

For discussion on
31 January 2023

Legislative Council Panel on Development

Tseung Kwan O Area 137 and related near shore reclamations - Preliminary Outline Development Plan

PURPOSE

This paper briefs Members on the Preliminary Outline Development Plan (PODP) for Tseung Kwan O Area 137 (TKO 137) and the land to be created off Tseung Kwan O Area 132 (TKO 132) recommended under the Planning and Engineering Study for Re-planning of TKO 137 – Feasibility Study (the Study).

BACKGROUND

2. TKO 137, located to the south of Tseung Kwan O InnoPark (TKOIP), is a sizeable piece of formed land of around 80 hectares (ha). The majority of the land is currently being used as a temporary fill bank for storing public fill for reuse in reclamation. In anticipation of future reclamation works that might take up the public fill from TKO 137 progressively, we see the opportunity to re-plan TKO 137 for gainful uses.

3. As set out in the 2022 Policy Address, TKO 137 will be developed into a new community primarily for housing purpose, providing about 50 000 residential units, to be served by the existing road network, as well as the TKO – Yau Tong Tunnel and the TKO Line Southern Extension recommended under the Strategic Studies on Railways and Major Roads beyond 2030 (RMR 2030+). At the same time, a review has been conducted to identify suitable locations for accommodating existing public facilities in TKO 137 and other public facilities serving the region and requiring marine frontage. Based on the findings of the Study, a PODP (**Plan 1**) has been formulated for TKO 137 and the land to be created off TKO 132, with main features detailed in the ensuing paragraphs.

PRELIMINARY OUTLINE DEVELOPMENT PLAN

TKO 137 – A New Community

4. Making good use of this rare, vast piece of formed land in the metro area, we plan to develop TKO 137 into a new community with a maximum domestic plot ratio of 7.5 that translates into about 50 000 housing units for a total population of around 135 000. With a public-to-private housing split of 70:30, around 34 500 public housing units and 15 500 private residential units could be provided. As a major source of housing supply in the short to medium term, these housing units will start coming on stream with first population intake of around 34 000 people involving 12 600 units in 2030.

5. To build a community well supported by ancillary facilities, we will also make available land in TKO 137 for retail and other commercial facilities, government, institution and community (GIC) uses, recreational and open space, as well as infrastructure. The vision of more spacious and better living space in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” Study has been factored in and reflected in the development parameters by the assumption of larger flat sizes for land use planning (a 10% home space enhancement for both public and private housing) and adoption of higher open space planning ratio (3.5m² per person compared with existing 2m²). GIC facilities under consideration include healthcare and welfare facilities, schools, community hall, public transport interchanges, sports centres and swimming pool complex, etc. Having regard to its waterfront location, we will create a stepped building height profile descending from northeast to southwest and towards the waterfront. We will also align the roads and development sites with the prevailing wind directions, such that the visual interest and air ventilation could be enhanced.

6. Subject to the public consultation of RMR 2030+ and the detailed design of the proposed TKO Line Southern Extension, the higher-density housing development will be clustered around the railway station proposed to be located in the central area of TKO 137. The proposed railway station will be within a walking distance of 500m for the majority of residents (over two-thirds of the planned population). Connected to the railway station will be a community park as well as a district civic and commercial hub which will be designed to be the activity node of TKO 137 providing quality public space for residents to shop, play and enjoy. Roads will run inland so that waterfront areas can be optimised to provide connected waterfront promenade and attractive open space with greenery

for public enjoyment. Green mobility such as cycling and walking will be promoted through land use planning.

7. To provide the land for housing and supporting facilities, we will need a total developable area of 101 ha in TKO 137, including about 20 ha of land from reclamation in the existing barging basin and along the shoreline. We consider this scale of reclamation optimal for supporting the planned population without affecting the navigation channel to the west. The PODP, planning and urban design framework and an artistic impression for TKO 137 are at **Plans 2 to 4**. Major development parameters of TKO 137 are at **Annex A**.

8. In terms of external and internal connectivity, TKO 137 will be served by railway transport services through the TKO Line Southern Extension, as well as new internal roads and external road network including the proposed TKO-Yau Tong Tunnel. Subject to further study as set out in paragraph 14 below, if the TKO Line Southern Extension were to take the form of the existing heavy rail extending to TKO 137 via a tunnel under the sea off TKOIP as indicated on **Plan 1**, reclamation of a small area of around 2 ha (subject to further design) off TKOIP may be required to support a short section of the alignment before it goes into the waters.

Land to be created off TKO 132 – Public Facilities

9. To make way for the housing development at TKO 137, we propose to make available about 25 ha of land off TKO 132 through reclamation and slope-cutting for accommodating two existing public facilities in TKO 137 and four location-specific public facilities that all require marine frontage for daily operation. Other than the need to re-provision a public fill transfer facility (PFTF) and a concrete batching plant (CBP) from TKO 137, the land created off TKO 132 will be used to accommodate the important strategic Electricity Facilities (EFs) for enhancing Hong Kong's capability to import zero-carbon energy through regional cooperation and meeting the decarbonisation target of reducing Hong Kong's carbon emissions by 50% before 2035 as compared to the 2005 level, with a view to achieving carbon neutrality before 2050. A construction waste handling facility (CWHF), a refuse transfer station (RTS) and a marine refuse collection point (MRCP) are also proposed for serving the territory east area including TKO. We would further optimise the land in-take and layout design when conducting detailed assessments. A table showing the provision or re-provision needs of the above public facilities is at **Annex B**.

10. Location-wise, the land to be created off TKO 132 is at a relatively obscure area and with a buffer distance of around 1 kilometre from the nearest residential development in TKO. With direct access to the TKO – Lam Tin Tunnel, when commuting to and from Kowloon, the traffic induced by the public facilities would not route through existing road network in the TKO New Town, thus minimising any possible nuisance to local residents.

11. Given that only a few low rise structures/buildings of about 20-60m tall will be built subject to detailed design, the development density in the land created off TKO 132 will be generally low. Vertical greening will also be considered for buildings to harmonise with surrounding environment whenever possible.

WAY FORWARD

12. Broad technical assessments (including traffic, drainage, sewerage, environmental, etc.) supporting the formulation of the PODP have confirmed that the proposed developments are viable with no insurmountable problems. After consulting LegCo Panel on Development, we will consult the Sai Kung District Council in early 2023.

13. The Civil Engineering and Development Department and the Planning Department will then conduct the detailed assessments (including the Environmental Impact Assessment) to finalise the development proposals to support the rezoning exercise. According to the current plan, we hope to commence works for TKO 137 and reclamation off TKO 132 in 2025, with a view to enabling first population intake in TKO 137 in 2030.

14. Meanwhile, the Transport and Logistics Bureau is conducting the public consultation of RMR2030+. The Transport and Logistics Bureau will take into account public views collected, as well as other relevant factors and prudently consider the most suitable mode for implementing the proposed TKO Line Southern Extension and TKO-Yau Tong Tunnel. The Bureau is aiming to formulate more detailed alignments, preliminary implementation timetables, etc. for the proposed railway extension and tunnel and others in the fourth quarter of 2023.

ADVICE SOUGHT

15. We welcome views from Members on the PODP for TKO 137 and

the land to be created off TKO 132.

**Development Bureau
Civil Engineering and Development Department
Planning Department
January 2023**

Major Development Parameters of TKO 137

Developable Land Area (about)	101 ha
No. of Flats (about) - Public - Private	50 000 34 500 15 500
Housing Mix - Public - Private	70% 30%
Domestic Plot Ratio - Public - Private	6.5 - 7.5 4.0 - 6.0
Building Height - Public - Private	180mPD - 200mPD 120mPD - 175mPD
Average Flat Sizes - Public - Private	55m ² 82.5m ²
Total Planned Population (about) - Public - Private	135 000 93 000 42 000
Open Space Provision	3.5m ² per person

Re-provisioning of Existing Public Facilities from TKO 137 or Provisioning of Location-specific Public Facilities at TKO 132

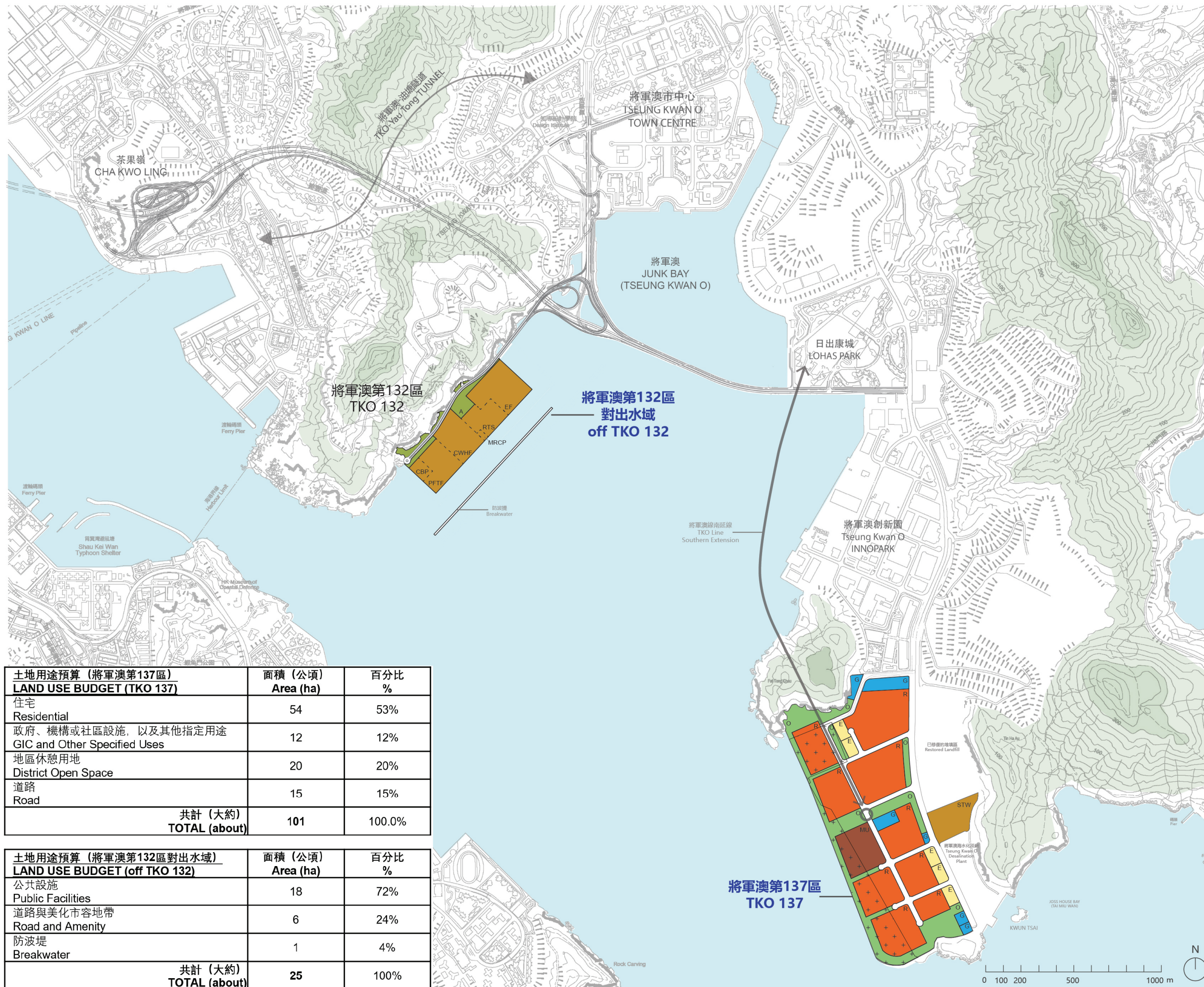
Re-provisioning of Existing Public Facilities from TKO 137

	Facility	Location requirements/ Geographical consideration	Marine Frontage Requirement
1	Public Fill Transfer Facility (PFTF)	Public fill generated in the territory east is currently received and stockpiled at the TKO 137 temporary fill bank pending transfer to appropriate projects for reuse. With the plan to develop TKO 137, and while the upcoming reclamation projects in Hong Kong would reduce significantly the need for stockpiling public fill, there is still a need to retain a smaller-scale facility to receive and transfer public fill generated in the territory east (including TKO) , at a location with marine frontage.	Marine frontage is required for transferring public fill received to appropriate projects through marine transport.
2	Concrete Batching Plant (CBP)	The proposed temporary CBP at TKO 137 is planned to be decommissioned by 2029. A permanent site for re-provisioning the CBP in the vicinity is required to serve construction sites in East Kowloon and New Territories East (including TKO) , as freshly mixed concrete must be delivered within a reasonably short time to construction sites to maintain the quality of concrete.	To facilitate the operation of the CBP, a waterfront site to allow transportation of raw materials by sea for concrete production could avoid increasing loading on road traffic.

Provisioning of Location-Specific Public Facilities

	Facility	Location requirements/ Geographical consideration	Marine Frontage Requirement
3	Electricity Facilities (EFs)	<p>EFs, comprising power receiving and conversion facilities, are important strategic infrastructure for enhancing Hong Kong's capability to import zero-carbon energy through regional cooperation and meeting the decarbonisation target of reducing Hong Kong's carbon emissions by 50% before 2035 as compared to the 2005 level, with a view to achieving carbon neutrality before 2050.</p> <p>TKO 132 is considered as the optimal location as it is situated near the potential connection points at TKO and Hong Kong Island East of the two power companies' existing power grids, and their power systems can be interconnected through submarine cables with a shorter distance.</p>	Marine frontage is necessary for the landing of submarine cables.
4	Construction Waste Handling Facility (CWHF)	There is a need to set up a CWHF to receive, handle and bulk transfer construction waste primarily generated from the territory east (including TKO) to the landfill for disposal upon decommissioning of South East New Territories Landfill Extension (SENTX) prior to population intake at TKO 137.	Bulk transfer of mixed construction waste for disposal at landfills by barges would require marine frontage.
5	Refuse Transfer Station (RTS)	There is currently no dedicated RTS in the territory east area (including TKO) . Temporary arrangement is put in place to transfer municipal solid waste (MSW) generated in this area to RTSes in Island East, West Kowloon and Shatin for handling. As these three RTSes have reached their capacity limits, there is a need to set up a RTS for serving existing and future developments in the territory east area (including TKO).	Marine frontage is necessary as MSW would be compacted and containerised in purposely built containers for onward shipment to waste management facilities via marine traffic.

	Facility	Location requirements/ Geographical consideration	Marine Frontage Requirement
6	Marine Refuse Collection Point (MRCP)	As the Cha Kwo Ling site is to be developed into part of a waterfront promenade, the MRCP thereat is proposed to be re-provisioned at a location in the territory east to serve the eastern waters . Proximity to the Refuse Transfer Station also allows operational synergy.	Marine frontage is necessary for unloading collected refuse from the vessels.



土地用途 LAND USE

- R** 住宅 Residential
- MU** 混合用途 Mixed Use
- G** 政府設施 Government
- E** 教育 Education
- STW** 污水處理廠 Sewage Treatment Works
- EF** 電力設施 Electricity Facilities
- RTS** 廢物轉運站 Refuse Transfer Station
- CWHE** 建築廢物處理設施 Construction Waste Handling Facilities
- MRCP** 海上垃圾收集站 Marine Refuse Collection Point
- CBP** 混凝土配料廠 Concrete Batching Plant
- PFTF** 公眾填料轉運設施 Public Fill Transfer Facility
- O** 休憩用地 Open Space
- A** 市容美化用地 Amenity
- 擬議填海 Proposed Reclamation
- 道路 Road

圖例 LEGEND

- 將軍澳-油塘隧道 (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋) Tseung Kwan O - Yau Tong Tunnel (Subject to RMR2030+ Study)
- 將軍澳線南延線 (海底/地底隧道) (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋) Tseung Kwan O Line Southern Extension (Underwater/Underground Tunnel) (Subject to RMR2030+ Study)
- 擬議鐵路站 (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋) Proposed Railway Station (Subject to RMR2030+ Study)

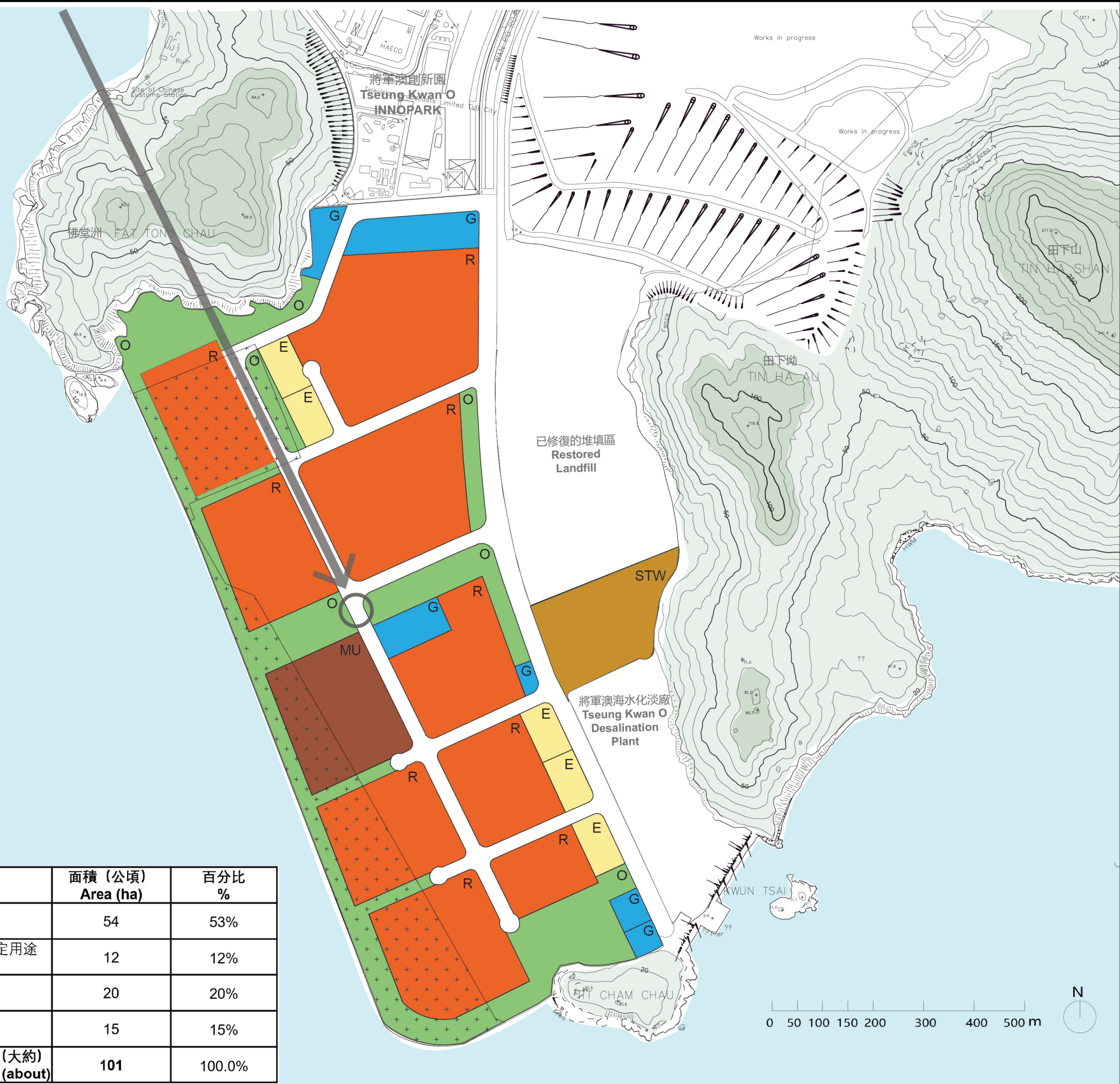
* 擬議鐵路站站位僅供參考。
The location for proposed railway station is for reference only

圖則一 Plan 1

初步發展大綱圖 - 概況
Preliminary Outline Development Plan - Overview

土地用途預算 (將軍澳第137區) LAND USE BUDGET (TKO 137)	面積 (公頃) Area (ha)	百分比 %
住宅 Residential	54	53%
政府、機構或社區設施, 以及其他指定用途 GIC and Other Specified Uses	12	12%
地區休憩用地 District Open Space	20	20%
道路 Road	15	15%
共計 (大約) TOTAL (about)	101	100.0%

土地用途預算 (將軍澳第132區對出水域) LAND USE BUDGET (off TKO 132)	面積 (公頃) Area (ha)	百分比 %
公共設施 Public Facilities	18	72%
道路與美化市容地帶 Road and Amenity	6	24%
防波堤 Breakwater	1	4%
共計 (大約) TOTAL (about)	25	100%



土地用途 LAND USE

- R 住宅 Residential
- MU 混合用途 Mixed Use
- G 政府設施 Government
- E 教育 Education
- STW 污水處理廠 Sewage Treatment Works
- O 休憩用地 Open Space
- + 擬議填海 Proposed Reclamation
- 道路 Road

圖例 LEGEND

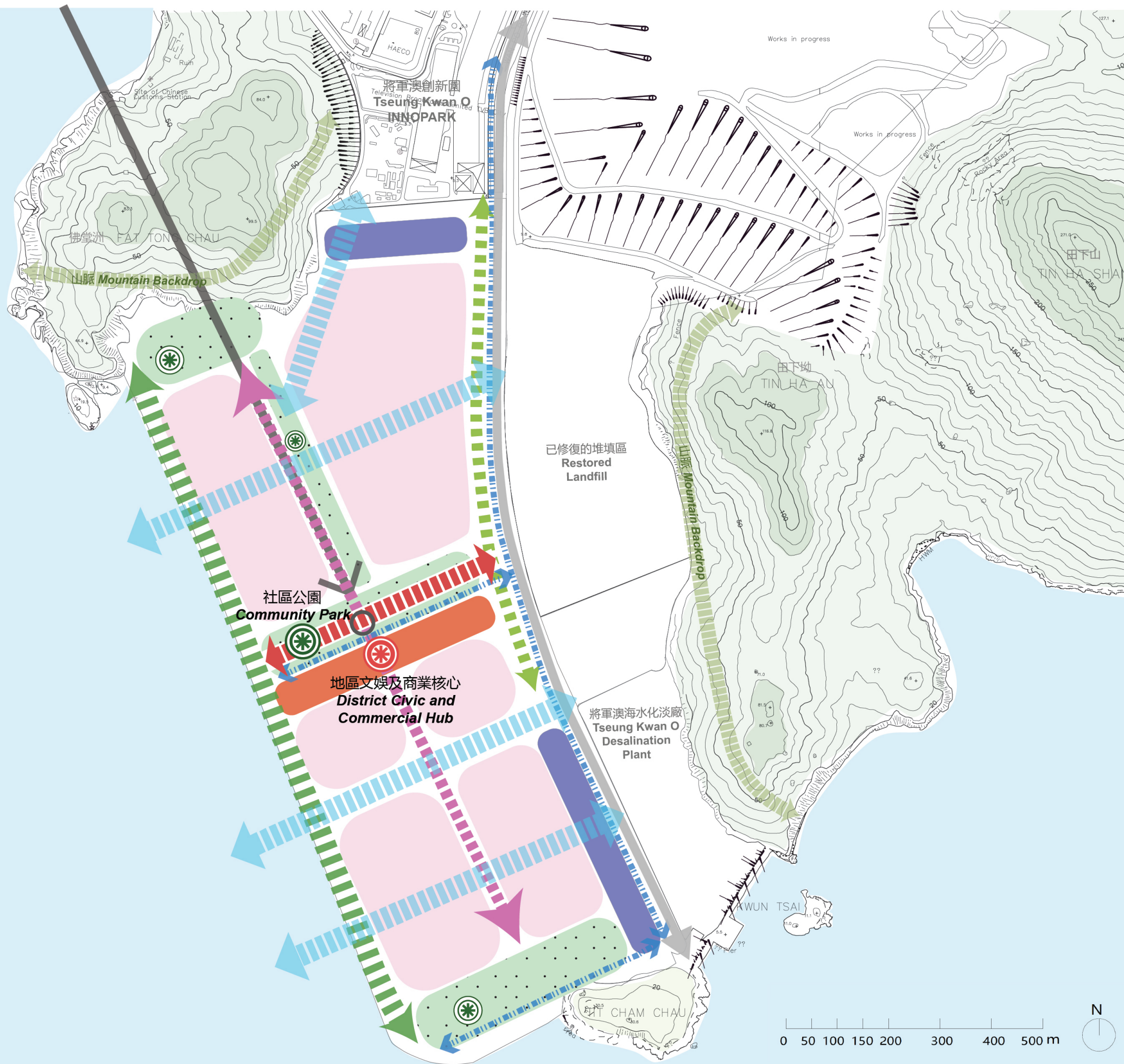
- ↔ 將軍澳線南延線 (海底/地底隧道) (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋) Tseung Kwan O Line Southern Extension (Underwater/Underground Tunnel) (Subject to RMR2030+ Study)
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* 擬議鐵路站位僅供參考。
The location for proposed railway station is for reference only

土地用途預算 (將軍澳第137區) LAND USE BUDGET (TKO 137)	面積 (公頃) Area (ha)	百分比 %
住宅 Residential	54	53%
政府、機構或社區設施, 以及其他指定用途 GIC and Other Specified Uses	12	12%
地區休憩用地 District Open Space	20	20%
道路 Road	15	15%
共計 (大約) TOTAL (about)	101	100.0%

圖則二 Plan 2

將軍澳第137區初步發展大綱圖
Preliminary Outline Development Plan -TKO Area 137



圖例 LEGEND

- 文娛及商業發展區域
Civic and Commercial Development Area
- 住宅區域
Residential Area
- 發展緩衝區域
Buffer Area
- 休閒及康樂區域
Leisure and Recreation Area
- 市鎮行人大道/主要觀景廊/風道
Townscape Boulevard/Key Visual Corridor/Breezeway
- 活動走廊
Activity Corridor
- 觀景廊/風道
Visual Corridor/Breezeway
- 主要綠色走廊
Key Green Spine
- 次要綠色走廊
Secondary Green Spine
- 山脈
Mountain Backdrop
- 區內幹道
District Distributor
- 單車徑
Cycling Track
- 主要活動中心
Key Focal Point
- 綠色節點
Green Node
- 擬議鐵路車站 (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋)
Proposed Railway Station (Subject to RMR2030+ Study)
- 將軍澳線南延線 (海底/地底隧道) (為《跨越2030年的鐵路及主要幹道策略性研究》涵蓋)
Tseung Kwan O Line Southern Extension (Underwater/Underground Tunnel) (Subject to RMR2030+ Study)

* 擬議鐵路車站位僅供參考。
The location for proposed railway station is for reference only

圖則三 Plan 3
將軍澳第137區城市規劃與設計框架
Planning and Urban Design Framework of TKO Area 137



效果圖 - 將軍澳第137區
Artistic Impression – TKO 137