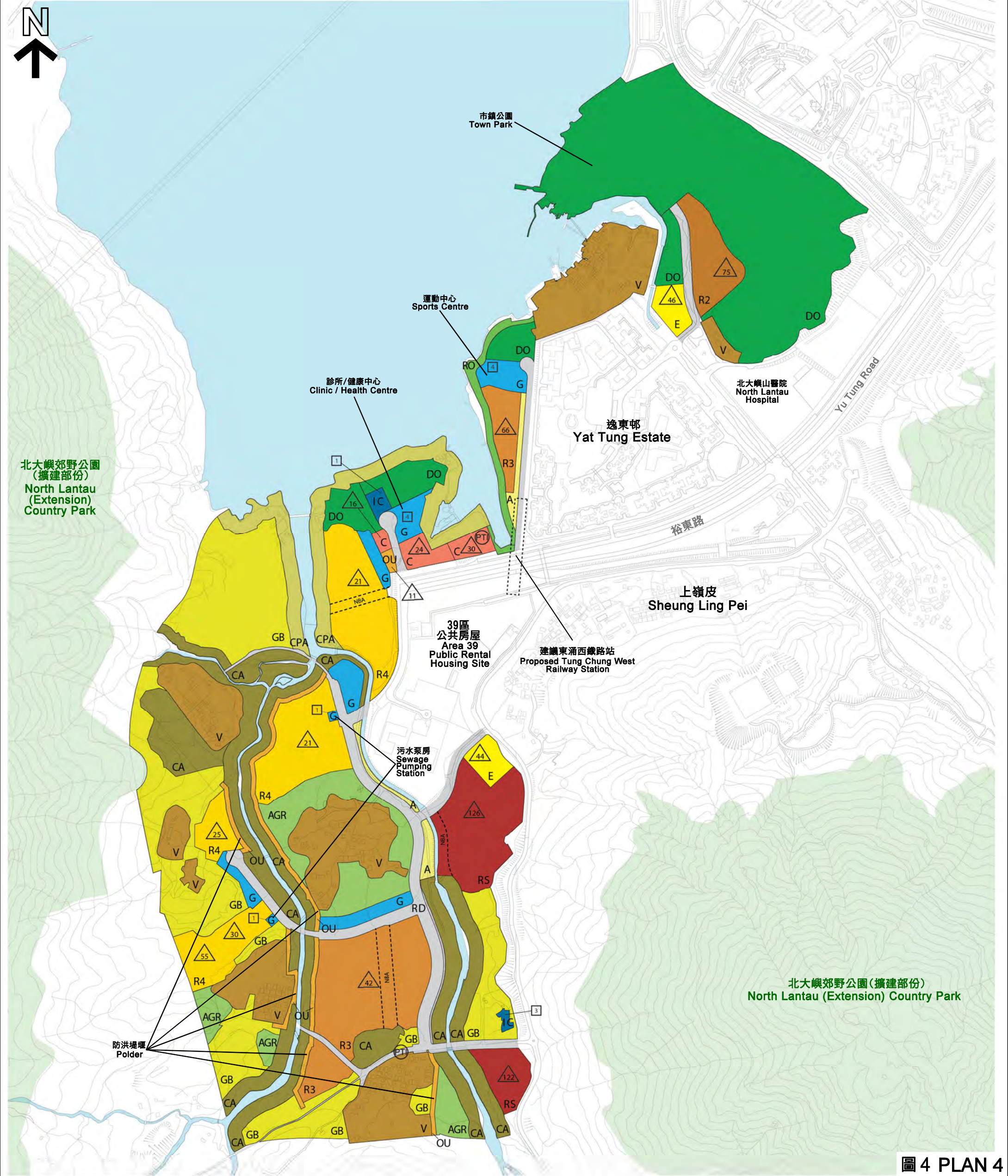


圖 4 PLAN 4

- Legend**
- RS 公共屋宇 (地積比率 5-6) Residential Special (PR 5-6)
 - R2 住宅 2 (地積比率 4) Residential 2 (PR 4)
 - R3 住宅 3 (地積比率 1.5-3.5) Residential 3 (PR 1.5-3.5)
 - R4 住宅 4 (地積比率 0.75) Residential 4 (PR 0.75)
 - G 政府 Government
 - E 教育 Educational
 - OU 其他指定用途 Other Specified Uses
 - IC 機構及社區 Institution and Community
 - C 商業 (地積比率 2-3) Commercial (PR 2-3)
 - DO 地區休憩用地 District Open Space
 - RO 區域休憩用地 Regional Open Space
 - V 鄉村式發展 Village Development Area
 - CA 自然保育區 Natural Conservation Area
 - CPA 海岸保護區 Coastal Protection Area
 - AGR 農業 Agriculture
 - GB 綠化地帶 Green Belt
 - A 美化市容 Amenity
 - RD 建議道路 Proposed Road

- NBA 非建築用地 Non-Building Area
- 16 最高建築物高度 (在主水平基準上若干米) Maximum Building Height (mPD)
- 1 最高建築物高度 (樓層數目) Maximum Building Height (Storeys)
- 16 小學 Primary School
- 16 診所/健康中心 General Clinic / Health Centre
- 16 運動中心 Sports Centre
- 16 公共交通交匯處 Public Transport Interchange

0 50 100 150 200 250

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ARUP

Project title
Agreement No. CE 32/2011 (CE)
Planning and Engineering Study
on the Remaining Development
in Tung Chung Feasibility Study

Drawing title
東涌西建議發展大綱草圖
DRAFT RECOMMENDED
OUTLINE DEVELOPMENT PLAN
FOR TUNG CHUNG WEST

PlanD Ref No. : M/LI/14/112 (15.10.2014)

| Drawn | Date | Checked | Approved |
|-------|----------|---------|----------|
| | May 2014 | | |

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凝聚力量 共建東涌
United We Build Tung Chung

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Disclaimer: A person or an organisation providing any comments and suggestions to the Planning Department or the 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 the Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations). If you do not agree to this arrangement, please state so when providing comments and suggestions.

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第 3 階段公眾參與摘要
Stage 3 Public Engagement Digest

二零一四年八月
August 2014

Appendix I
附錄 I

 新市鎮
擴展研究
Tung Chung New Town
Extension Study



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& Way Forward



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研究概覽 Study Overview

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」），以探討東涌的發展潛力和機遇；並為擴展東涌新市鎮成為更具規模的社區，建議一個切合房屋、社會、經濟、環境和當地居民需要的發展計劃。

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), to identify development potentials and opportunities in Tung Chung. The overall objective of the Study is to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs.

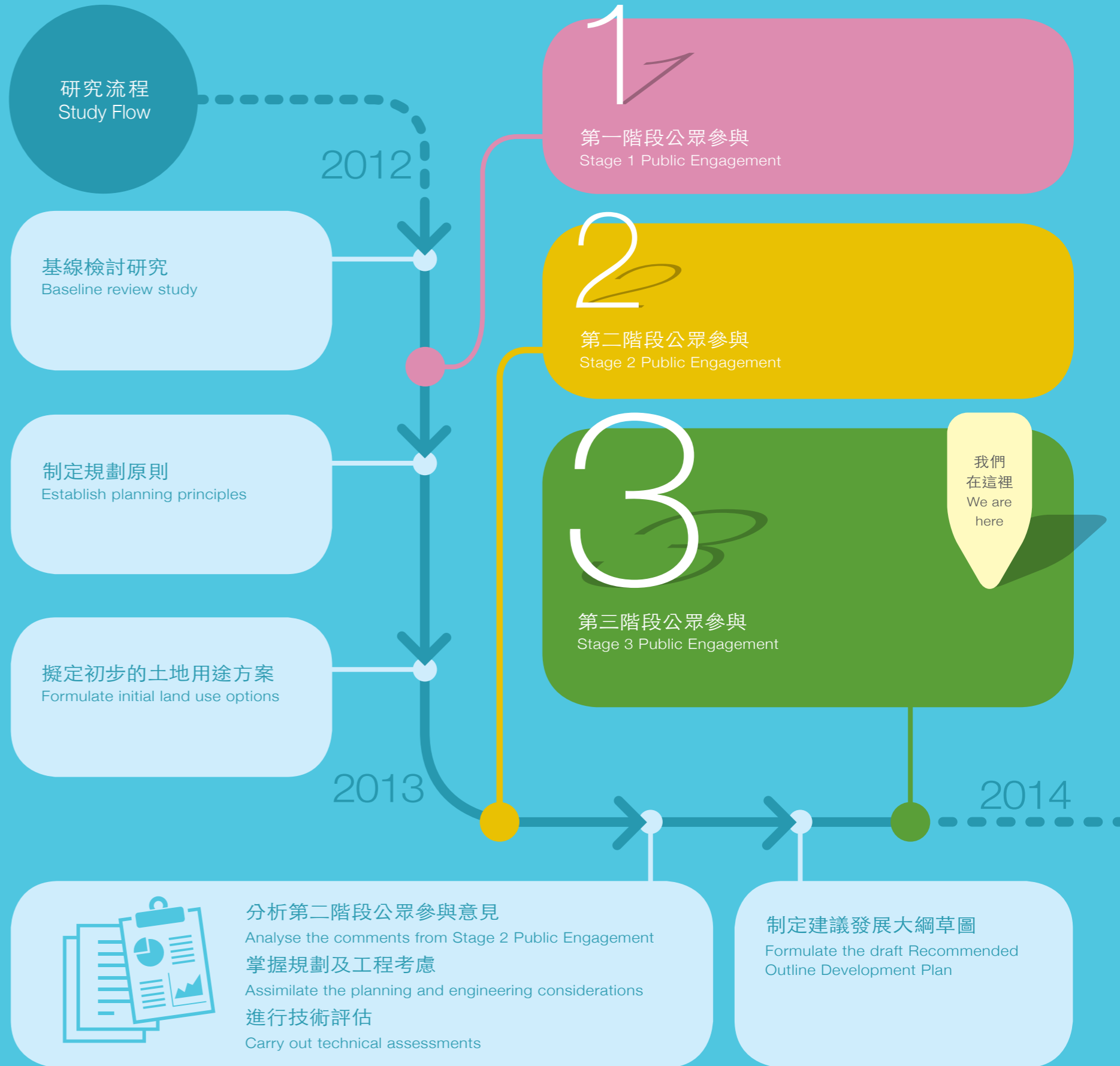


公眾參與 Public Engagement

我們分別於2012年中及2013年中，進行了第一和第二階段的公眾參與，以了解公眾對擴展東涌的期望，及收集公眾對初步土地用途方案的意見。綜合不同持份者及公眾人士的意見、規劃原則及願景，以及技術評估結果，我們制定了東涌擴展的建議發展大綱草圖，於是次第三階段公眾參與中與公眾討論。

Stage 1 and Stage 2 Public Engagement were completed in mid-2012 and mid-2013 respectively, to understand public aspirations for Tung Chung extension and collect their views on initial land use options. Taking into account the views from the public and different stakeholders, planning principles and vision, as well as findings from technical assessments, we have formulated the draft Recommended Outline Development Plan for discussion in the Stage 3 Public Engagement.

研究流程 Study Flow



第二階段公眾參與概覽 Overview of Stage 2 Public Engagement

第二階段公眾參與於2013年5月至7月進行，透過不同的溝通渠道包括論壇、工作坊、巡迴展覽、焦點小組會議及簡介會，我們收集到超過三千份意見。公眾普遍認為應盡快落實新市鎮擴展，並就發展需要、經濟發展、生態、環境及文化遺產、交通接駁、土地用途及城市設計等方面表達了意見。所收到的意見經過整理及分析，成為制定建議發展大綱草圖的基礎。

Stage 2 Public Engagement was conducted from May to July in 2013. We have received over 3,000 submissions through different communication channels including forum, workshop, roving exhibitions, focus group meetings and briefing sessions. The public generally agreed that the New Town extension should be implemented as soon as possible. They also expressed their views on development needs, economic development, ecology, environment and cultural heritage, connectivity, land use and urban design, etc. All comments received were compiled and analysed, which form the basis for the formulation of the draft Recommended Outline Development Plan.

發展需要 Development Needs

周詳落實新市鎮擴展
Implement the New Town extension in a comprehensive manner

房屋、經濟及旅遊發展並行
Develop housing, economy and tourism in parallel

提供合適的公私營房屋比例
Provide appropriate ratio of public and private housing

支持增設政府、機構或社區設施，例如合適的教育設施
Support the provision of additional Government, Institution or Community facilities, for example, appropriate educational facilities



經濟發展 Economic Development

掌握周邊地區策略性基建項目及發展計劃帶來的機遇，以制定合適的經濟及商業發展方案
Capitalise on the opportunities derived from nearby strategic infrastructure and development, to formulate an optimal economic and commercial development scheme

支持發展旅遊
Support tourism development

優化經濟及商業潛力
Optimise economic and commercial potential

提供更多不同種類的工作機會
Provide more diversified job opportunities



生態，環境及文化遺產 Ecology, Environment and Cultural Heritage

反對東涌西馬灣涌對開的14公頃填海建議
Object to the proposed 14 hectares reclamation off Ma Wan Chung in Tung Chung West

尊重獲認可的鄉村
Respect recognised villages

支持在東涌河兩岸設立保育區，以保護東涌河及東涌灣一帶的生態環境
Support the designation of conservation area along Tung Chung River to protect the ecology in the vicinity of Tung Chung River and Tung Chung Bay

支持保存歷史建築
Support preservation of historic buildings

土地用途及城市設計 Land Use and Urban Design

調整遊艇停泊處的位置及規模
Adjust the location and scale of the marina

善用鄉郊土地
Optimise land uses of rural areas

採用可持續的城市設計，與周邊環境融合，提供舒適的居住環境
Adopt sustainable urban design to integrate with the surroundings, and create a pleasant living environment

石門甲附近的新發展須配合周邊的環境
New development near Shek Mun Kap to be compatible with the surrounding environment



交通接駁 Connectivity

加強東涌內外的交通接駁，並確保將來的運輸系統有足夠的承載量
Enhance internal and external connectivity for Tung Chung to ensure sufficient capacity in the future transportation system

支持興建新鐵路站
Support the construction of new railway stations

建立完善的單車徑網絡
Develop a comprehensive cycle track network



第二階段公眾參與報告總結了公眾意見及研究團隊的回應，詳情可瀏覽本研究網站 <http://www.tung-chung.hk/>
The Stage 2 Public Engagement Report summarising the public comments received and Study Team's responses is available at the study website <http://www.tung-chung.hk/>



願景及規劃原則 Vision and Planning Principles

東涌

Tung Chung

願景
Vision

優化居住環境
Optimising living environment

增加就業機會
Enhancing job opportunities

珍惜自然資源
Treasuring natural resources

規劃原則 Planning Principles



房屋
Housing

提供合適的公私營房屋組合，以兼顧不同的房屋需要
Provide appropriate housing mix to address different housing needs



交通
Connectivity

延長鐵路線往東涌西，改善東涌內外的交通
Improve internal and external connections, and extend the railway line to Tung Chung West



設施
Facilities

均衡分配社區設施及休憩用地，改善居民的生活質素
Provide balanced allocation of community facilities and open space, for enhancing the quality of living of residents



經濟
Economy

推動經濟發展，創造多元化的就業機會
Boost economic development and create more job opportunities with a wide range of positions



城市設計
Urban Design

採用可持續的城市設計，以及與環境融合的發展方案
Adopt sustainable urban design and development options that are compatible with the surroundings



生態古蹟
Ecology & Heritage

保存生態及古蹟，建構具歷史及自然特色的新市鎮
Preserve ecology and heritage, and develop the New Town with historical and natural attractions

主要考慮 Key Considerations



綜合第二階段公眾參與所收集到的公眾意見、規劃及工程考慮，以及技術評估，以下是東涌新市鎮擴展的主要考慮：

Taking into account the public views from Stage 2 Public Engagement, planning and engineering considerations, as well as technical assessments, here are the key considerations for Tung Chung New Town extension:

慎重考慮填海範圍 Careful consideration of reclamation extent

於第二階段公眾參與建議的初步土地用途方案中，我們因應土地需求，以及考慮到東涌近馬灣涌的部分地方生態價值較低，建議填海14公頃，但基於公眾對在該處填海仍有疑慮，我們決定不在該處填海。

Considering the keen demand for land as well as the lower ecological value of the Tung Chung Bay area near Ma Wan Chung, reclamation of 14 hectares was proposed in the initial land use options at Stage 2 Public Engagement. However, to allay the public concern, we have decided not to have reclamation at that area.

平衡鄉村發展和環境保護 Balance between village development and preservation of natural environment

東涌西現有鄉村附近的土地用途爭議較大。為平衡村民對持續發展的需要和環保團體對保育東涌河一帶自然生態的期望，我們一方面在東涌河兩岸設三十米緩衝區作自然保育用途，同時亦善用鄉村之間部分荒廢的農地作低密度鄉郊住宅發展。

The land use of the area in the vicinity of the existing villages in Tung Chung West is the subject of much controversy. In order to balance the aspirations of villagers for sustainable development and the expectations of green groups for ecology preservation along Tung Chung River, a 30-metre buffer zone on both sides of Tung Chung River will be used for conservation purpose, and the fallow land between villages will be used for low density rural residential development.

創造多元化就業機會 Create diversified employment opportunities

公眾期望有更多不同種類的工作機會，因此我們建議大幅增加商業用地的樓面面積，以創造多元化就業機會，包括來自辦公室、零售設施、酒店及遊艇停泊處的工作機會，而周邊的發展項目亦可為東涌提供更多職位。

The public expect a wide variety of job opportunities. Hence, a significant increase in gross floor area for commercial development, including offices, retails, hotels and marina, is proposed to create various job opportunities. Other development projects in the surroundings will also bring more jobs to Tung Chung.

確保新發展配合現有資源及環境 Compatible with existing resources and environment

公眾普遍擔心增加社區人口及提高住宅密度會影響居民的生活質素。有見及此，新發展樓宇高度將與周邊現有建築物配合。此外，在石門甲的寺廟附近的建議發展密度和土地用途已作調整，讓日後的發展更能配合現有的土地用途。

To address the public concern over the living standard as a result of increasing population and residential density, height of the new developments will be compatible with the existing buildings. In addition, the proposed development density and land uses of the neighbouring area of the temple at Shek Mun Kap have been adjusted to ensure compatibility between future development and existing land use.

建議發展大綱草圖 Draft Recommended Outline Development Plan

東涌新市鎮擴展的面積超過200公頃，其中東面擴展區約佔120公頃，由填海所得。另外，建議的P1公路(東涌大蠔段)，亦會涉及約9公頃的填海。該填海範圍內，除了興建公路，餘下土地可提供康樂設施(如單車公園)或其他可行用途。為釋除公眾疑慮，西面的擴展計劃將不涉及填海工程。

The total area of Tung Chung New Town extension is over 200 hectares, approximately 120 hectares of which derived from reclamation are for Tung Chung East extension. Reclamation of about 9 hectares will also be needed for the proposed Road P1 (Tung Chung - Tai Ho Section). In addition to road construction, the remaining land may be reserved for providing recreational facilities (for example, cycle park) and other possible uses. To allay the public concern, the Tung Chung West extension will not involve reclamation works.

圖例 Legend

| | |
|---|---|
| RS 租住公屋/居屋(地積比率5-6.5倍) Residential Subsidised Housing (Plot Ratios 5-6.5) | RO 區域休憩用地 Regional Open Space |
| R1 住宅發展區1(地積比率6.5倍) Residential 1 (Plot Ratio 6.5) | V 鄉村式發展 Village Type Development |
| R2 住宅發展區2(地積比率4-5倍) Residential 2 (Plot Ratios 4-5) | CA 自然保育區 Conservation Area |
| R3 住宅發展區3(地積比率1.5-3.5倍) Residential 3 (Plot Ratios 1.5-3.5) | CPA 海岸保護區 Coastal Protection Area |
| R4 住宅發展區4(地積比率0.75倍) Residential 4 (Plot Ratio 0.75) | AGR 農業 Agriculture |
| G 政府 Government | GB 綠化地帶 Green Belt |
| E 教育 Educational | A 美化市容地帶 Amenity |
| OU 其他指定用途 Other Specified Uses | RD 建議道路 Proposed Road |
| CDA 綜合發展區 Comprehensive Development Area | △ 最高建築物高度(在主水平基準上若干米) Maximum Building Height (in m above PD) |
| IC 機構及社區 Institution and Community | 9 最高建築物高度(樓層數目) Maximum Building Height (in storeys) |
| C 商業 Commercial | FTI 公共交通交匯處 Public Transport Interchange |
| DO 地區休憩用地 District Open Space | |
| NBA 非建築用地 Non-Building Area | |
| △ 地區商業平台 Local Commercial Podium | |



| | | | | | | | | | | | | |
|--|---|------------------------|----------------------------------|--|-------------------------|-----------------------------------|-------------------|----------------------------------|----------------------------|--------------------|-----------------------------|--------------|
| 估計新增人口 Estimated Increase in Population | 東涌西 Tung Chung West | 東涌東 Tung Chung East | 建議新增住宅量 Proposed No. of Flats | 38% (18,000) | 62% (30,000) | | | | | | | |
| | 約 23,000 | 約 117,000 | | 48,000 | 私人住宅 Private Housing | 資助房屋 Subsidised Housing | | | | | | |
| 土地用途 Land Uses | 綜合發展區 Comprehensive Development Area | 住宅 Residential | 商業 Commercial | 政府、機構或社區及其他指定用途 Government, Institution or Community and Other Specified Uses | 休憩用地 Open Space | 鄉村式發展 Village Type Development | 農業 Agriculture | 海岸保護區 Coastal Protection Area | 自然保育區 Conservation Area | 綠化地帶 Green Belt | 道路及其他用途 Roads and Others | 合共* TOTAL |
| 大約面積 (公頃) Approx. Area (ha) | 8 3% | 67 29% | 9 4% | 20 9% | 47 20% | 15 6% | 5 2% | 5 2% | 13 6% | 17 7% | 29 12% | 235 100% |

*未包括P1公路的填海區 *Reclamation for Road P1 is not included



建議發展大綱草圖 Draft Recommended Outline Development Plan

城市設計框架
Urban Design Framework

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

靠近鐵路站的发展密度會較高，以充份善用其交通便利的優勢。

Area near the railway station will adopt a higher development density to take advantage of the convenient transportation network.

都會中心區 Metro Core Area

建議的東涌東鐵路站附近將建都會中心區，作綜合發展，提供住宅、辦公室及零售設施。

Adjacent to the proposed Tung Chung East railway station will be a Metro Core Area, which will serve as an integrated development with housing, office and retail facilities.

- 圖例 Legend
- 住宅發展密度 Residential Development Intensity
 - 高 High
 - 低 Low
 - 政府、機構或社區設施 Government, Institution or Community Facilities
 - 商業區 / 街道店舖 Commercial Area / Street Shops
 - 休憩空間網絡 Open Space Network
 - 通風廊 / 景觀走廊 Breezeway / View Corridor
 - 地區焦點 Focal Point
 - 鄉村式發展 Village Type Development
 - 文化遺產 Cultural Heritage
 - 自然保育走廊 Conservation Corridor



機場
Airport



建議的P1公路 (東涌大蠔段)
Proposed Road P1 (Tung Chung - Tai Ho Section)

接駁東涌東及北大嶼山公路，
舒緩將來的交通壓力
Connecting Tung Chung East and North Lantau Highway to ease future traffic demand

連接性 Connectivity

附近的基建項目、建議的鐵路站及交通交匯處將進一步改善東涌與其他地區的連接。

建議的P1公路(東涌大蠔段)，將連接東涌東及北大嶼山公路，作為新增的對外交通幹道。

伸延後的鐵路線、單車徑及行人設施，亦方便居民往返區內不同地方。

With the nearby infrastructure projects, proposed railway stations and transportation interchange, external connectivity for Tung Chung will be further enhanced.

Proposed Road P1 (Tung Chung - Tai Ho Section) connecting Tung Chung East and North Lantau Highway at the Tai Ho Interchange will serve as an additional external transport link.

Extended railway line, cycle track and pedestrian facilities will also provide easier access within Tung Chung.

通風廊 / 景觀走廊 Breezeway / View Corridor

透過休憩用地和樓宇的佈局建構多條景觀走廊，作為視覺調劑，並加強通風。

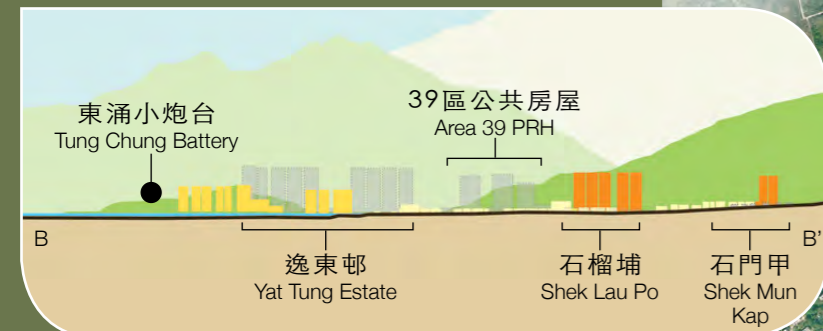
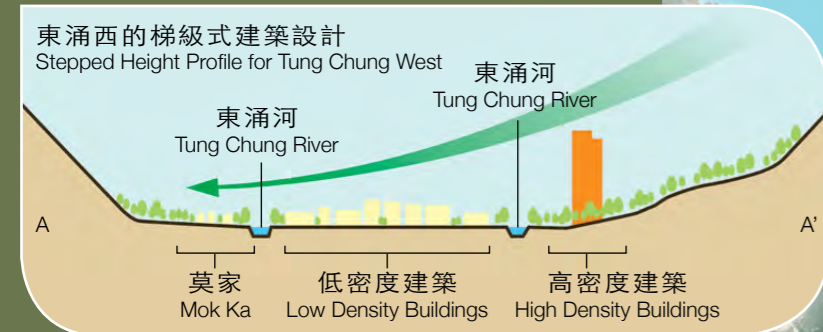
Open spaces and buildings are organised to form a number of view corridors for visual relief and better ventilation.



建議發展大綱草圖 Draft Recommended Outline Development Plan

總綱規劃及園景設計圖
Master Layout Plan and Landscape Design Plan

梯級式建築設計 Stepped Height Profile



為與地形環境及現有建築物融合，新市鎮擴展將採用梯級式建築設計，靠近山邊的建築物，會盡量利用山景作為樓宇背景，並採用較高的5至6.5倍地積比率發展，以充份發揮其鄰近鐵路站的優勢。

建築物越往海濱方向發展，高度和密度越會逐步下調。位於東涌河口附近的郊區住宅則採用0.75至1.5倍的地積比率，以保留鄉郊環境。

Achieving integration between natural topography and existing built form, the New Town extension will adopt stepped height profile. Hillside buildings can enjoy the mountainous backdrop, while taking advantage of the nearby railway station and adopting higher domestic Plot Ratios 5 to 6.5.

The height and density of the buildings descend towards the waterfront. The rural residential area near the estuary of Tung Chung River will adopt domestic Plot Ratios 0.75 to 1.5, in order to preserve the rural environment.



綠化比率 Green Ratio

我們會參考可持續建築設計指引，以達到兩至三成綠化比率的目標。
We will follow the Sustainable Building Design Guidelines, in order to achieve the 20% to 30% Green Ratio target.



此模擬效果圖只供參考 This rendering is indicative only

規劃特色 Planning Features

居住環境及生活模式
Living Environment and Lifestyle

1

保留東涌河谷的鄉郊特色 Preserve the rural character of Tung Chung Valley

為保留東涌河谷一帶的鄉郊特色，建議將現有村落之間的土地作低密度住宅發展。東涌灣的沿海區及東涌河的兩岸將作為自然保育相關用途。

侯王宮對開的臨海用地將預留作為地區休憩用地，以保持開揚景觀。

To preserve the rural character and features of the Tung Chung Valley, areas amongst villages are proposed for low density residential development. The coastal areas of Tung Chung Bay and both banks along Tung Chung River will be designated for conservation related uses.

Waterfront area opposite to Hau Wong Temple will be reserved for district open space, ensuring visual openness.



此模擬效果圖只供參考 This rendering is indicative only

遊走於中央綠園 Walk through the Central Green

填海區中心位置將規劃為休憩用地「中央綠園」，提升地面行人設施的連貫性。為預留土地以連接休憩用地，其中一段主要道路將以行車隧道形式建造。

中央綠園及綠化步行徑，將休憩用地及行人設施結合，並將鐵路站所在的都會中心區、住宅區、海濱區，以及現時的東涌市中心連接起來。

At the centre of the reclamation area is the Central Green, an open space which enhances linkage between the pedestrian facilities on the ground level. To reserve sufficient land for the continuity of open space, a road section will be built in the form of underpass.

The Central Green and greenery walkways link up the open space and pedestrian facilities, as well as connect the Metro Core Area near the railway station, residential area, waterfront promenade and the existing Tung Chung Town Centre.



此模擬效果圖只供參考 This rendering is indicative only

規劃特色 Planning Features

居住環境及生活模式
Living Environment and Lifestyle

1

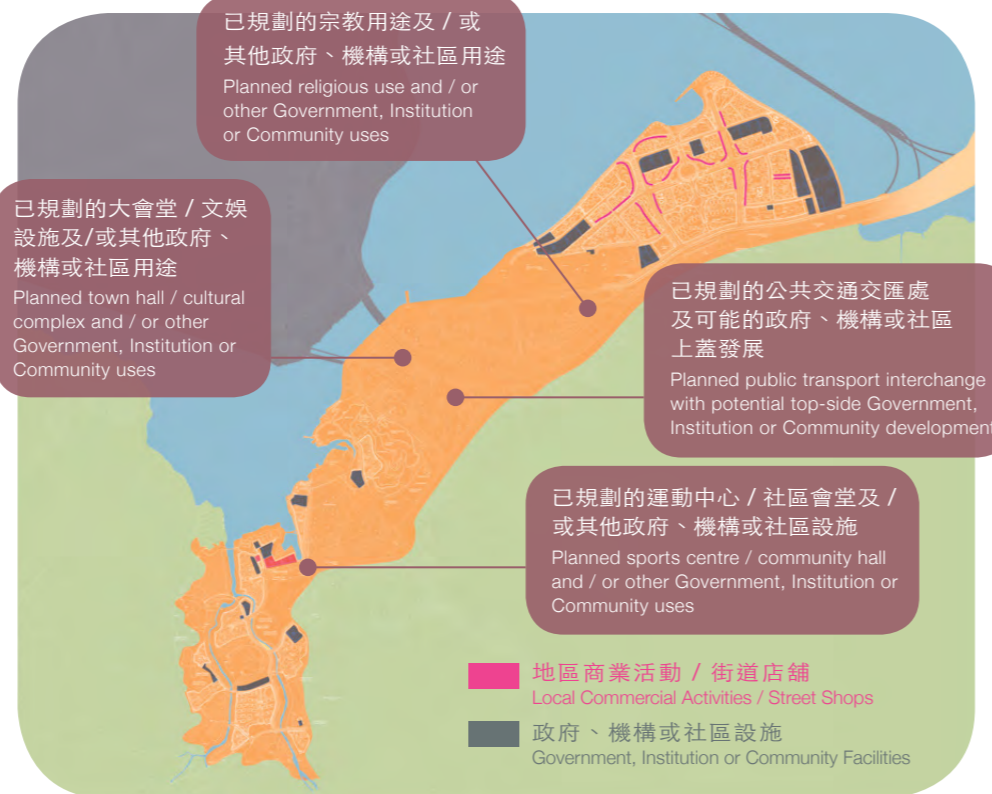
街道活力 Street vibrancy

將零售商舖及食肆引進地面街道，提供生活所需，讓市民有更多選擇，營造街道活力。

建議利用綠化步行徑連接新東涌東鐵路站至海濱長廊，步行徑兩旁將設置商舖及食肆。

Street vibrancy can be enhanced by directing retails and dining as well as everyday lives to the street level, which allows more choices for residents.

It is suggested to link up the new Tung Chung East railway station and waterfront promenade with greenery walkways, combined with shops and dining.



增建更多康體設施 More recreational and sports facilities

東涌東的海濱位置將增設一個面積3公頃的標準運動場，除了供居民日常使用外，亦可用作練習和比賽。

我們將增設更多室內運動中心和室外的康樂設施，並建議分佈於區內不同位置以方便居民使用。

A standard sports ground of 3 hectares is introduced at waterfront area in Tung Chung East, for everyday usage by residents or for practices and competitions.

More indoor sports centres and outdoor recreational facilities are provided. They are proposed to locate in different locations convenient for residents.



增加各類型的教育設施 More different education facilities

公眾意見反映東涌需要更多不同種類教育設施，因此我們檢視了區內對中、小學的需求預測，並特別預留部分教育用地，作發展專上教育及其他學校用途。

It is reflected that Tung Chung needs more types of educational facilities. We have therefore reviewed the demand projections for primary and secondary schools, with consideration to reserve some educational areas for tertiary institutes and other school uses.

提供政府、機構或社區設施 Provide Government, Institution or Community facilities

預留土地提供政府、機構或社區設施，如提供診所，以配合東涌新市鎮擴展後的人口增長，確保能滿足居民對醫療保健的需要。

Land is reserved for Government, Institution or Community facilities such as clinics in consideration of the local needs after Tung Chung New Town extension, ensuring sufficient medical and healthcare services for residents.



此模擬效果圖只供參考 This rendering is indicative only

規劃特色 Planning Features

商業發展及就業 Commercial Development and Jobs

2

東涌新市鎮擴展的商業規劃，須宏觀考慮整個大嶼山一帶的發展項目及計劃，當中包括港珠澳大橋香港口岸、機場北商業區及會議展覽設施，以作適當的協調和分工，務求為東涌居民提供更多及不同種類的就業機會。

When planning the commercial activities for Tung Chung New Town extension, we should take into account other development projects on Lantau, which include the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge, the North Commercial District as well as convention and exhibition facilities at the Hong Kong International Airport, to achieve optimal coordination and collaboration and in turn provide more job opportunities with variety for Tung Chung residents.

機場北商業區 North Commercial District (NCD) of the Airport

位於二號客運大樓旁的北商業區，總發展面積約10公頃。香港機場管理局正就北商業區整體發展計劃，制訂佈局規劃大綱，重點發展酒店及零售項目。

Located next to Terminal 2, the NCD occupies a development area of approximately 10 hectares. The Airport Authority Hong Kong is formulating a Master Layout Plan for the NCD, with key focus on hotel and retail developments.

港珠澳大橋香港口岸發展 Development of the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge

港珠澳大橋香港口岸的人工島佔地約130公頃，鄰近赤鱗角機場，政府現正探討在該人工島發展購物、餐飲、娛樂和酒店等設施，以及其他產業的可行性，並將會開展詳細研究，以充份發揮其「橋頭經濟」的優勢。

Adjacent to Hong Kong International Airport, the artificial island for the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge occupies an area of approximately 130 hectares. The Government is studying its feasibility to accommodate shopping, dining, entertainment and hotel facilities as well as the opportunities for other industries. Detailed study will be conducted in order to take advantage of the "Bridgehead Economy".

香港迪士尼樂園 Hong Kong Disneyland

樂園正在第一期用地上進行擴建。
The Hong Kong Disneyland is expanding within the Phase 1 site.

其他正在或將會研究開發的地點包括欣澳、小蠔灣及東大嶼都會。
Other development areas being or to be studied include Sunny Bay, Siu Ho Wan and East Lantau Metropolis.

大嶼山一帶的發展項目
Development Projects in the Vicinity of Lantau

規劃特色 Planning Features

● 都會中心區

Metro Core Area

新東涌東鐵路站範圍將用作綜合發展用途，提供購物商場及辦公室設施，將會是區內人流最頻繁的活躍地帶。

In the vicinity of the new Tung Chung East railway station will be an integrated development area with shopping malls and office buildings. It will become the most dynamic and busiest area in the district.

● 區域辦公室樞紐

Regional Office Node

現在大嶼山一帶的商業設施主要為零售、娛樂及酒店，辦公室設施相對缺乏。建議東涌新市鎮擴展會提供50萬平方米辦公室樓面面積，以把握港珠澳大橋落成後帶來的機遇，並吸納珠三角西面各行業的後勤需要，令東涌成為區域性的商業樞紐。

The commercial activities on Lantau are currently focusing on retailing, entertainment and hotel, with insufficient office buildings. It is proposed that Tung Chung New Town extension should provide opportunity for the development of office node with a gross floor area of 500,000 square metres, in order to capture the opportunities derived from the Hong Kong-Zhuhai-Macau Bridge. The developments can also accommodate supporting offices of a variety of businesses in the Pearl River Delta West, fostering Tung Chung into a regional business hub.

● 區域性及地區性零售

Regional and Local Retail

除了都會中心區的區域性零售設施外，透過規劃鼓勵街舖發展，同時提供地區性的零售服務，照顧居民日常生活。

Apart from the regional retailing facilities at the Metro Core Area, we will encourage street shops and will provide local retailing services to meet the needs of local daily life.

● 海濱娛樂

Waterfront Entertainment

利用海濱的遊艇停泊處所帶來的商機，提供適量的酒店、零售和餐飲設施及旅遊相關配套。

Capitalising on the opportunities from the marina at the waterfront, optimal amount of hotel, retailing, dining and tourism-associated facilities will be provided.

就業機會 Job Opportunities

透過引進不同的商業活動，預計東涌新市鎮擴展可以額外創造約四萬個就業職位，當中包括不同工種以滿足區內不同階層的需要，加上鄰近地區的發展項目，預期將來東涌區內的就業選擇會更多元化，以鼓勵原區就業。

With the introduction of different business activities, Tung Chung New Town extension is expected to create an additional sum of approximately 40,000 job opportunities. The variety of employment can also cater for the needs of different social sectors. Added with the nearby developments, the job opportunities found in Tung Chung will be even more diversified, ultimately encouraging employment within the district.

| 商業設施 Commercial Facilities | 樓面面積 (約平方米) Gross Floor Area (sq.m.) | 預計可帶來的工種 Forecast of Job Nature |
|-------------------------------|---|--|
| 零售 Retail | 148,000 (地區性) (Local) 155,000 (區域性) (Regional) | 零售服務業 Retail service |
| 辦公室 Office | 500,000 | 文職、專業服務、管理、物業管理等 Office work, professional service, management, property management, etc. |
| 酒店 Hotel | 50,000 (約1000房間) (Around 1000 rooms) | 酒店管理、旅遊業、服務業、餐飲、設施管理等 Hotel management, tourism, service, dining, facilities management, etc. |



此模擬效果圖只供參考。This rendering is indicative only.

規劃特色 Planning Features

消閒活動及自然環境
Leisure Activities & Natural Environment

3

透過擴展東涌，我們期望能夠增加康樂設施，優化現有的文化遺產及天然資源，以完善的網絡整合和連接新舊景點，令東涌成為一個富有特色及多姿多彩的社區，讓居民和遊客均能享受其中。

With Tung Chung extension, we expect to introduce more recreational facilities, as well as optimise existing cultural heritage and natural resources. We will also count on the integrated network connecting both old and new destinations to transform Tung Chung into a distinct and blossoming community welcomed by residents and tourists.

1 減少填海 Reduce Reclamation

面對殷切的土地需求，本研究曾經建議在馬灣涌以北生態價值相對較低的水域填海，以配合擴展需要。但在第二階段公眾參與中，大部分意見均反對在此處填海，經再三考慮公眾的訴求後，我們決定不在該處填海。

With earnest demand for land, the north of Ma Wan Chung, the area with relatively low ecological value, was proposed for reclamation. However, in the Stage 2 Public Engagement, most of the opinions were against this option. Having studied the public views, we have decided to drop the reclamation possibility.

2 市鎮公園 Town Park

東涌居民可利用方便的步行設施抵達市鎮公園的小山丘，居高臨下欣賞海岸景致，充份享受天然資源，亦可參觀公園內的法定古蹟東涌小炮台。

The natural terrain of the Town Park will be easily accessible through pedestrian facilities, which enhances utilisation of the natural resources. Tung Chung residents can then enjoy the sea view up there. They can also visit the declared monument Tung Chung Battery in the park.

3 自然景觀 Nature View

具有高生態價值的東涌灣及東涌河將保留作保育相關用途，提供教育或生態旅遊，讓公眾能夠親近大自然。建議將人工化的東涌河段回復天然地貌，以配合周邊環境。

Tung Chung Bay and Tung Chung River possess high ecological value and will be preserved for conservation purposes, offering educational or ecological tours that allow more contact with the nature. It is suggested to recover the natural outlook of the channelised section of Tung Chung River, ensuring better integration with the surroundings.



4 海濱娛樂 Waterfront Entertainment

遊艇停泊處將為海岸線注入活力，不但帶動消費，並且能夠創造就業機會。建議的泊位數目下調至約95個，以回應部分公眾的意見。遊艇停泊處附近的海濱地帶會提供餐飲和零售，如露天茶座及跳蚤市場，加上不同的文化設施和露天廣場，這裡將成為其中一個最富動感的地方。

The marina will revitalise the coastline, creating consumer activities and job opportunities. The proposed number of berths will be reduced to around 95 to allay the public concern. Along the waterfront near the marina, dining and shops such as café and flea market will be on offer. Added with the cultural facilities and the outdoor plaza, the waterfront will become one of the busiest spots.



5 休閒海濱漫步 Leisure Waterfront Walk

離開海濱公園往西伸延是連綿的海濱長廊，供居民休閒散步或緩步跑。海濱長廊將延伸至整個東涌的海岸線，成為貫穿各休閒景點的重要脈絡之一。

Towards the west of the Waterfront Entertainment Area is the long waterfront promenade, which serves as leisure walkway and jogging track for residents. The waterfront promenade will extend along the coastline of Tung Chung and become one of the major links among different leisure destinations.

6 特色馬灣涌 Featured Ma Wan Chung

公眾普遍認為須保留馬灣涌村的漁村風貌，讓居民和遊客可以前來感受漁鄉風情及品嚐美味海鮮。我們會提供泊車設施以及進行改善工程，從而協助活化馬灣涌村。

Public opinions reflected that the distinct fishing village feature of Ma Wan Chung Village should be preserved. Residents and tourists can enjoy its ambience and delicious seafood. Parking facilities will be provided and improvement works will be carried out in order to support the revitalisation of Ma Wan Chung Village.

7 單車樂活 Joyful Cycling

沿海濱長廊和步行徑設置完善的單車徑網絡，貫通東涌大部分的休閒設施、文化遺產和自然景點，不僅讓市民輕鬆安全享受單車樂，更大大加強區內連接性。

A comprehensive network of cycle track along the waterfront promenade and walkways, connecting most of the leisure facilities, cultural heritage and natural destinations in Tung Chung, allows safe and joyful cycling, and enhances the connectivity within Tung Chung.

規劃特色 Planning Features

交通及連接性
Transportation and Connectivity

4

對外交通接駁 External connectivity

- 建議新設兩個鐵路站，透過集體運輸接駁其他地區。根據技術評估，現有東涌線鐵路的设计容量能應付規劃人口的需要
Propose to provide two railway stations and connect with the other territories through mass transit; existing Tung Chung Line's design capacity can accommodate the planned population as revealed in technical assessments
- 大蠔交匯處及連接東涌東及北大嶼山公路的建議P1公路(東涌大蠔段)，有助紓緩將來的交通壓力
Tai Ho Interchange and the proposed Road P1 (Tung Chung - Tai Ho Section) connecting Tung Chung East and North Lantau Highway to relieve future traffic demand
- 屯門至赤鱗角連接路可以疏導部分北大嶼山公路的車流，為居民提供多一個路線選擇
Tuen Mun - Chek Lap Kok Link to ease the traffic flow of the North Lantau Highway and offer an alternative route
- 設立公共交通交匯處，以方便居民轉乘不同的交通工具
Public Transport Interchanges to be provided for facilitating the interchange between different modes of transport
- 加強區內就業，減少跨區交通需求
Encourage employment within the district to lessen demand on cross-district transportation



內部交通連繫 Internal connectivity

- 提供道路連接擴展地區至現有市中心
Provide roads to connect the extension area to existing Town Centre
- 伸延道路至東涌西，方便居民出入
Extend the roads to Tung Chung West to provide easier access for residents

單車及行人設施 Cycle track and pedestrian facilities

- 提供完善的單車徑網絡貫穿整個東涌新市鎮，作為休閒及日常出行設施
Provide a comprehensive network of cycle track connecting the whole Tung Chung New Town for leisure and everyday commuting
- 行人設施與休憩用地融合，營造舒適的步行環境
Pedestrian facilities integrated with open space to create comfortable walkways



技術評估, 實施安排及未來路向 Technical Assessments, Implementation & Way Forward

技術評估 Technical Assessments

技術團隊就建議發展大綱草圖進行的技術評估經已大致完成，評估結果顯示，此建議發展大綱草圖是可行的。運輸方面，未來的道路網絡足以配合發展所帶來的交通需求；根據技術評估，以及相關部門及港鐵公司的意見，鐵路系統有足夠的承載力應付新增人口。公共設施方面，包括渠務、污水、食水供應等，我們都按相關標準及要求提出處理方案，並重點研究防止低窪地帶水浸及直接排放地面水至東涌河的問題。為確保發展後所有地方都有良好通風，我們亦進行了空氣流通評估。初步環境評估顯示，建造期及營運期間的環境影響處於可接受水平。我們正開展環境影響評估，整合各項環評的結果，並建議合適的緩解措施，從而避免建造期和營運期間產生負面影響。所有工程均會嚴格遵守《環境影響評估條例》的要求。

The Study Team has basically completed the technical assessment for the draft Recommended Outline Development Plan (RODP). The assessment results demonstrate that the draft RODP is feasible. In terms of transport, the future road network is able to meet the traffic demand arising from the development. The railway system has sufficient capacity to cater for the increased population based on the technical assessment as well as consultation with relevant departments and MTRC. For civil works such as drainage, sewage, water supply, etc. measures have been proposed in accordance with relevant standards and requirements. Particular focus has been put on preventing flooding of the low lying area and direct discharge of surface water to the Tung Chung River. Air ventilation has also been assessed to ensure that good ventilation is provided in all areas after development. Preliminary Environmental Assessment has been undertaken which demonstrates that the environmental impacts during construction and operation stages are within the acceptable range. Environmental Impact Assessment (EIA) is now in progress to consolidate the various environmental assessments. Appropriate mitigation measures will be provided to avoid adverse impact during construction and operation stages. All engineering works will strictly comply with the requirements of the EIA Ordinance.



為防止水浸，採用了防洪堤壩方法。
Polder scheme has been adopted to prevent flooding.

參考圖片 For reference only

實施安排 Implementation

雖然現時的規劃已盡量減少對現有土地擁有人、居民及住戶的影響，但規劃公用道路、基建、房屋及設施時，無可避免需要收地。相關的收地工作將按現行機制進行。為確保東涌西面的發展能夠在良好協調下，按照建議發展大綱草圖落實，我們建議採用現有既定收地政策（包括《收回土地條例》、《道路(工程、使用及補償)條例》、《地下鐵路(收回土地及有關規定)條例》等)，以確保項目能夠適時進行，並充份協調不同的發展項目，提供基建及公共設施配套。

Although the current planning has tried to minimise the impact on existing lot owners, residents and occupants, land resumption will inevitably be required for the provision of public road, infrastructure, housing and facilities. The associated land resumption will be carried out under the prevailing mechanism. To ensure that the development of Tung Chung West is carried out in accordance with the draft RODP in a well-coordinated manner, we recommend to adopt the existing Land Resumption Policy (including the Lands Resumption Ordinance; the Roads (Works, Use and Compensation) Ordinance; Mass Transit Railway (Land Resumption and Related Provisions) Ordinance, etc.) to ensure timely development of the Project including synchronisation of various developments with provision of supporting infrastructure and public facilities.

未來路向 Way Forward

現階段的建議發展大綱草圖將會在研究最後階段中作為東涌新市鎮擴展的發展大綱。我們會考慮第三階段公眾參與所收集到的公眾意見及期望，以修訂建議發展大綱草圖。當確定了建議發展大綱圖後，我們會按《環境影響評估條例》進行環境影響評估，以確保建議發展符合有關環保要求。預計首批居民最早可於2023年入住。

The draft RODP formulated at this stage would serve as the development framework for the Tung Chung New Town extension during the finalisation phase of the Study. Public views and aspirations collected during Stage 3 Public Engagement will be taken into consideration in refining the draft RODP. Upon the finalisation of the RODP, the EIA will be conducted under EIA Ordinance to confirm the environmental acceptability of the proposed development. The first population intake would be in 2023 at the earliest.

公眾參與 Public Engagement

我們誠邀您參與第三階段公眾參與活動，並就建議發展大綱草圖發表寶貴意見。歡迎您於2014年10月31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 cordially invited to participate in our Stage 3 Public Engagement activities and to provide your views on the draft Recommended Outline Development Plan. You are welcome to send your views to the Planning Department or the Civil Engineering and Development Department on or before 31 October 2014.

