

Appendix R

Proposal submitted by Kenneth
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mitted to PlanD back in

As you may be aware the Project Proponent (Forestsider Limited) has sub

Proposed Residential Development in Various Lots in DD1 and DD3, Sha Tsui Tau, Tung Chung

A Planning Proposal

December 2011



KTA

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TOWN PLANNING
AND DESIGN SERVICES
CONSULTANTS

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**Proposed Residential Development
in Various Lots in DD1 and DD3,
Sha Tsui Tau, Tung Chung**

Planning Proposal

1. INTRODUCTION

1.1 Purpose

- 1.1.1 We are instructed by the Project Proponent, Forestside Limited (“the Project Proponent”) to prepare this report to introduce a development proposal at various lots in DD1 and DD3, Sha Tsui Tau, Tung Chung, North Lantau Island for the consideration of the Authority (**Figure 1.1** refers). The proposed scheme involves the development of small and medium size flats which is in-line with Government’s housing policy to provide affordable housing.

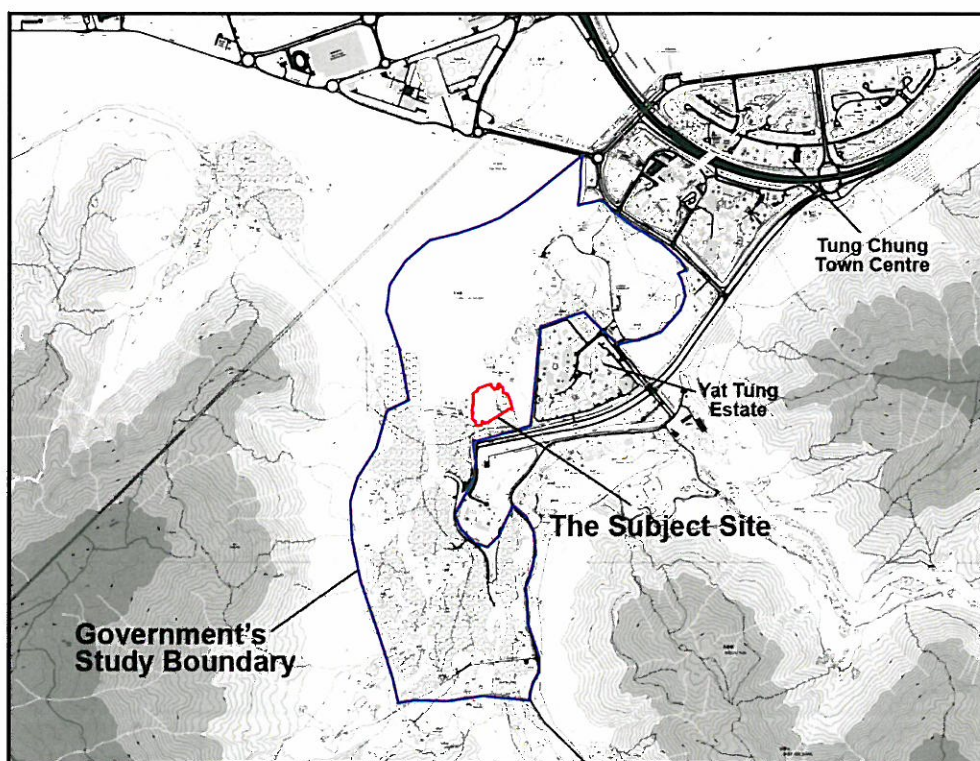


Figure 1.1 The Location of Subject Site and Government's Study Boundary (excluding Tai Ho)

- 1.1.2 In view that the Government's Study, namely “*Planning and Engineering Study for the Remaining Development in Tung Chung*” is to be commenced in January 2012, the Project Proponent has instructed its consultant to prepare a planning proposal for the remaining area, excluding Tai Ho (“the

remaining area”) in Tung Chung which is presented in a separate document, namely Tung Chung West – Conceptual Master Plan.

- 1.1.3 It is believed that the scheme proposed on the Project Proponent’s landholdings can be developed together with the adjoining land uses as a pilot phase of the future development of the remaining area in Tung Chung that serves as an extension to the existing Yat Tung Estate development.

1.2 Report Structure

- 1.2.1 The site and planning development context will be presented in **Section 2** and **3** of this report respectively. **Section 4** briefly introduces the conceptual master plan of the remaining area in Tung Chung and the development scheme proposed on Project Proponent’s land holding will be set out in **Section 5**. **Section 6** discusses the implementation arrangement and **Section 7** contains the planning merits of the planning proposal. **Section 8** concludes this Enquiry Submission.

2. SITE AND PLANNING CONTEXT

2.1 Site Context

- 2.1.1 The proposed development is located at Sha Tsui Tau, Tung Chung. The site comprises lot nos. 2291RP and 3001 in DD1, lot nos. 2362RP and 2376 in DD3, Tung Chung and adjoining Government Land (**Figures 2.1, 2.2 and 2.3** refers). It lies immediately west of Yat Tung Estate, fronting onto Tung Chung Bay. The area of site is about 2.6 hectare.
- 2.1.2 There is a big contrast between the west and east of the site. To the east of the site across a drainage channel, there stand the 40-storey blocks of Yat Tung Estate. To the west, it is a rural setting where Hau Wong temple and Tung Chung Outdoor Recreation Camp are situated. To the south, declared monument - Tung Chung Fort can be found among village settlements (**Figure 2.4** refers).
- 2.1.3 The site is not in active use and a substantial portion has been paved with asphalt without the knowledge of the proponent. Other parts of the site remain vegetated, including a small wetland area on the eastern part of the site being the residual part of the estuary wetland now mainly taken up by the drainage channel. The Project Proponent also owns some lots on the eastern shore of the channel segregated from the main site (resulted from land resumption for the channel). This area is being used as leisure fishing ground.
- 2.1.4 The site is not covered by any statutory Outline Zoning Plan ("OZP"). The closest statutory OZP is the Approved Tung Chung Town Centre Area OZP No. S/I-TCTC/18. The boundary does not include the existing Yat Tung Estate.

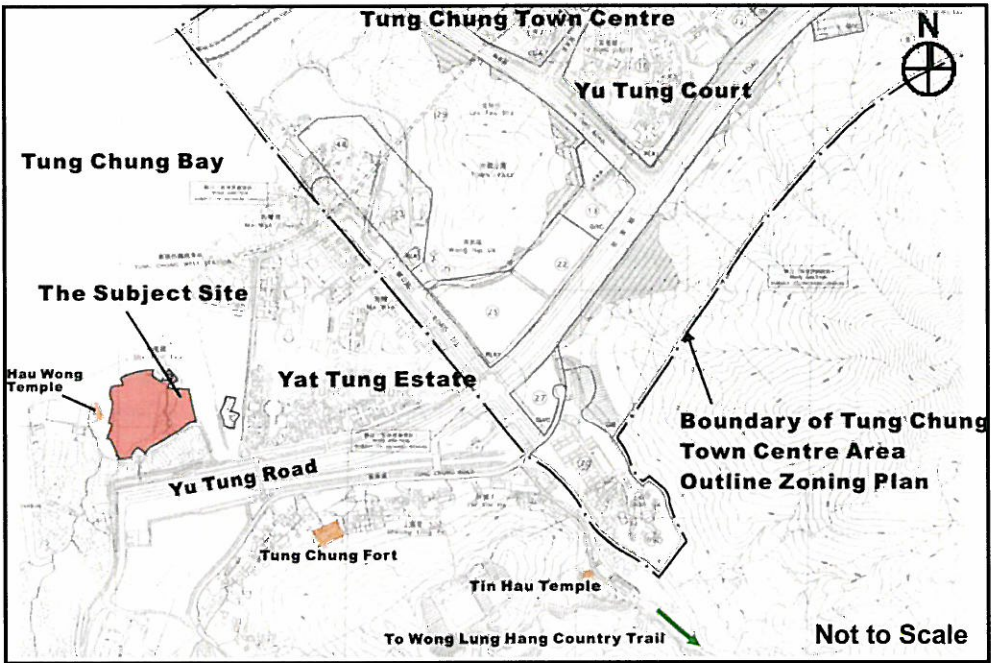
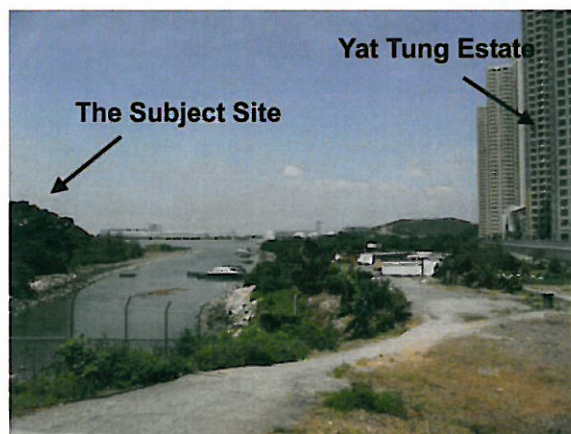


Figure 2.3 Site Photos



Aerial view of the Subject Site



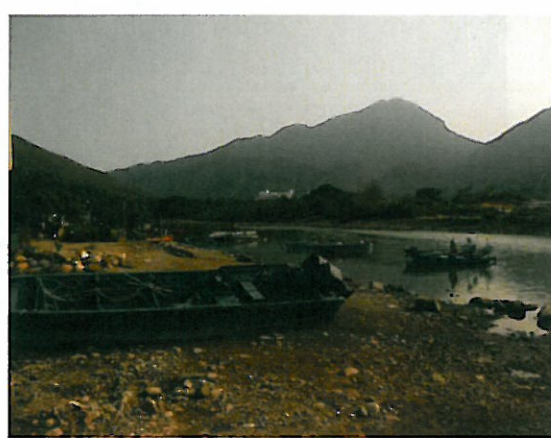
Yat Tung Estate overlooking the site



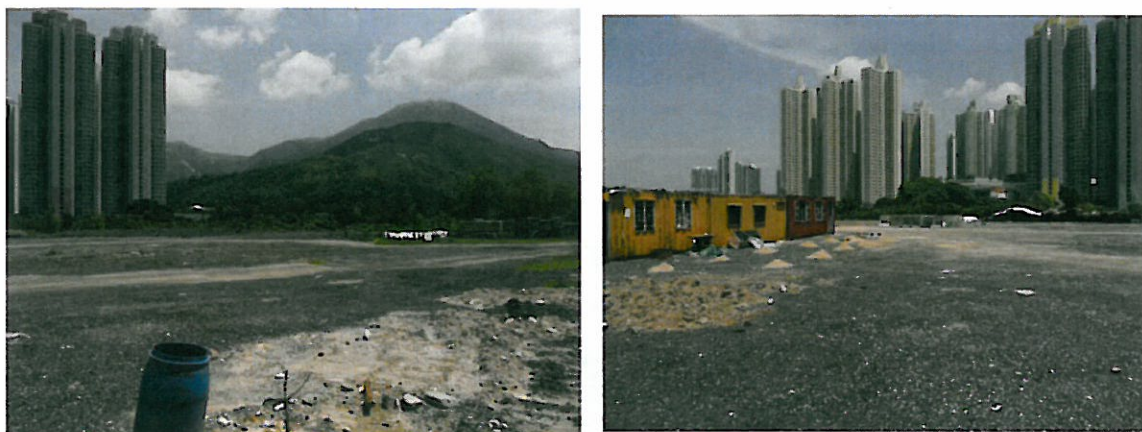
Drainage channel next to the site



Small wetland on the site



Jetty – ad hoc fishing activities on the opposite side of the drainage channel



The site with asphalt paving

Figure 2.4 Some of the Tourism Facilities in Tung Chung



Tung Chung Fort



Ngong Ping 360-Cable Car



Hau Wong Temple



2.2 Relevant Government Planning Studies

- 2.2.1 A number of Government Planning Studies completed in the past are of relevance and importance to the development of Tung Chung New Town.

(1) Port and Airport Development Strategy (PADS)(1989)

Following the completion of the Port and Airport Development Strategy, the Government decided in 1989 to build a new airport at Chek Lap Kok to replace the Kai Tak Airport. The PADS also recommended the development of a **North Lantau New Town** as a supporting community of the new airport.

(2) North Lantau Development Study (NLDS) (1992)

The Government commissioned the feasibility study known as the North Lantau Development Study ("NLDS") and the Recommended Outline Development Plan for Tung Chung and Tai Ho was produced in 1992. According to the NLDS, the North Lantau New Town would be developed in five phases with an ultimate population up to 260,000 after 2011.

(3) Hong Kong Airport Core Programme (1990-Present)

Tung Chung New Town was developed in the early 1990's as part of Hong Kong Airport Core Programme. The new town was designed as a support community for the new airport, providing residential accommodation and community and commercial facilities at a site on Lantau adjacent to the airport. As a result, the first Tung Chung Town Centre Area OZP was prepared and it was then approved in 1995.

According to the programme schedule, Tung Chung New Town was developed in two main phases. The first phase corresponds to the Tung Chung Town Centre OZP Area. It started with the public housing development comprising 5 home ownership blocks at Yu Tung Court and three public rental housing blocks at Fu Tung Estate. There were also private housing developments most of which are in close proximity to Tung Chung MTR Station, like Tung Chung Crescent, Seaview Crescent, Coastal Skyline, Caribbean Coast. It is expected that the population would be around 54,000 in 2021 and expand to 71,000 upon full completion.

For the second phase, it aimed to extend the Tung Chung New Town area towards the west, including reclaiming a large part of Tung Chung Bay and incorporating the agricultural land on the river plain. (The site falls within this Tung Chung Phase two area). Yat Tung Estate public housing was first developed and it was completed in 2004. This estate is separated from the Tung Chung Town Centre (MTR Station) by a knoll with over 1 km in between. Further development of the second phase has since been put on hold. The Tung Chung Town Centre Area OZP has also not been extended to cover Yat Tung Estate.

(4) Tung Chung and Tai Ho Development Statement (1996)

The Territorial Development Strategy Review (TDSR) completed in 1996 identified the North Lantau New Town as a strategic area to

accommodate a total population of about 140,000 by 2006 and 320,000 by 2011 which was higher than the one set out in the NLDS. Hence, there was a need to review the capacity of the development plans for NLDS and identify solution spaces to meet the housing demand and land supply generated by the territorial population growth. The Administration approved the Development Statement for Tung Chung and Tai Ho with a population target of 320,000 by year 2011.

(5) *Remaining Development in Tung Chung and Tai Ho – Comprehensive Feasibility Study (1999)*

Following the approval of the Development Statement, the Territory Development Department (“TDD”) commissioned consultants in 1997 to carry out the “Remaining Development in Tung Chung and Tai Ho – Comprehensive Feasibility Study” and Recommended Outline Development Plan (“RODP”) for Tung Chung and Tai Ho was formulated. Due to changes in planning circumstances, the RODP was withheld and mega territorial infrastructure projects including the proposed Hong Kong section of Hong Kong-Zhuhai-Macao Bridge and logistics park in North Lantau were proposed in North Lantau.

(6) *South West New Territories Development Strategy Review - Recommended Development Strategy (2001)*

The Development Strategy highlighted the development of “the Ninth New Town” in North Lantau. The New Town will cover the coastal area between Tung Chung and Siu Ho Wan in order to capitalize on the available transport and infrastructure capacity.

The planned New Town aimed to accommodate about 333,000 populations by 2016 at a maximum plot ratio of 6.5. High-density private and public housings would be the dominant housing types. “Stepped” building height descending down to the water front would be applied. Additional reclamation would be carried out along North Lantau Highway and also part of Tung Chung Bay. The North Lantau New Town has apparently incorporated the second phase of Town Chung development as mentioned above.

(7) *2004 Concept Plan for Lantau (2004)*

In 2004, the Lantau Development Task Force formulated a Concept Plan for Lantau in order to provide an overall planning framework for a balanced and co-ordinated development of Lantau. It especially highlighted enhancing the local economy through green tourism and recreational uses.

It was suggested a theme park or major recreational uses could be developed in Tung Chung East. The latter may include entertainment centre, marina, watersports centre, international performance venue,

convention centre and hotel, etc. The Feasibility Study for Remaining Development in Tung Chung to be commissioned by CEDD will assess in broad terms the nature and technical feasibility of the possible theme park / major recreational uses and their compatibility with developments in the vicinity.

In addition, there was a proposed scheme to provide a Lantau Museum and Eco Tour Centre in Tung Chung Centre. A country trail linking Mui Wo, Tai Ho, Tung Chung, Tai O and Fan Lau was also proposed.

(8) Hong Kong 2030 Study (2007)

The HK2030 Study is another Government document which is of relevance to the future planning of Tung Chung and Lantau. In the third stage of the Study, it highlighted the broad strategic direction for Lantau, which was to confine development to the new town of Tung Chung, and retained the rest of the island for conservation as well as essential infrastructure and environmental-friendly recreational and tourism purposes at suitable locations. Lantau would continue to be a “tourist, recreational and leisure centre”.

The Final Report of this Study recognized that the remaining areas of Tung Chung New Town have not been formed or serviced and whereas economy of scale and infrastructure efficiency may seem to oblige further development of this new town, there is the need to study carefully the implications of developing (or not developing) it to its full scale, especially with regard to the environmental aspects and other planning considerations.

(9) Feasibility Study for the Remaining Development in Tung Chung

As part of Government’s initiatives to review the existing land uses and explore new land resources, the “*Feasibility Study for the Remaining Development in Tung Chung*” will be commissioned by the Civil Engineering and Development Department (“CEDD”) and Planning Department in January 2012. The remaining development area is the proposed future extension area of the Tung Chung New Town. The New Town Extension would involve 120ha of land reclamation to the east and west of Tung Chung and residential uses will be the major component of the proposed development with ancillary commercial uses, community facilities and open spaces according to the initial planning. The target population is 220,000 and a site in Tung Chung East may in the long term be used for a possible theme park/major recreational uses. It is believed that the early implementation of the development in the remaining area of Tung Chung would better cope with the needs of the current population in regard to community, commercial and transport facilities and services as well as alleviating the long-term housing need

of the territory. The Study would involve a public engagement exercise to collect views from the public on the land use proposals and associated infrastructures.

2.3 Implication of Government's Policy on Housing Supply

2.3.1 In response to the public concern about the difficulty in buying affordable homes, the Financial Secretary's Budget Speech 2011-2012 stated that apart from rezoning industrial land for residential use and lowering the threshold for compulsory sale of land for redevelopment, two possible ways to increase land supply are reclamation on an appropriate scale outside Victoria Harbour and rock cavern development.

2.3.2 To ensure a healthy and stable property market, the 2011-2012 Policy

“tourist, recreational and leisure centre”. The “*Feasibility Study on the Remaining Development in Tung Chung*” to be commissioned by CEDD will review the existing land uses and determine the scale and intensity of development as well as the type of land uses for the Tung Chung New Town. In view of the recent territorial-wide demand for affordable housing, Tung Chung can play a role in contributing to the healthy and stable property market by generating adequate supply of land for housing development over a period of time.

3. AREA AND COMMUNITY PROFILE

3.1 Tung Chung Town Centre and Yat Tung Area

3.1.1 Currently, Tung Chung New Town consists of two main districts: Tung Chung (town centre) and Yat Tung Area (**Figures 3.1 and 3.2** refers). This section explores the population profile and local characteristics of these two places (**Table 3.1** refers).



Figure 3.1 Aerial photo of Tung Chung Town Centre and Yat Tung Area

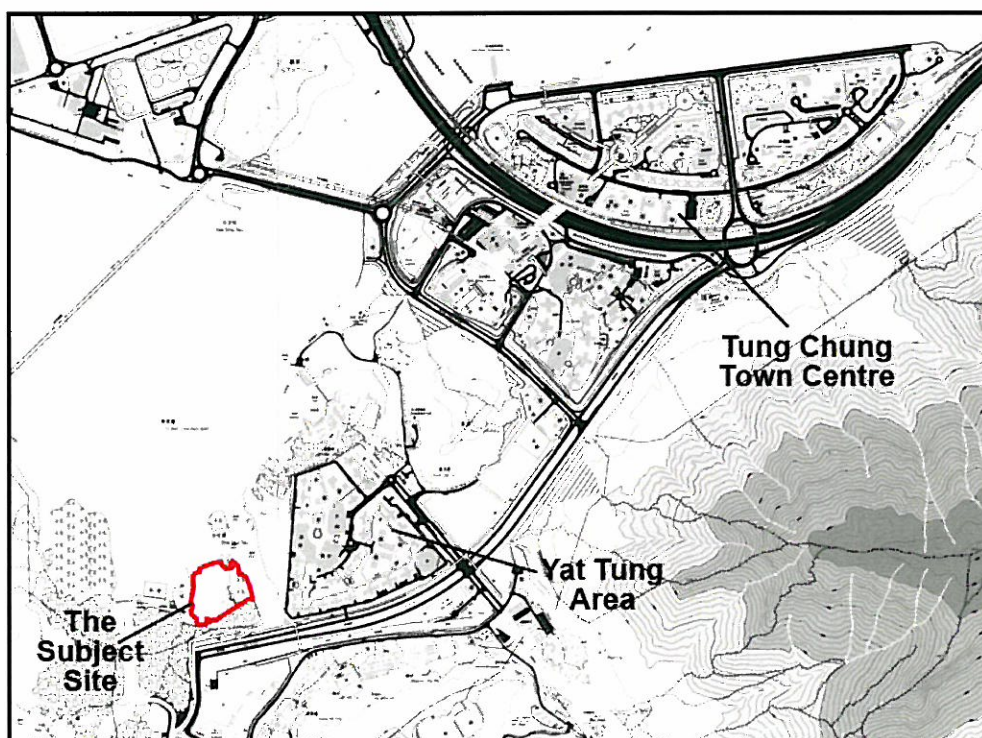










Figure 3.2 Location of Tung Chung Town Centre and Yat Tung Area

Table 3.1 Comparison of Tung Chung and Yat Tung Area

	Tung Chung	Yat Tung Area
Location and Accessibility	 <ul style="list-style-type: none"> ▪ Adjacent to Tung Chung MTR station ▪ Bus routes to most parts of Hong Kong ▪ Better location 	 <ul style="list-style-type: none"> ▪ Over 1km from MTR station ▪ Rely on shuttle bus from Tung Chung Town Centre ▪ Isolated location
Housing Characteristics	  <p>Mixed housing - private and public housing (HOS and rental)</p>	 <p>Public rental housing only</p>

	Tung Chung	Yat Tung Area
Commercial Facilities	 <ul style="list-style-type: none"> Two shopping centres – one in private housing estate with designer brand outlets and the other one in public housing estate One wet market One hotel 	  <ul style="list-style-type: none"> One shopping centre in public housing estate One wet market
Population	High proportion of working population (79.4%)	High proportion of young people (27.6%)
Income Level	High median monthly income: \$14,500	Low median monthly income: \$7,500

3.2 Location and accessibility

3.2.1 While Tung Chung New Town is of a distance from the city centre, Tung Chung town centre is a relatively more accessible area being served by MTR and a number of bus routes. Yat Tung Area however does not enjoy such convenient location. Residents have to take a shuttle service to Tung Chung town centre before they can travel to most destinations. Hence, if Tung Chung residents are already suffering from long traveling time and high traveling costs, Yat Tung residents are in an even worse situation.

3.3 Housing Characteristics

3.3.1 The housing characteristics of Yat Tung and Tung Chung were very different. According to the 2006 Population By-census, the entire population in Yat Tung (37,512) was living in public rental flats. In Tung Chung, around 18% (6,190) of the population were living in public rental flats, 21.5% (7,267) are living in Housing Authority subsidized sale flats

and 59% (20,062) were living in private residential flats.

3.4 Commercial Facilities

3.4.1 Due to its prime location – adjacent to MTR station, Tung Chung town centre offers a wider choice in terms of commercial facilities. Population in Yat Tung Area would suffer from its isolated location and have to put up with the limited choices or the traveling time and cost to the town centre

3.5 Population

3.5.1 Like other early new town developments, Tung Chung has a young population. According to 2006 By-census, the median age for Yat Tung and Tung Chung are 30 and 36 respectively, compared to 39 for the whole territory. The proportion of youth population (under 15) in Yat Tung area almost doubled the territorial average (27.6% vs 13.7%). Tung Chung Area, on the other hand, has a higher proportion of adults and young adults (age 15 – 64) (Table 3.2 refers). Appendix 1 has further details on the community profile.

Table 3.2 Comparative Population Distribution by Age Group in Tung Chung Area and Whole Territory (Source: 2006 Population By-census)

			The Whole Territory	Yat Tung	Tung Chung
Demographic Characteristics	Population		6 864 346	37512	33 781
	Proportion of population (%)	Aged under 15	13.7	27.6	13.6
		Aged 15 – 64	73.9	68.3	79.4
		Aged 65 and over	12.4	4.1	7.0
	Age Median		39	30	36

3.6 Low Average Household Monthly Income in Yat Tung and High Monthly Income in Tung Chung

3.6.1 The contrasting housing characteristics and age structure between Yat Tung and Tung Chung are also reflected in the household income level. In 2006, the average household monthly income in Yat Tung was around \$11,000, despite its larger household size of 3.7 whereas in Tung Chung,

3.7 Brief Area Evaluation

Imbalanced Development

- 3.7.1 The single public rental estate situation at Yat Tung in isolation from the rest of Tung Chung New Town, believably, had been taken as a transitional arrangement pending the full phase two development of the New Town. However, with indefinite postponement of any further development, the imbalanced development pattern will last for some years which is highly undesirable and are giving rise to serious social consequences.

Community Facilities Inadequate, Especially for the Youth

- 3.7.2 Even taking into account both the Tung Chung Town Centre and Yat Tung, i.e. without the rest of phase two, the population size would still be lower than 100,000 by year 2021, which is below the threshold for the provision of certain major community facilities according to the Hong Kong Planning Standards and Guidelines. In the past years, the lacking of facilities such as public swimming pools, hospital etc. has been criticized. The low income group and the youth are most affected under this circumstance.

Low Income but High Travelling Expense

- 3.7.3 Tung Chung was developed as a support community for the new airport and it has been reported that early in-coming residents did/are still working in the airport area. However, as more population moved in subsequently, many residents had to travel to other parts of Hong Kong for jobs at the price of high traveling expenses. For the low income population, particularly those in Yat Tung Estate, the traveling cost to work outside Tung Chung would take up a discouraging proportion of their income.

Limited Local Job Opportunities

- 3.7.4 There are limited job opportunities being offered in Tung Chung. Such situation would unlikely to be improved in the coming years as the entire North Lantau New Town development is yet to have any firm programme. Even if Tung Chung phase two were to proceed as previously planned, it offered little help in job opportunities as it composed mainly of high density housing bringing more job seekers. It means the local youth still had to deal with limited job openings in the foreseeable future. Again the low income group in Yat Tung is more seriously affected.

Presence of Ethnic Minority Groups

- 3.7.5 According to the 2006 By-census, about 2.1% of the population in the Yat Tung Area and 3% in Tung Chung New Town claimed they speak "other languages" (languages other than Cantonese, Putonghua, other Chinese dialects and English) (The corresponding figure for the whole territory is 1%). The over representation of ethnic minority population in Yat Tung is probably due to the presence of public housings which is a common refuge for under privileged minority groups. Among all population, the ethnic

minority groups, who are not familiar with the local language and culture, are most hard-hit by the current social and economic problems faced by the area.

Possible Social Tension

- 3.7.6 Tung Chung is facing constraints such as remote location, slow completion of community facilities and lack of economic opportunities, which other previous new towns have experienced in their early stage development. Often taken as sources of social and youth problems, these constraints may ease off as the new town grow more mature, accumulating social capital over the years. However as commonly pointed out in the case of Tin Shui Wai, the physical and social isolation felt by the low income and under-privileged group could lead to very serious aftermath. The incomplete and unbalanced development of Tung Chung New Town and Yat Tung in particular, with an indefinite time frame under the current planning review, is clearly building up social tension that may well be over and above what other New Towns have experienced. Recent report of youth gang fighting in Yat Tung Estate highlights the social isolation felt by the local youth. The suicide case happened in May 2010 reveals that family and financial problems are very common in families living in Yat Tung Estate. During informal discussion with officials in relevant departments, concern has also been raised that a relatively high proportion of the population in Yat Tung are receiving financial assistance under the Comprehensive Social Security Assistance Scheme and the insufficient social services available in this part of the New Town. Urgent action is needed to reduce the risk of this truncated New Town programme creating an imbalanced social structure and giving rise to a source of social tragedies.

4. CONCEPTUAL MASTER PLAN FOR THE REMAINING AREA IN TUNG CHUNG

4.1 Conceptual Master Plan

- 4.1.1 This section briefly describes the Conceptual Master Plan devised by the Project Proponent for the remaining area in Tung Chung. More details will be presented in the separate document, namely Tung Chung West – Conceptual Master Plan.

4.2 Concept and Vision

- 4.2.1 Strategically located near Tung Chung Town Centre and the Hong Kong International Airport, the remaining area of Tung Chung offers a great opportunity to create a unique destination for live, work and play. The proposed development will add value to the existing New Town of Tung Chung, providing employment opportunities and creating a lifestyle destination. The Conceptual Master Plan introduces employment, education, research, recreational and tourism opportunities which aims to transform Tung Chung from a “bedroom community” or “dormitory town” to a sustainable lifestyle destination for all.

4.3 Channel Option v.s. Island Option

- 4.3.1 The Project Proponent has devised two Conceptual Master Plan Options, namely the “Channel Option” and the “Island Option” for the remaining area of Tung Chung. In the “Channel Option”, reclamation is proposed in a sensitive manner to ensure that the existing water channel is preserved. The extent of reclamation would be reduced as compared to Government’s proposal. The existing water channel will be extended and waterfront promenade can be provided along both sides of the channel. In the “Island Option”, the extent of the reclamation is further reduced and entire existing coastline is retained by proposing the reclamation as an island. The Island will link up with the hinterland through various bridges. The “Island Option” is the more preferred option not only less reclamation is involved, it also presents a more innovative and unique urban design concept. The reclaimed Island namely “Tung Chung Island” will create a unique and distinctive development with extensive waterfront area all around the island in addition to the waterfront along the existing coastline. The existing fishing village will be revitalized to strengthen the cultural heritage and add character to the area. A mix of commercial, residential, Government, Community and Institution uses with different density allowing for stepped height development in a sustainable manner will be presented. An extensive cycling track network is proposed to encourage tourism development and low carbon footprint.
- 4.2.2 The key features of this Conceptual Master Plan can be found in the separate document, namely Tung Chung West – Conceptual Master Plan.

5. PROPOSED DEVELOPMENT SCHEME

5.1 The Proposed Development Scheme

- 5.1.1 The Project Proponent intends to develop its landholdings into residential use (**Appendix 2** refers). With a site area of 2.6ha and a proposed plot ratio of 4.0, the total domestic GFA would be 104,000sq.m. There will be about 1,800 units with average flat size of about 60sq.m. The carparking spaces will be provided at basement level. The development parameters for the proposed residential development are as follows:

Table 5.1: Key Development Parameters

Key Parameters	
Site Area	26,000sq.m
Domestic Plot Ratio	4.0
Domestic GFA	104,000sq.m
No. of Units	1,733
No. of Units between 45-60sq.m	312 (18%)
No. of Units between 35-45sq.m	1408 (81%)
No. of Units >100sq.m	13 (1%)

- 5.1.2 The Project Proponent is endeavouring to supply small and medium size flats to meet the acute demand for affordable housing. The design of the flats will be “no frills” to ensure affordable price of these flats for low-income group especially younger home purchasers. Various building design measures such as building separation, building setback, provision of green and amenity features will be adopted to foster a quality and sustainable built environment.
- 5.1.3 A public promenade with cycling track will be provided along the seafront linking up the points of interest along the waterfront such as the fishing village, proposed Visitor Centre, International Youth Centre, Hau Wong Temple and the riverside for the enjoyment of the public.
- 5.1.4 There will be provision of ample landscape area including both soft and hard landscape work to complement with the green setting of the surrounding. A big courtyard garden will be proposed for the enjoyment of the future residents. Moreover, a number of view/wind corridors will be created to avoid walled effect. A stepping height profile will be proposed with building height gradually reduced from Yat Tung Estate to add visual interest to the surrounding area.

6. IMPLEMENTATION ARRANGEMENT

6.1 Implementation Mechanism

6.1.1 Most of the developable land within the remaining area in Tung Chung is privately owned and hence private sector participation will be key to the early implementation of the Tung Chung West development. Partnership between private and public sectors would be possible especially in this case where the Project Proponent has some landholdings within the area that could bring forth a partnership scheme.

6.2 Project Proponent's Scheme as Part of the Pilot Phase

6.2.1 Phased development for the future development of the remaining development in Tung Chung would enable a progressive and balanced development. Since reclamation may take a few years to materialize and for the relevant works to complete, the land parcels to the west of Yat Tung Estate including the Project Proponent's landholdings could serve as the pilot phase. No matter whether reclamation will take place or not, the site can be independently developed. According to the Conceptual Master Plan, a Visitor Centre and an International Youth Centre situated on both private and Government Land will be proposed immediately to the west of Yat Tung Estate. Residential use will be proposed on Project Proponent's land holding while an International School will be developed to the immediate south. All the above-mentioned components can form part of the pilot phase (**Figure 6.1** refers).

6.2.2 The Pilot phase can contribute to early solution of the problems currently faced by Yat Tung Area and other parts of Tung Chung by providing immediate job opportunities to the residents of Tung Chung. The scheme devised by the Project Proponent on its landholdings together with the Visitor Centre, International Youth Centre and International School can be readily implemented. The Project Proponent is in support of the private-public partnership arrangement for implementation of the remaining area in Tung Chung development. The pilot phase development will take advantage of the existing infrastructure in Yat Tung Area to facilitate early implementation.



Figure 6.1 Pilot Phase of Project Proponent's Conceptual Master Plan for Tung Chung West

7. PLANNING MERITS

7.1 The Proposed Scheme Would Give New Direction for Tung Chung Remaining Area Development

7.1.1 The remaining development of Tung Chung has been put on hold for many years due to various “planning” or “non-planning” reasons and the existing residents of Yat Tung are forced to face, in their daily lives, the negative implications due to the unsatisfactory and imbalanced development situation owing to a partly implemented and then suspended town plan - inadequate facilities, including limited local job opportunities, inconvenient transport connections and high traveling cost. The profile with the low income, high dependency ratio (age below 15), large household size, low labour participation rate, lacking supporting network (newly moved-in’s to a remote, isolated housing estate), all points to extremely high risk level of serious social problems. The suspension of further development is most undesirable and indeed highly unfair to the existing residents.

7.1.2 The Government is ready to kick-start the “*Feasibility Study for the Remaining Development of Tung Chung*” with population target of 220,000 for the entire Tung Chung New Town. However, the Study will take several years to complete and a long period of time till the complete implementation of the development for the whole area due to the involvement of many complicated issues such as land resumption or acquisition. The Project Proponent is in great support to the private-public partnership arrangement in implementation of the development and believes that the proposed scheme will offer a new direction for Tung Chung remaining area development. The carefully thought-out development scheme put forward by the Project Proponent will add variety to the housing mix in the area to achieve a more balanced development pattern as currently Yat Tung is dominated by public housing. The pilot phase including the residential development, Visitor Centre, International Youth Centre and International School will take up a pro-active approach in resolving the current social problems faced by the Yat Tung Area.

7.2 The Scheme Proposed on Project Proponent’s Land Holding Can Be Readily Implemented

7.2.1 The scheme proposed by the Project Proponent on its land holding within the Study Area can be readily implemented. The Project Proponent believes that the proposed readily implemented scheme will act as a “fore-runner” and give new direction to the future Tung Chung New Town Extension.

7.2.2 The scheme proposed on Project Proponent’s land holding can serve as the pilot phase for the development of remaining area of Tung Chung.

The pilot phase can also include the Visitor Centre and International Youth Centre as well as the International School where job opportunities including low-skilled and labour intensive as well as in the service sector jobs could be provided. Development for the site and adjoining sites should be implemented without delay to alleviate the social problems associated with the imbalanced development owing to the partly implemented town plan. Residents are forced to bear with the high traveling cost to travel to other parts of the territory for work. With the introduction of job opportunities, the need for long distance travel can be minimized. It is believed that the pilot phase development will give impetus to the stagnant situation currently faced by the Yat Tung Area.

7.3 The Proposed Scheme Would Meet the Acute Demand for Affordable Housing

7.3.1 In response to the public concern about difficulty in buying affordable homes, the Chief Executive's Policy Address 2011-2012 stated that the Government has come up with a number of measures including the policy on flat size restrictions to increase flat supply, especially small and medium size flats. The proposed scheme with the provision of small and medium size flats can contribute to a healthy and stable property market by generating stable and adequate supply of housing land for building affordable housing over a period of time.

7.3.2 The proposed scheme also discards the high density housing bias and points to a more balanced and mixed use development pattern. A portion of the residential units will be small and medium size units with "no-frills" design to meet the acute demand for affordable housing in Hong Kong which is fully in-line with the latest Policy Address for provision of affordable housings to groups in need.

7.4 The Proposed Scheme Would Contribute to A Quality and Sustainable Living Environment

7.4.1 The proposed scheme will adopt a number of sustainable building design measures suggested by the Council for Sustainable Development to address the rising public concerns over the quality and sustainability of the built environment. Building separation to ensure gaps between buildings, building setback to increase permeability of the development, provision of greenery to complement with the existing landscaping on site will be incorporated in the building design. Energy efficiency initiatives will be adopted in the development to reduce energy consumption and carbon footprint. It is believed that the proposed scheme will not lead to adverse impact relating to air ventilation and energy consumption and is compatible with the existing neighbourhood.

7.4.2 The scheme will include ample provision of open space and landscaped area as well as an extensive waterfront area for public enjoyment. The proposed scheme would contribute to a quality and sustainable living environment that the public is demanding for.

7.5 The Pilot Phase Would Facilitate Lantau's Tourism Development and Help to Boost the Local Economy

7.5.1 The pilot phase would include the development of a Visitor Centre and an International Youth Centre along the waterfront with landscaped features. Tung Chung is surrounded by various points of interest, such as of Tung Chung Fort, Hau Wong Temple, Tung Chung Battery, Ma Wan Chung fishing village and the scenic Tung Chung Bay, Lo Hon Monastery etc. Walking trails are linking to major attractions on Lantau including Tai O, Ngong Ping, Sunset Peak and Mui Wo. Bus and ferry routes start from Tung Chung to most destinations on the island. Ngong Ping 360 has become a "must-do" for tourists. The site is strategically located to bring visitors to the centre of all these, with views of the Bay and the mountain ranges.

7.5.2 The Visitor Centre will not only provide information on hiking trails and tourist attractions for the hikers /tourists and allow them to take a rest or deposit personal belongings, it will serve as a centre-point to link up all points of interest in the area. Bicycle rental will be offered to visitors for them to tour Tung Chung in a more interesting way. Opportunities will also be given to young people in Yat Tung area to train as a tour guide to provide assistance, information and cultural, ecological, historical and heritage interpretation to visitors at venues of interest. It is believed that these initiatives will help young people building up their self-confidence and foster their sense of belonging to their community. The proposal would open opportunities for visitors to stay in Tung Chung and appreciate the cultural heritage and the natural scenery of Lantau. The proposal is a strong support to not only the tourism business but also the local economy. It also hopes to facilitate a spin off effect where other tourism or retail facilities could be drawn in to build a strong local economy. These are in-line with the emerging trends for Lantau in general.

7.6 The Pilot Phase Will Introduce a More Diverse Population Mix to Tung Chung

7.6.1 People in Hong Kong often seek quality education for their children and hence International School has always been on great demand. Besides catering for students who are foreigners, many local students now attend International School to learn the foreign languages and to obtain qualifications for higher education in a foreign country. The International School in the pilot phase of the development will result in the proximity to the internationally diverse population mix to Tung Chung with a large proportion of

expatriate population who work for multinational conglomerates and require frequent work trips. Tung Chung will be a great place for the expat population to live since it is in proximity to the International Airport and their children will be able to educate in an international school setting. The International School will not only be a place for frequent exchange of cultures between local and multicultural population, it will also ensure that Tung Chung will become a vibrant community with a diverse population mix.

7.7 The Pilot Phase Would Promote An Inclusive Society

7.7.1 The Policy Address 2010-2011 also calls for closer monitoring of the service needs of newly arrived immigrants and the difficulties faced by ethnic minorities in daily life to ensure that the support services can meet their needs and facilitate early integration of new arrivals and ethnic minorities into the local community. The International Youth Centre to be set up will offer the ethnic minorities an opportunity to exchange their cultures with the local Hong Kong people. The activities i.e. interest classes, dance and musical performances to be arranged will promote appreciation and acceptance of different races and cultures. The International Youth Centre will not only be a place to enhance communication between different races and foster mutual support, it will also tackle the needs of the ethnic minority group to enable their early integration into the local community. The goal would be to promote a more racially harmonious and inclusive society.

8. CONCLUSION

- 8.1 No doubt the fast changing planning context of Hong Kong requires vigorous on-going review of all development plans, taking into account emerging factors and aspirations. Tung Chung phase two development which was first planned in the early 1990's naturally would need to be reviewed. However, it is highly unfair to make the low-income public housing residents who have already moved into this remote, isolated and half-developed area to wait any longer. A new direction for development and an immediate implementation is acutely needed. It is understood that the "*Planning and Engineering Study on the Remaining Development in Tung Chung*" will commence in January 2012. The Project Proponent's proposal will give new direction for the development of remaining area of Tung Chung. The scheme put forward on the Project Proponent's land holding for residential development and together with the adjoining development can be the pilot phase for the development and give impetus to the development of Tung Chung New Town Extension. The pilot phase has taken into account the emerging trends of development on Lantau as well as the emphases on the environment and the local economy. More importantly, it aims to help resolving the evolving community concerns having been accumulated over years of imbalanced development and providing a balanced population mix in Yat Tung area. Last but not least, the proposed scheme can provide about 1,800 flat units and part of them will be small to medium sized residential units to meet Government's policy to make 20,000 private residential flats available annually. The Government is sincerely invited to study the proposal and offer positive response.

Appendix 1

Community Profile

Tung Chung Profile

Demographic characteristics

In 2006, the population in North Lantau New Town was more than 71,000 of which Yat Tung had a higher proportion, around 37,512 and Tung Chung New Town was around 33,781.

It is noted that the North Lantau New Town has a relatively low proportion of old age (above 65) population, only 4.1% in Yat Tung and 7% in Tung Chung New Town. It will remain as the New Town with the lowest proportion of old age population by 2016, though the proportion will rise from 5.9% in 2006 to 8.3% in 2016.

North Lantau New Town's proportion of working age population was almost same as the whole territory level Tung Chung New Town enjoys a relatively high working age population proportion, around 79.4% and Yat Tung has only 68.3% working age population, which was below the whole Territory level (73.9%). With reference to the "Projections of Population Distribution" undertaken by Planning Department, such working age population proportion will increase significantly from 73.9% in 2006 to 77.8% in 2016.

As for the youth population, around 20% of the North Lantau New Town's population was less than 15 years old in 2006. In Yat Tung and Tung Chung New Town, around 27.6% and 13.6% of population was under 15 years old respectively. The youth population proportion in Yat Tung area is particularly high. It is projected that the youth population proportion will decline from 20.6% in 2006 to 13.9% in 2016, but such proportion is still higher than the territory' average one and it will be the second highest among all New Towns.

人口特徵

二零零六年，北大山嶼山新市鎮的人口為超過 71,000，而區內的逸東之人口最高，大約有 37,512，東涌新市鎮的人口為 33,781。

北大山嶼山新市鎮之老年人口比例較偏低，逸東有 4.1%，而東涌東市鎮有 7%。而預計在 2016 年，仍然會維持較低的老年人口比例，但應會有輕微的增長，由 2006 年的 5.9%增至 2016 年的 8.3%。

北大嶼山的工作人口比例與全港的比例大致相約，但東涌新市鎮有 79.4%是工作人口、逸東有 68.3%，低於全港水平(73.9%)。而根據規劃署“人口分佈推算”，北大嶼山的工作人口比例會由 2006 年的 73.5%增至 2016 年的 77.8%。

至於年輕人口的比例，北大嶼山新市鎮有 20%是 15 歲以下，而逸東及東涌新市鎮的分別是 27.6% 及 13.6%，逸東的年輕人口特別高。預計 2016 年北大嶼山年輕人口的升幅會稍為回落，由 2006 年的 20.6% 降至 13.9%，但在眾多新市鎮中，第二最多的年輕人口。

Comparative population distribution by age group in Tung Chung Area and Whole territory, 2006

二零零六年按年齡組別內的之人口分佈（東涌新市鎮、逸東及全港）

		The Whole Territory 全港	Yat Tung 逸東	Tung Chung New Town 東涌新市鎮
Demographic Characteristics 人口特徵	Population 人口	6 864 346	37 512	33 781
	Proportion of population 人口比例(%)	Aged under 15 15 歲以下	13.7	27.6
		Aged 15 – 64 15 – 64 歲	73.9	68.3
		Aged 65 and over 65 歲或以上	12.4	4.1
	Median age 年齡中位數	39	30	36

(Source: 2006 Population By Census)

Comparative population distribution by age group in North Lantau New Town, Tuen Mun New Town and Whole territory, 2007

二零零七年按人口年齡分佈比較：北大嶼山新市鎮，屯門新市鎮，全港

Area 地區	Year 年份	Age Group 年齡組別			
		0-14 (%)	15-64 (%)	≥65 (%)	合共(%)
North Lantau New Town 北大嶼山新市鎮	2006	20.6	73.5	5.9	100
	2016	13.9	77.8	8.3	100
Tuen Mun New Town 屯門新市鎮	2006	14.0	77.0	9.0	100
	2016	11.0	75.1	13.9	100
The Whole Territory 全港	2006	13.7	73.9	12.4	100
	2016	11.9	73.0	15.2	100

(Source: Projects of Population Distribution.)

Labour force

In 2006, around 34,883 people form the main labour force in North Lantau, around 55.3% in Yat Tung and 68.1% in Tung Chung New Town. This corresponded to the above statistics as more working age population could be found in Tung Chung New Town. There was also a notable difference in terms of labour force participation rate in these two areas. In Yat Tung, around 66% of male and 44.9% of female joined the labour force, while in Tung Chung New Town, around 77.3% of male and 60.4% of female

participates in the labour market. There was a higher female participation rate in Tung Chung New Town, again it was higher than the Territory's figure (52.4%).

勞動人口

2006 年，北大嶼山新市鎮有 34,883 的勞動人口，而逸東有 55.3% 的勞動人口，東涌新市鎮有 68.1%。有關數字與上段提及東涌新市鎮的有較多的工作人口相符。另外，這兩區的勞動人口參與率亦有明顯分別。逸東有六成（66%）的男性及四成（44.9%）的女性為勞動人口參與率，東涌新市鎮的是 77.3% 為男性，女性為 60.4%。而東涌新市鎮有較高比例的女性勞動人口參與率，比全港的更高（52.4%）。

Comparative labour force statistics in Tung Chung Area and Whole territory, 2006

二零零六年勞動人口數字比較（東涌新市鎮、逸東及全港）

		The Whole Territory	Yat Tung	Tung Chung New Town
Labour force		3 572 384	15 021	19 862
Labour force participation rate (%)	Male	69.2	66.3	77.3
	Female	52.4	44.9	60.4
	Both sexes	60.3	55.3	68.1
Median monthly income from main employment of working population (HK\$)		10,000	7,500	14,500

(Source: 2006 Population By Census)

Household and Housing characteristics

There was also a difference between Yat Tung and Tung Chung New Town in terms of domestic household size. In Yat Tung, the average domestic household size is 3.7, which was more than the whole Territory (3.0) and Tung Chung New Town (2.7).

According to the 2006 Population by Census, the whole population in Yat Tung (37,512) lived in public rental flats as there is no other accommodation type. In Tung Chung New Town, there was more variation among the housing accommodation. Around 18% (6,190) of the population lived in public rental flats, 21.5% (7,267) lived in Housing Authority subsidized sale flats and 59% (20,062) lived in private residential flats. As there was a large percentage of population living in private residential flats in Tung Chung New Town, the median monthly domestic household rent was around \$5000, again higher than Yat Tung of which the monthly household rent was \$1,940. The income ratio being spent on rent was similar among Tung Chung New Town and Yat Tung which was 17.7% and 16.2% respectively. In Tung Chung New Town, the income ratio spent on mortgage payment was around 28.8%, slightly greater than the whole Territory one (26.6%), and the median monthly mortgage and loan payment was \$9,500, which was more than the whole Territory's median mortgage payment around \$1,700.

住戶與住屋特徵

至於住戶人數，逸東與東涌新市鎮的亦有差異，逸東的平均住戶人數大約是 3.7，東鎮新市鎮的是 2.7。

有關住戶單位類型，根據 2006 年中期人口統計，全部的逸東住戶皆居住於公營租住單位，而東涌新市鎮的屋宇單位類型較多樣，有 1 成半以上(6,190)人口在公營租住單位居住，2 成(7,267)在資助出售單位居住，接近 6 成(20,062)的人口在私人住宅居住。由於東涌新市鎮內有一定人口居住於私人樓宇內，而有關的每月住戶租金中位數是\$5,000，而比逸東的為高，逸東每月的中位數大約\$1,940。至於住戶的每月租金開支比率，東涌及逸東則相若，分別是 17.7% 及 16.2%。而東涌新市鎮的住戶按揭開支比例為 28.8%，稍高全港水平(26.6%)；而每月的按揭中位數是\$9,500，亦比全港多出\$1,700。

Income Level

In terms of median monthly income, the difference between these 2 areas is highlighted again. Yat Tung's median monthly income was around \$7,500 which was lower than both Tung Chung New Town (\$14,500) and the Territory (\$10,000).

Though Yat Tung had a higher domestic household size, the domestic monthly income was around \$11,000. The domestic monthly income in Tung Chung New Town was around \$24,500, around 42% higher than the whole Territory one (\$17,250).

收入水平

在薪金水平方面，逸東及東涌新市鎮的差異再次突顯。逸東的每月收入中位數大約是\$7,500，低於東涌新市鎮的(\$14,500)，及全港水平(\$10,000)。

即使逸東的平均住戶人數較高，住戶的每月平均收入大約是\$11,000，比東涌新市鎮\$24,500)及全港(\$17,250)的低。

Community Facilities

North Lantau New Town did provide a number of educational facilities for the sizable population. There were 7 secondary schools and 7 primary schools. For the early child educational facilities, there were 9 kindergartens and 4 child care centres.

There were various types of social welfare facilities for the local residents, operated by NGOs, varying from elderly community centre, children and youth services centre to special child care centre. Details were listed below.

On the other hand, North Lantau's community facilities were rather inadequate. The outdoor leisure facilities, such as football ground, sports ground, park, were scattered within the realm of public rental flats. There was no indoor sport ground and swimming pool. At present, there was one public library locating in Yat Tung and one community garden in Tung Chung New Town.

社區設施

現時北大嶼山新市鎮有提供一定數目的學校予當區居民，區內有七間中學及七間小學，而幼兒教育方面，則有九間幼稚園及四間兒童託兒中心。

另外，區內亦有由不同慈善團體提供的社福服務，服務種類尚算多元，由長者社區中心、兒童及青少年中心

以至特殊兒童照顧中心等，詳情可見下表。

但是區內的社區設施則明顯不足。戶外的休憩設施如：足球場、運動場、公園等，現時只分散於公屋範圍，而室內運動場及游泳池則欠奉。而區內有一個圖書館設於逸東，一個社區園圃設於東涌新市鎮。

Type of Service 服務種類	Family 家庭	Youth and Child 青年及兒童	Special/Handicapped 殘疾	Elderly 長者
Integrated Family Service 綜合家庭服務	2			
Child Care Centre Service 幼兒中心服務		3		
Integrated Children and Youth Services Centre 綜合青少年服務中心		1		
School Social Work Service 學校社會工作服務		7		
Overnight outreaching service for youth night drifters 深宵青少年服務		1		
School Care Programme 學校關注計劃		3		
District elderly community centre 長者地區中心				1
Social centre for the elderly 長者活動中心				1
Support team for the elderly 長者支援服務隊				1
Day care centre for the elderly 長者日間護理中心				1
Integrated home care service 綜合家居照顧服務				1
Care and attention home for the elderly				1

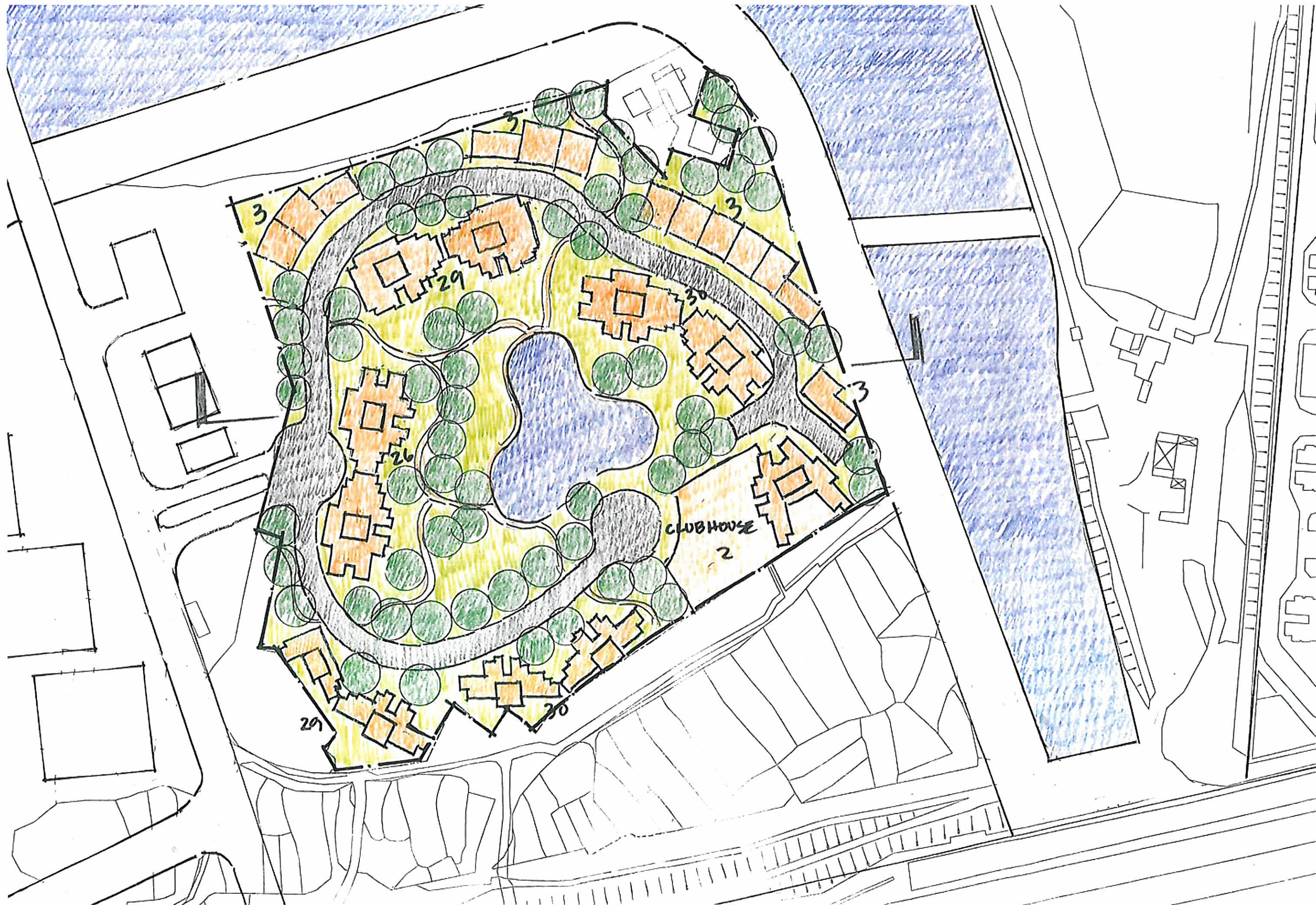
Type of Service 服務種類	Family 家庭	Youth and Child 青年及兒童	Special/Handicapped 殘疾	Elderly 長者
護理安老院				
Early education and training centre 早期教育及訓練中心		1		
Special Child Care Centre 特殊幼兒中心			1	
Day activity centre 展能中心		1		
Hostel for severely mentally handicapped persons 嚴重弱智人士宿舍			1	
Parents resource centre for disabled persons 殘疾人士家長資源中心			1	
Community support projects for people with disabilities 殘疾人士社區支援計劃			1	
TOTAL	2	17	4	6

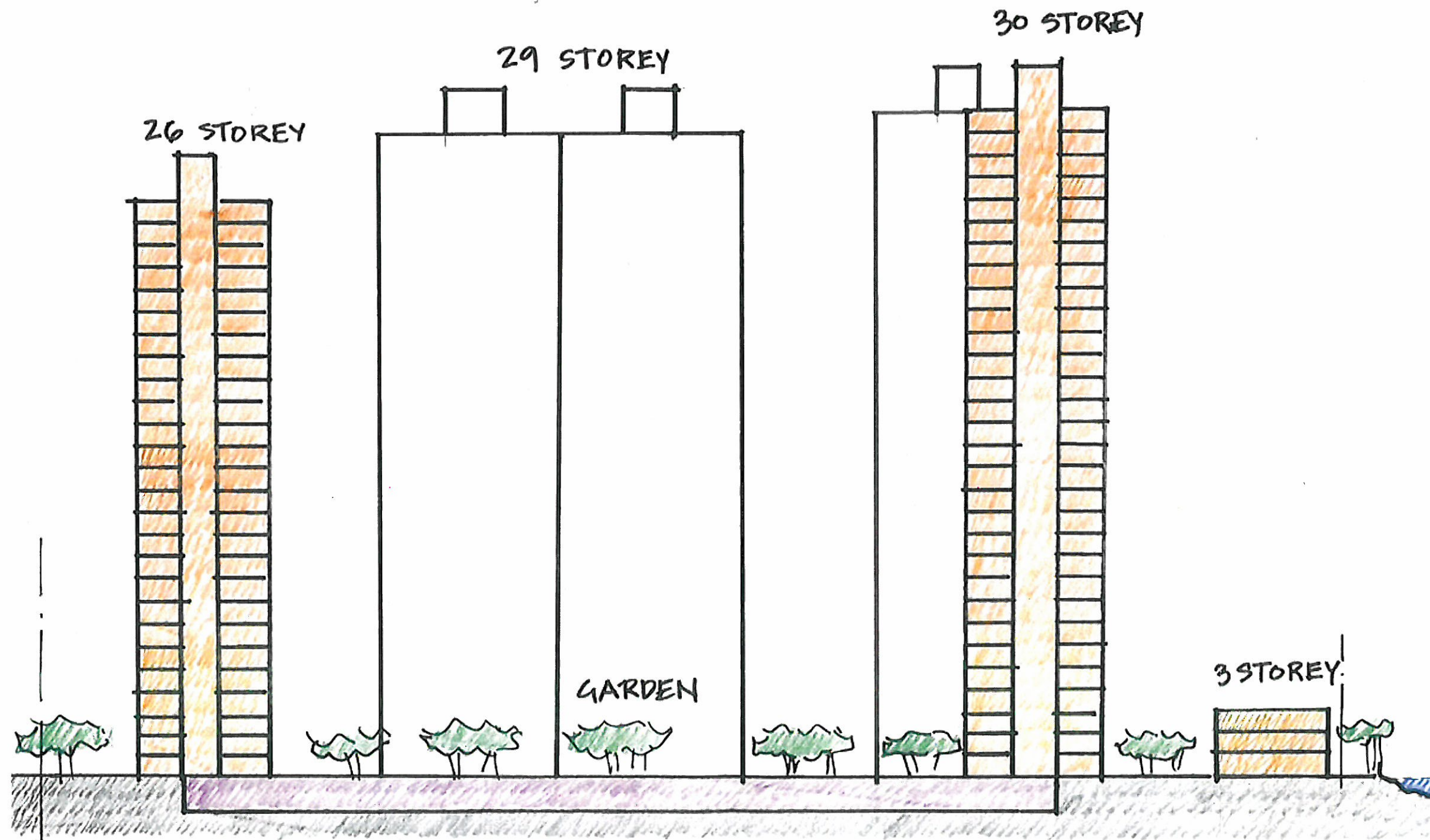
Reference used:

- Census and Statistics Department (2007) 2006 Population By-Census
- Planning Department (2007) Projections of population distribution

Appendix 2

Architectural Drawings







Tung Chung New Town Extension - Conceptual Master Plan

Planning Proposal

August 2012

KTA

Kenneth To & Associates Ltd.

土庫發展顧問有限公司



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Tung Chung New Town Extension Conceptual Master Plan

Planning Proposal

1. INTRODUCTION

1.1 Purpose

1.1.1 The “*Tung Chung New Town Development Extension Study*” has been commissioned by Planning Department and Civil Engineering and Development Department in January 2012. The Study boundary encompasses both Tung Chung West and Tai Ho area. The Study aims to explore the development potential and opportunities for Tung Chung and its adjacent area (in the form of fallow land, foreshore and sea-bed), determine the scope of Tung Chung extension and improve the community and regional facilities. The overall objective of the Study is to recommend 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. It also hopes to further increase land supply to meet housing and other development needs, enhance community facilities and provide more job opportunities. Stage 1 Public Engagement Exercise has been launched on 12 June 2012 until 12 August 2012.

1.1.2 We are instructed by the Project Proponent, Forestside Limited (the “Project Proponent”) to prepare this planning proposal to introduce a Conceptual Master Plan for the Tung Chung New Town Extension Area, excluding Tai Ho (“the Study Area”) and a development scheme for his land holding (“the Site”) at various lots in DD1 and DD3, Sha Tsui Tau, Tung Chung (**Figure 1.1** refers).

1.1.3 The objective of this planning proposal is to present the Project Proponent’s vision of the Study Area under the “no reclamation” scenario, after taking into account the various public views presented in the first stage public engagement exercise and provide suggestions on how his land holding, together with the adjoining land uses, can facilitate the early implementation of Tung Chung New Town Extension Development.

1.2 Report Structure

1.2.1 The site and planning development context will be briefly presented in **Section 2** and **3** of this report respectively. **Section 4** briefly introduces the conceptual master plan of the remaining area in Tung Chung and the development scheme proposed on Project Proponent’s land holding as well

as implementation arrangement will be set out in **Section 5**. **Section 6** contains the planning merits of the planning proposal. **Section 7** concludes this planning proposal.

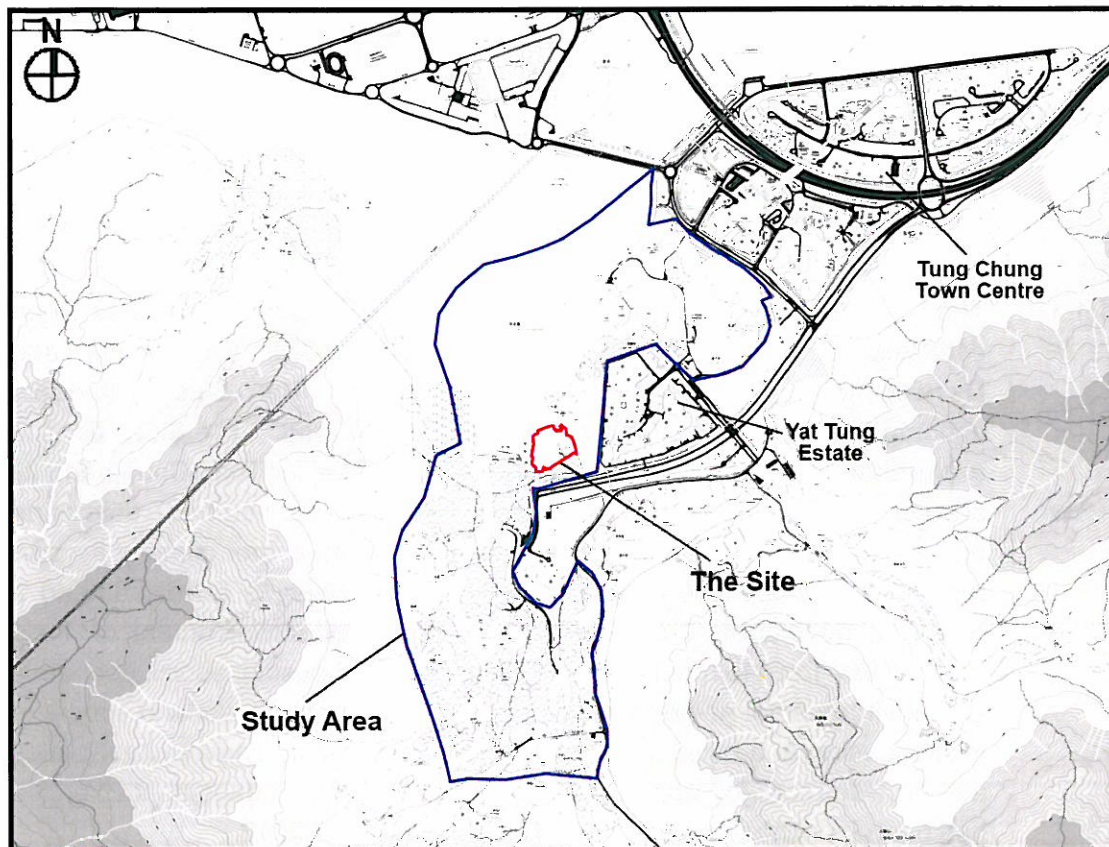


Figure 1.1 The Location of the Study Boundary and Project Proponent's Land Holding

2. SITE AND PLANNING CONTEXT

2.1 Site Context

The Tung Chung New Town Extension Area

2.1.1 The Study Area is located in the northern shore of Lantau Island and is separated from the Chek Lap Kok International Airport to the north by Tung Chung Bay. It is bounded by Lantau North (Extension) Country Park and Countryside Conservation Area to its east, south and west, and Hong Kong International Airport to its north. Tung Chung Town Centre and Yat Tung Estate are located to its northeast. The area is generally flat surrounded by steep gradient and is well vegetated with patches of fallow land and woodland. There are a number of existing rural settlements in the area. Tung Chung River flows across the area and there is a mudflat and mangrove at the estuary of the River near Yat Tung Estate. The current vehicular access to the Study Area is via Yu Tung Road, Chung Mun Road and Tung Chung Road. The Study Area has a site area of about 175ha.

2.1.2 Tung Chung West will also be a convergence of a number of new major infrastructures such as Hong Kong-Zhuhai-Macau Bridge (“HKZM”), new boundary crossing facilities for HKZM Bridge, and Tuen Mun Chek Lap Kok Link.

Project Proponent's Land Holding

2.1.3 The Project Proponent's land holding is located at Sha Tsui Tau, Tung Chung. The Site comprises lot nos. 2291RP and 3001 in DD1, lot nos. 2362RP and 2376 in DD3, Tung Chung and adjoining Government Land (**Figures 2.1 and 2.2** refers). It lies immediately west of Yat Tung Estate, fronting onto Tung Chung Bay. To the east of the Site across a drainage channel, there stand the 40 storey blocks of Yat Tung Estate. To the west, it is a rural setting where Hau Wong temple and Tung Chung Outdoor Recreation Camp are situated. To the south, declared monument - Tung Chung Fort can be found among village settlements. The area of Site is about 2.6 hectare.

2.1.4 The Site is not in active use and a substantial portion has been paved with asphalt without the knowledge of the proponent. Other parts of the site remain vegetated, including a small wetland area on the eastern part of the site being the residual part of the estuary wetland now mainly taken up by the drainage channel. The Project Proponent also owns some lots on the eastern shore of the channel segregated from the main site (resulted from land resumption for the channel). This area is being used as leisure fishing ground.

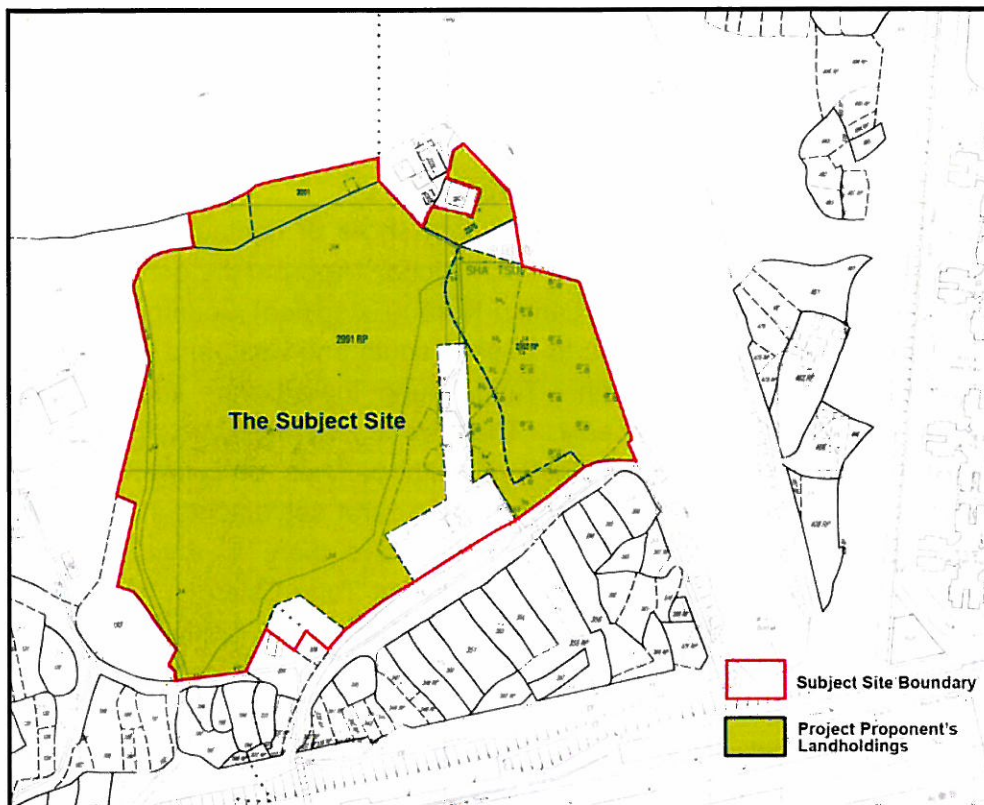


Figure 2.1 Project Proponent's Land Holding



Figure 2.2 Aerial View of the Site

2.2 Relevant Government Planning Studies

2.2.1 A number of Government Planning Studies completed in the past are of relevance and importance to the development of Tung Chung New Town.

(1) Port and Airport Development Strategy (PADS)(1989)

Following the completion of the Port and Airport Development Strategy, the Government decided in 1989 to build a new airport at Chek Lap Kok to replace the Kai Tak Airport. The PADS also recommended the development of a **North Lantau New Town** as a supporting community of the new airport.

(2) North Lantau Development Study (NLDS) (1992)

The Government commissioned the feasibility study known as the North Lantau Development Study ("NLDS") and the Recommended Outline Development Plan for Tung Chung and Tai Ho was produced in 1992. According to the NLDS, the North Lantau New Town would be developed in five phases with an ultimate population up to 260,000 after 2011.

(3) Hong Kong Airport Core Programme (1990-Present)

Tung Chung New Town was developed in the early 1990's as part of Hong Kong Airport Core Programme. The new town was designed as a support community for the new airport, providing residential accommodation and community and commercial facilities at a site on Lantau adjacent to the airport. As a result, the first Tung Chung Town Centre Area OZP was prepared and it was then approved in 1995.

According to the programme schedule, Tung Chung New Town was developed in two main phases. The first phase corresponds to the Tung Chung Town Centre OZP Area. It started with the public housing development comprising 5 home ownership blocks at Yu Tung Court and three public rental housing blocks at Fu Tung Estate. There were also private housing developments most which are in close proximity to Tung Chung MTR Station, like Tung Chung Crescent, Seaview Crescent, Coastal Skyline, Caribbean Coast. It is expected that the population would be around 54,000 in 2021 and expand to 71,000 upon full completion.

For the second phase, it aimed to extend the Tung Chung New Town area towards the west, including reclaiming a large part of Tung Chung Bay and incorporating the agricultural land on the river plain. (The site falls within this Tung Chung Phase two area). Yat Tung Estate public housing was first developed and it was completed in 2004. This estate is separated from the Tung Chung Town Centre (MTR Station) by a knoll with over 1 km in between. Further development of the second phase

has since been put on hold. The Tung Chung Town Centre Area OZP has also not been extended to cover Yat Tung Estate.

(4) *Tung Chung and Tai Ho Development Statement (1996)*

The Territorial Development Strategy Review (TDSR) completed in 1996 identified the North Lantau New Town as a strategic area to accommodate a total population of about 140,000 by 2006 and 320,000 by 2011 which was higher than the one set out in the NLDS. Hence, there was a need to review the capacity of the development plans for NLDS and identify solution spaces to meet the housing demand and land supply generated by the territorial population growth. The Administration approved the Development Statement for Tung Chung and Tai Ho with a population target of 320,000 by year 2011.

(5) *Remaining Development in Tung Chung and Tai Ho – Comprehensive Feasibility Study (1999)*

Following the approval of the Development Statement, the Territory Development Department (“TDD”) commissioned consultants in 1997 to carry out the “Remaining Development in Tung Chung and Tai Ho – Comprehensive Feasibility Study” and Recommended Outline Development Plan (“RODP”) for Tung Chung and Tai Ho was formulated. Due to changes in planning circumstances, the RODP was withheld and mega territorial infrastructure projects including the proposed Hong Kong section of Hong Kong-Zhuhai-Macao Bridge and logistics park in North Lantau were proposed in North Lantau.

(6) *South West New Territories Development Strategy Review - Recommended Development Strategy (2001)*

The Development Strategy highlighted the development of “the Ninth New Town” in North Lantau. The New Town will cover the coastal area between Tung Chung and Siu Ho Wan in order to capitalize on the available transport and infrastructure capacity.

The planned New Town aimed to accommodate about 333,000 populations by 2016 at a maximum plot ratio of 6.5. High-density private and public housings would be the dominant housing types. “Stepped” building height descending down to the water front would be applied. Additional reclamation would be carried out along North Lantau Highway and also part of Tung Chung Bay. The North Lantau New Town has apparently incorporated the second phase of Town Chung development as mentioned above.

(7) *2004 Concept Plan for Lantau (2004)*

In 2004, the Lantau Development Task Force formulated a Concept Plan for Lantau in order to provide an overall planning framework for a

balanced and co-ordinated development of Lantau. It especially highlighted enhancing the local economy through green tourism and recreational uses.

It was suggested a theme park or major recreational uses could be developed in Tung Chung East. The latter may include entertainment centre, marina, watersports centre, international performance venue, convention centre and hotel, etc. The Feasibility Study for Remaining Development in Tung Chung to be commissioned by CEDD will assess in broad terms the nature and technical feasibility of the possible theme park / major recreational uses and their compatibility with developments in the vicinity.

In addition, there was a proposed scheme to provide a Lantau Museum and Eco Tour Centre in Tung Chung Centre. A country trail linking Mui Wo, Tai Ho, Tung Chung, Tai O and Fan Lau was also proposed.

A revised Concept Plan was released in 2007 taking into account the public aspirations. A number of new development proposals and suggestions raised by the public in the conservation, recreational, tourism and rural township improvement aspects, which are compatible with the planning intention of the area, were incorporated.

(8) *Hong Kong 2030 Study (2007)*

The HK2030 Study is another Government document which is of relevance to the future planning of Tung Chung and Lantau. In the third stage of the Study, it highlighted the broad strategic direction for Lantau, which was to confine development to the new town of Tung Chung, and retained the rest of the island for conservation as well as essential infrastructure and environmental-friendly recreational and tourism purposes at suitable locations. Lantau would continue to be a “tourist, recreational and leisure centre”.

The Final Report of this Study recognized that the remaining areas of Tung Chung New Town have not been formed or serviced and whereas economy of scale and infrastructure efficiency may seem to oblige further development of this new town, there is the need to study carefully the implications of developing (or not developing) it to its full scale, especially with regard to the environmental aspects and other planning considerations.

(9) *Tung Chung New Town Development Extension Study*

As part of Government’s initiatives to review the existing land uses and explore new land resources, the “Tung Chung New Town Development Extension Study” has been commissioned by the Civil Engineering and

Development Department (“CEDD”) and Planning Department in January 2012. The remaining development area is the proposed future extension area of the Tung Chung New Town. The New Town Extension would involve 120ha of land reclamation to the east and west of Tung Chung and residential uses will be the major component of the proposed development with ancillary commercial uses, community facilities and open spaces according to the initial planning. The target population is 220,000 and a site in Tung Chung East may in the long term be used for a possible theme park/major recreational uses. It is believed that the early implementation of the development in the remaining area of Tung Chung would better cope with the needs of the current population in regard to community, commercial and transport facilities and services as well as alleviating the long-term housing need of the territory. The Study involves a public engagement exercise to collect views from the public on the land use proposals and associated infrastructures.

2.3 Implication of Government’s Policy on Housing Supply

- 2.3.1 In response to the public concern about the difficulty in buying affordable homes, the Financial Secretary’s Budget Speech 2011-2012 stated that apart from rezoning industrial land for residential use and lowering the threshold for compulsory sale of land for redevelopment, two possible ways to increase land supply are reclamation on an appropriate scale outside Victoria Harbour and rock cavern development.
- 2.3.2 To ensure a healthy and stable property market, in the next 10 years, land needs to be made available annually on average for some 20,000 private residential flats.
- 2.3.3 The Government also calls for the increase in supply of small and medium size flats and will discuss with the Urban Renewal Authority and MTRCL for provision of more small and medium size flats in their urban renewal projects and residential development along the West Rail respectively.

2.4 Rising Public Demand for a Quality and Sustainable Living Environment

- 2.4.1 In recent years, there has been a rising demand from the public for a quality and sustainable living environment. There have been increasing calls in the community for greater attention to urban greenery and quality of the public realm such as the demand for continuous waterfront promenade along the northern belt of Hong Kong Island. Concerns have been raised regarding the aggregate impact of bulky and tall buildings on the quality and sustainability of the built environment such as “walled effect” which has great impact on the natural air flow and visual quality.

- 2.4.2 In response to these public concerns, the Government has put forward various planning measures to promote sustainable planning and building design for better living environment. These include drawing up and promulgating standards and guidelines on sustainable building design, urban design, air ventilation, open space and greening to guide both public and private developments. Ample open space provision has become a major element in new developments such as Kai Tak and West Kowloon Cultural District.

2.5 Public Aspiration for “No Reclamation” in Tung Chung

- 2.5.1 Government has recently launched a study namely “*Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development*” to explore ways to increase land supply to meet land shortage for housing development. Reclamation at suitable location outside Victoria Harbour on an appropriate scale can be a possible option to increase land supply and create a land reserve. Tung Chung Bay is not one of the possible reclamation sites identified by the Study. At the public forum for stage 1 Public Engagement Exercise, majority of the public views heard were against reclamation in Tung Chung Bay in order to avoid adverse impact on the natural coastline. They also called for a more sustainable way in developing Tung Chung New Town Extension Area.

2.6 Conclusion

- 2.6.1 The planning for the remaining area of Tung Chung was put on hold for many years due to various planning and non-planning reasons. Studies completed in the past few years have revealed that development would confine to the new town of Tung Chung and Lantau would continue to be a “tourist, recreational and leisure centre”. The “*Tung Chung New Town Extension Study*” commissioned by CEDD and PlanD will review the existing land uses and determine the scale and intensity of development as well as the type of land uses for the Tung Chung New Town. In view of the recent territorial-wide demand for affordable housing, Tung Chung can play a role in contributing to the healthy and stable property market by generating adequate supply of land for housing development over a period of time. Tung Chung can also be a place to provide a quality and sustainable living environment for the public.

3. AREA AND COMMUNITY PROFILE

3.1 Tung Chung Town Centre and Yat Tung Area

3.1.1 Currently, Tung Chung New Town consists of two main districts: Tung Chung (town centre) and Yat Tung Area (Figures 3.1 and 3.2 refers). This section explores the population profile and local characteristics of these two places (Table 3.1 refers).

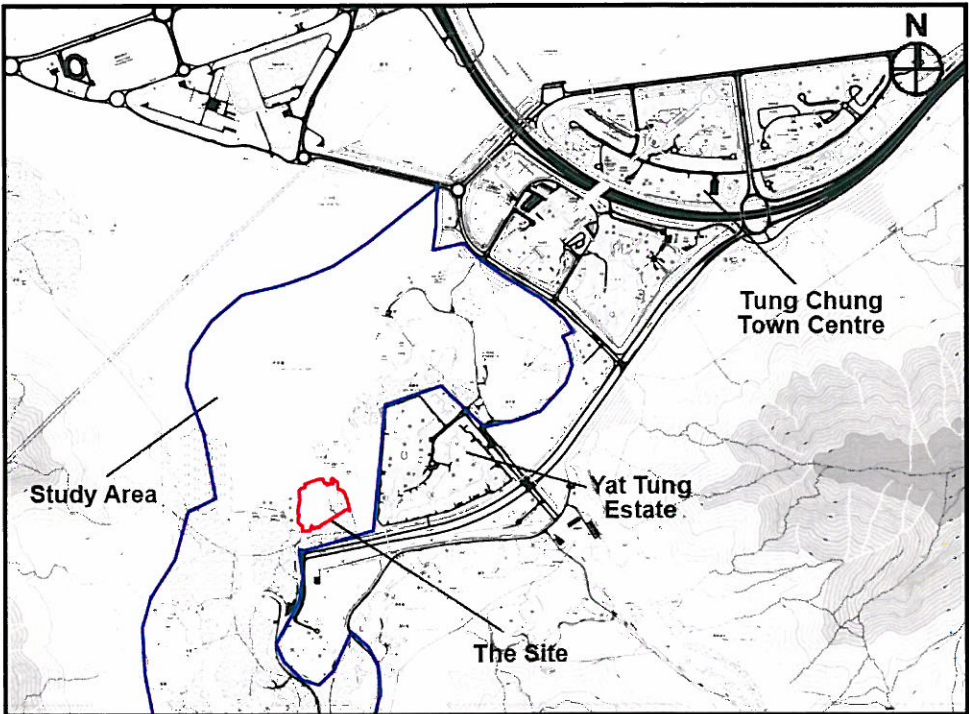






Figure 3.1 Location of Tung Chung Town Centre and Yat Tung Area

Table 3.1 Comparison of Tung Chung and Yat Tung Area

	Tung Chung	Yat Tung Area
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	Tung Chung	Yat Tung Area
Housing Characteristics	 <p>Mixed housing - private and public housing (HOS and rental)</p>	 <p>Public rental housing only</p>
Commercial Facilities	 <ul style="list-style-type: none"> ▪ Two shopping centres – one in private housing estate with designer brand outlets and the other one in public housing estate ▪ One wet market ▪ One hotel 	 <ul style="list-style-type: none"> ▪ One shopping centre in public housing estate ▪ One wet market
Population	High proportion of working population (54.7%)	High proportion of young people (19.1%)

	Tung Chung	Yat Tung Area
Income Level	High median monthly income: Tung Chung North \$45,330 Tung Chung South \$26,600	Low median monthly income: Yat Tung North \$12,300 Yat Tung South \$18,650

3.2 Location and accessibility

- 3.2.1 While Tung Chung New Town is of a distance from the city centre, Tung Chung town centre is a relatively more accessible area being served by MTR and a number of bus routes. Yat Tung Area however does not enjoy such convenient location. Residents have to take a shuttle service to Tung Chung town centre before they can travel to most destinations. Hence, if Tung Chung residents are already suffering from long traveling time and high traveling costs, Yat Tung residents are in an even worse situation.

3.3 Housing Characteristics

- 3.3.1 The housing characteristics of Yat Tung and Tung Chung were very different. According to the 2011 population census, the entire population in Yat Tung (39,312) was living in public rental flats. In Tung Chung, around 15.7% (5,657) of the population were living in public rental flats, 16.8% (6,056) were living in Housing Authority subsidized sale flats and 64.1% (23,127) were living in private residential flats.

3.4 Commercial Facilities

- 3.4.1 Due to its prime location – adjacent to MTR station, Tung Chung town centre offers a wider choice in terms of commercial facilities. Population in Yat Tung Area would suffer from its isolated location and have to put up with the limited choices or the traveling time and cost to the town centre

3.5 Population

- 3.5.1 Like other early new town developments, Tung Chung has a young population. According to 2011 census, the median age for Yat Tung North and Yat Tung South were 34.2 and 31.7 respectively while Tung Chung North and Tung Chung South were 39.1 and 42.1 respectively, compared to 41.7 for the whole territory. The proportion of youth population (under 15) in Yat Tung area was much higher than the territorial average (19.1% vs 11.6%). Tung Chung Area, on the other hand, has a higher proportion of adults and young adults (age 15 – 64) (Table 3.2 refers).

Table 3.2 Comparative Population Distribution by Age Group in Tung Chung Area and Whole Territory (Source: 2011 population census)

			The Whole Territory	Yat Tung	Tung Chung
Demographic Characteristics	Population		7,071,576	39,312	36,082
	Proportion of population (%)	Aged under 15	11.6	19.1	12.4
		Aged 15 – 64	75	76	78
		Aged 65 and over	13.3	4.8	8.8
	Age Median		41.7	North: 34.2 South: 31.7	North: 39.1 South: 42.1

3.6 Low Average Household Monthly Income in Yat Tung and High Monthly Income in Tung Chung

3.6.1 The contrasting housing characteristics and age structure between Yat Tung and Tung Chung are also reflected in the household income level. In 2011, the median household monthly income in Yat Tung North and Yat Tung South were \$12,300 and \$18,650 respectively, despite its larger household size of 3.6 whereas in Tung Chung, the median monthly income for Tung Chung North and Tung Chung South were \$45,330 and \$26,600 respectively for household size of 2.8. The territorial household monthly median income was \$20,500. The population census also revealed that the labour participation rate in Yat Tung was lower than territorial average (44.6% vs 50.2%). The higher household income of Tung Chung could partly be due to its high labour participation rate of 54.7%.

3.7 Brief Area Evaluation

Imbalanced Development

3.7.1 The single public rental estate situation at Yat Tung in isolation from the rest of Tung Chung New Town, believably, had been taken as a transitional arrangement pending the full phase two development of the New Town. However, with indefinite postponement of any further development, the imbalanced development pattern will last for some years which is highly undesirable and are giving rise to serious social consequences.

Community Facilities Inadequate, Especially for the Youth

3.7.2 Even taking into account both the Tung Chung Town Centre and Yat Tung, i.e. without the rest of phase two, the population size would still be lower than 100,000 by year 2021, which is below the threshold for the provision of certain major community facilities according to the Hong Kong Planning Standards and Guidelines. In the past years, the lacking of facilities such as public swimming pools, hospital etc. has been criticized. The low income group and the youth are most affected under this circumstance.

Low Income but High Travelling Expense

- 3.7.3 Tung Chung was developed as a support community for the new airport and it has been reported that early in-coming residents did/are still working in the airport area. However, as more population moved in subsequently, many residents had to travel to other parts of Hong Kong for jobs at the price of high traveling expenses. For the low income population, particularly those in Yat Tung Estate, the traveling cost to work outside Tung Chung would take up a discouraging proportion of their income.

Limited Local Job Opportunities

- 3.7.4 There are limited job opportunities being offered in Tung Chung. Such situation would unlikely to be improved in the coming years as the entire North Lantau New Town development is yet to have any firm programme. Even if Tung Chung phase two were to proceed as previously planned, it offered little help in job opportunities as it composed mainly of high density housing bringing more job seekers. It means the local youth still had to deal with limited job openings in the foreseeable future. Again the low income group in Yat Tung is more seriously affected.

Presence of Ethnic Minority Groups

- 3.7.5 According to the 2011 population census, about 2.6% of the population in the Yat Tung Area and 5.2% in Tung Chung New Town claimed they speak “other languages” (languages other than Cantonese, Putonghua, other Chinese dialects and English) (The corresponding figure for the whole territory is 1.5%). The over representation of ethnic minority population in Yat Tung is probably due to the presence of public housings which is a common refuge for under privileged minority groups. Among all population, the ethnic minority groups, who are not familiar with the local language and culture, are most hard-hit by the current social and economic problems faced by the area.

Possible Social Tension

- 3.7.6 Tung Chung is facing constraints such as remote location, slow completion of community facilities and lack of economic opportunities, which other previous new towns have experienced in their early stage development. Often taken as sources of social and youth problems, these constraints may ease off as the new town grow more mature, accumulating social capital over the years. However as commonly pointed out in the case of Tin Shui Wai, the physical and social isolation felt by the low income and under-privileged group could lead to very serious aftermath. The incomplete and unbalanced development of Tung Chung New Town and Yat Tung in particular, with an indefinite time frame under the current planning review, is clearly building up social tension that may well be over and above what other New Towns have experienced. Recent report of youth gang fighting in Yat Tung Estate highlights the social isolation felt by

the local youth. The suicide case happened in May 2010 reveals that family and financial problems are very common in families living in Yat Tung Estate. During informal discussion with officials in relevant departments, concern has also been raised that a relatively high proportion of the population in Yat Tung are receiving financial assistance under the Comprehensive Social Security Assistance Scheme and the insufficient social services available in this part of the New Town. Urgent action is needed to reduce the risk of this truncated New Town programme creating an imbalanced social structure and giving rise to a source of social tragedies.

4. CONCEPTUAL MASTER PLAN FOR TUNG CHUNG NEW TOWN EXTENSION

4.1 Conceptual Master Plan

- 4.1.1 This section briefly describes the Conceptual Master Plan devised by the Project Proponent for the Tung Chung New Town Extension (**Figure 4.1** refers). The Plan illustrates the land use concept for the Study Area under a “no reclamation” scenario. It aims to strike a balance between conservation and development and offer chances for promoting social and economic development in the Tung Chung West area.

4.2 Concept and Vision

- 4.2.1 Strategically located near Tung Chung Town Centre and the Hong Kong International Airport, the remaining area of Tung Chung offers a great opportunity to create a unique destination of distinctive quality and character for live, work and play. Making good use of the transportation network, it will transform into mixed residential, commercial, recreational area with high emphasis on ecological and cultural heritage conservation. The provision of a new local centre with commercial and street side activities, urban squares will enhance the vibrancy of the area. A distinctive network of pedestrian and cycle network, open spaces will effectively integrate the various land uses. Additional areas have been set aside for government, institution and community and recreational uses. The proposal will add value to the existing New Town of Tung Chung, providing employment opportunities and meeting the needs of the local residents.

4.3 Transit Oriented Development Approach

- 4.3.1 The development of Tung Chung West will offer an opportunity for the MTR to extend its service from Tung Chung Town Centre. The MTR stations will be located in area to the immediately west of Yat Tung Estate in the “Other specified use” annotated “Resort” zone and the “Comprehensive Development Area”. The MTR Station lies in the centre of the southwestern Tung Chung New Town Extension and thus provides a large catchment area to reach the future population. Under the transit oriented development approach, activities and pedestrian circulation will be concentrated around the public transport node to create a vibrant town centre. These stations will provide residents in Yat Tung and future residents of convenient access to the MTR. The accessibility of the area will thus be further enhanced.

4.4 Introduction of Diversified Housing and Population Mix

- 4.4.1 The Conceptual Master Plan aims to provide a diversified and wider range of housing types and units for different sectors of the population. Different types of housing units are proposed including public rental, affordable housing (unit size limited to 60sq.m or less) and private housing units to address the housing need of different income groups.

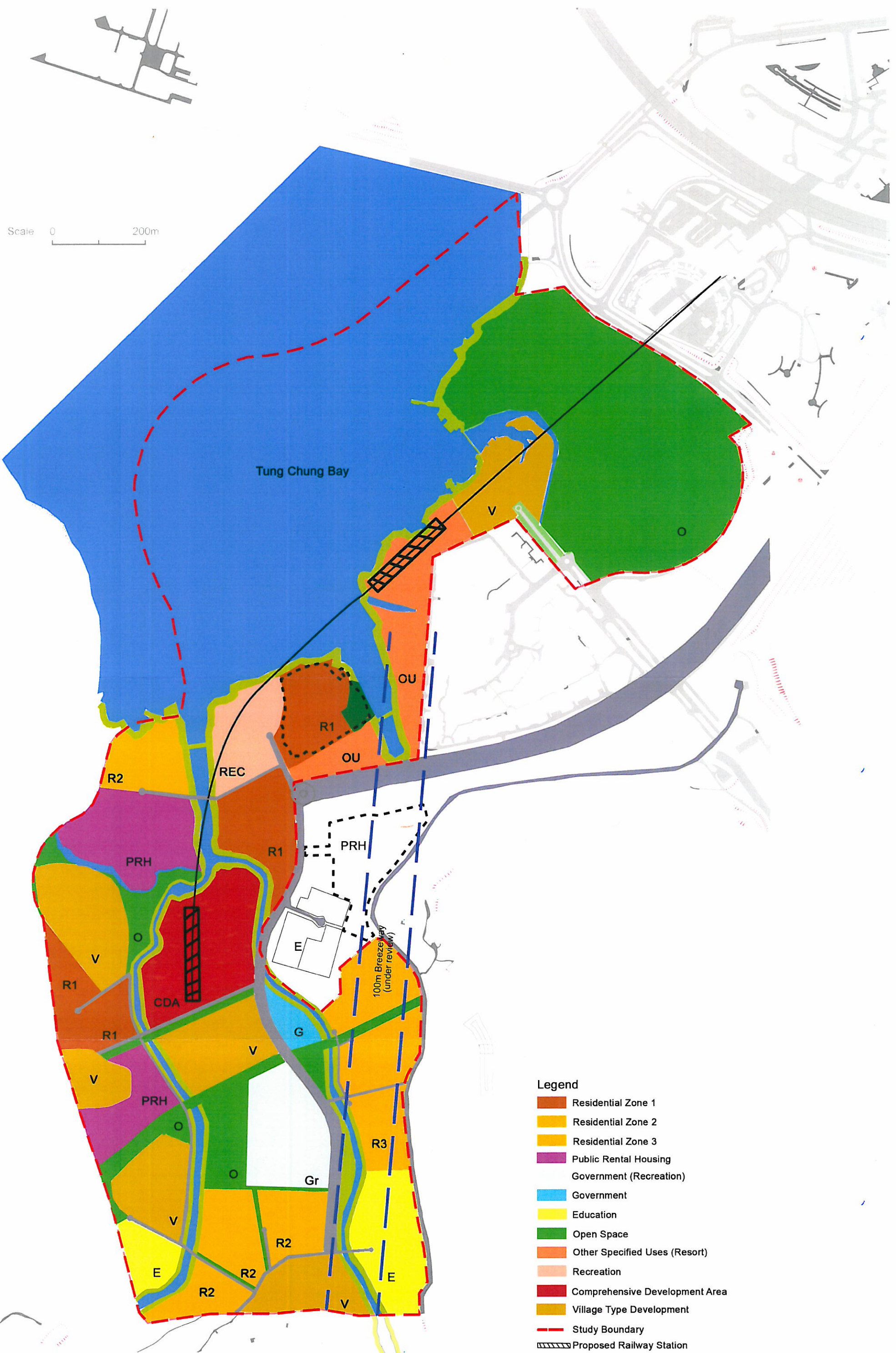


Figure 4.1 Tung Chung New Town Extension - Conceptual Master Plan

- 4.4.1 The diversified housing mix will introduce a different population mix to Tung Chung to foster a more balanced and harmonious communities. Various elements have been proposed to promote appreciation and acceptance of different races and cultures to foster a more inclusive society.

4.5 Promoting A Sustainable Living Environment

- 4.5.1 Greater attention to urban greenery and quality of the public realm will be placed on the development the Tung Chung New Town Extension Area in response to the aspirations of the public. Ample open space with comprehensive network of greenery and waterfront promenade will be provided. Sustainable Building Design Guidelines will be adopted to achieve better living environment. Environmentally friendly transport mode such as cycling will be encouraged.

4.6 Conservation of Ecological and Cultural Heritage Elements

- 4.6.1 The Study Area has a number of natural and rural habitats ranging from coastal mudflats and mangroves to upland streams and woodland that are of high ecological value. Infringement onto areas of high ecological importance will be avoided as far as possible. These areas of high ecological importance will be preserved and will offer an opportunity for education to the public.

- 4.6.2 The Study Area is rich in culture and history. Besides the various rural settlements, there are a number of historical sites including Tung Chung Battery (declared monument), Hau Wong Temple (Grade 2 historical building), Tung Chung Game Board Carving (Site of Archaeological Interest) and Ma Wan Chung (Site of Archaeological Interest). In proximity to the study area is another declared monument, Tung Chung Fort. Impacts on the cultural heritage sites will be avoided and they will be attractions for local and foreign tourists to appreciate the culture and history of Tung Chung.

4.7 Preservation of Existing Rural Settlements

- 4.7.1 The existing rural settlements within the Study Area will remain intact and the impact on the villages will be minimized as far as possible. No village re-site will be needed. The project proponent will ensure that the scale of proposed development will be compatible with the adjacent village setting.

4.8 Provision of Employment Opportunities

- 4.8.1 The various commercial components proposed within the Study Area involves CDA development, resort hotel development, retail, al fresco dining, and youth hostel will offer employment opportunities for residents in Tung Chung to minimize the need for long distance travel to other districts in Hong Kong for work.

4.9 Provision of Government, Institution and Community Facilities

4.9.1 At the forum for Stage 1 Engagement Exercise, it is understood that there is no stadium in Tung Chung and the students are required to travel to stadium in other parts of the territory on sports days. Voices were heard regarding the need for a wet market to offer choices for different varieties of food. In response to the views raised by the public, various Government, Institution and Community (“G/IC”) facilities will be proposed.

4.9.2 Two sites have been reserved for the provision of local and international schools within the study area. The international school will be attractive to expat population so that they can educate their children in an international school setting. This will ensure that Tung Chung will become a vibrant community with a diverse population mix.

4.10 Highlighting Tourism Attractions

4.10.1 Tung Chung has a number of tourist attractions including the historical sites, recreational facilities, Ma Wan Chung Fishing Village and hiking trails. These attractions will be highlighted by linking them up with the waterfront promenade and cycling tracks. New recreational components will be proposed not only to enhance and revitalize the existing tourism attractions, but also to bring vibrancy to the Yat Tung area.

4.11 Land Use Overview

4.11.1 The Project Proponent has devised a Conceptual Master Plan with carefully thought-out land uses arrangement. The area will mainly accommodate residential, commercial, recreational and a town park. The major development parameters are briefly set out below:

Table 4.1 Major Development Parameters

Major Land Uses	Residential, Commercial, Recreational, Educational and a Town Park
Population	Approximately 55,000
Number of Residential Units (Public-Private Housing Mix)	18,500 (30:70)
Plot Ratio	Private Housing: 2-4 Public Housing: 4 CDA: 4+1 OU(Resort): 0.6 REC: 0.6
Building Height	28 storeys (Maximum)

Mixed Residential Development (Residential Zones 1, 2, 3, and Public Rental Housing Zonings)

Different density of public and private residential developments with a maximum plot ratio of 5 and a maximum building height of 28 storeys will be

proposed. Higher density residential developments will be concentrated around the proposed Mass Transit Railway Station in the “Comprehensive Development Area”, “Residential Zone 1” as well as “Public Rental Housing” zones. Medium density residential development with plot ratio ranging from 2 to 3.5 and building height ranging from 13-24 storeys will be located at the periphery of the study area to achieve better integration with the surrounding rural environment and to accommodate the 100m breezeway at the eastern part of the area. Stepped height profile (22-28 storeys) will be proposed for waterfront development.

Two sites will be reserved for Public Rental Housing (“PRH”) to nurture a diversified community. Unlike those in other parts of the territory, the PRH proposed for Tung Chung West will have a maximum plot ratio of 4 and building height of 22 storeys to achieve a better quality living environment. The PRH are located in close proximity to the future MTR station so that the less well-off group can gain access to public transport more easily.

Comprehensive Development Area (CDA Zoning)

A “CDA” zone will be proposed in the town centre where the MTR station for Tung Chung Line Extension will be located. The site will encompass both residential and commercial elements with street side activities i.e. al fresco dining and retail facilities and urban squares. The maximum plot ratio is 5 and building height is 28 storeys.

Rural Settlements (Village Type Development Zoning)

There are a number of rural settlements within the study area and they will be preserved in-situ and remained intact. Six “Village Type Development” (“V”) zones with total area of about 16ha have been proposed.

Town Park, Open Space and Green Corridors (Open Space Zoning)

The Conceptual Master Plan features a network of landscaped active and passive open space with tree lined boulevards throughout the area for activities to take place. A network of ample public open space that connects the entire area with a green pedestrian friendly environment has been proposed. A large town park at the northeastern part of the site will be proposed. Different kinds of ball courts and playgrounds will provide outdoor recreational facilities to the public. Extensive tree planting with different species will be incorporated to increase the greening ratio. A number of green corridors in the east-west axis will be provided. Open space will be provided along the banks of Tung Chung River to serve as a buffer to conserve the ecological value of the River.

Resort Development with Hotel and Fisherman's Wharf (“Other Specified Uses” annotated “Resort” Zoning)

Two “Other Specified Uses” annotated “Resort” zonings will be located to the

west of Yat Tung Estate for the proposed resort development with hotel and a Fisherman's Wharf. Low density hotel will be proposed with retail and al fresco dining facilities. Located immediately to the existing Ma Wan Chung fishing village which is currently a popular destination for local tourists and visitors, the resort development including the Fisherman's Wharf will serve as an extension to the fishing village. Seafood restaurants and retail facilities for selling dried seafood, etc will be proposed.

Youth Hostel, International Youth Centre and Watersports Centre (Recreation Zoning)

A "recreation" zone of about 2ha in size will be proposed at the waterfront, where the existing Tung Chung Outdoor Recreation Camp and Hau Wong Temple are located. A youth hostel, international youth centre and watersports centre will be proposed for this zoning. The international youth hostel with about 300 bed spaces offering budget accommodation for international and domestic travelers, including student groups, travel teams and backpackers, from all over the world.

The International Youth centre will provide social, legal, educational services to the ethnic minority group residing in the Tung Chung Area as well as other parts of Hong Kong. The Centre will offer the ethnic minority population in the Yat Tung area opportunities to interact with the local population in Hong Kong. Apart from the various recreational activities, the outdoor activities area can be used as performance area and Sunday markets for the ethnic minorities.

The Watersports Centre will offer an opportunity for the various watersports activities to take place in Tung Chung Bay. A visitor/information centre providing hiking/trekking routes information will be set-up for visitors and hikers at this location.

Stadium and Municipal Services Building (Government and Government Recreation Zoning)

In response to the views raised by the public at the forum for Stage 1 Engagement Exercise, a municipal services building and a stadium will be proposed on land zoned "Government" and "Government Recreation" zonings respectively.

Schools (Education Zoning)

A site of 3.8ha has been reserved for the international school and a site of about 1.3 ha has been reserved for the provision of a primary and secondary schools to cater for future population in the Tung Chung West area.

Waterfront Promenade and Environmentally Friendly Transport Mode

With no reclamation proposed for Tung Chung Bay, an extensive waterfront

area will be preserved. A promenade will be proposed along the waterfront linking up various points of interest including Ma Wan Chung Fishing Village, Tung Chung Battery, Hau Wong Temple, resort area (including retail and dining facilities), Fisherman's Wharf, Mangrove, Mudflat, Watersports Centre, International Youth Centre and Hostel and various open spaces. A comprehensive cycling track network will be developed along the waterfront and inland area to promote this environmentally friendly transport mode.

- 4.11.2 The table below provides a brief overview of the land use distribution proposed for the Study Area:

Table 4.2 Land Use Overview

Land Use	Area (ha)	%
Residential	22.7	13
Public Rental Housing	6.6	3.8
Comprehensive Development Area	5.6	3.2
Village Type Development	16.4	9.4
Open Space	29.5	16.9
Other Specified Uses (Resort)	5.6	3.2
Recreation	2	1.1
Education	5.1	2.9
Government	0.8	0.5
Government Recreation	4.1	2.3
Others (including waterbody, green corridor, waterfront promenade and road)	76.6	43.7
Total	175	100

5. PROPOSED DEVELOPMENT SCHEME AND IMPLEMENTATION MECHANISM

5.1 The Proposed Development Scheme

5.1.1 The Project Proponent intends to develop its landholdings into residential use. With a site area of 2.6ha and a proposed plot ratio of 4.0, the total domestic GFA would be 104,000sq.m. There will be 1,791 units with average flat size of about 58.1sq.m. The carparking spaces will be provided at basement level and clubhouse facilities will be provided on G/F (Figure 5.1 refers). The development parameters for the proposed residential development are as follows:

Table 5.1: Key Development Parameters

Key Parameters	
Site Area	26,000sq.m
Domestic Plot Ratio	4.0
Domestic GFA	104,000sq.m
No. of Units	1,791
No. of Storey	24-28

5.1.2 The Project Proponent is endeavouring to supply small and medium size flats to meet the acute demand for affordable housing. The design of the flats will be “no frills” to ensure affordable price of these flats for low-income group especially younger home purchasers. Various building design measures such as building separation, building setback, provision of green and amenity features will be adopted to foster a quality and sustainable built environment.

5.1.3 The wetland area on the eastern part of the site will be preserved for eco-tourism purpose. Complement with the existing landscape on site, the wetland will provide an opportunity for education to the public on the importance of wetland and enable a closer contact with nature. A public promenade will be provided along the seafront for the enjoyment of the public.

5.1.4 There will be provision of ample landscape area including both soft and hard landscape work to complement with the green setting of the surrounding. A big courtyard garden will be proposed for the enjoyment of the future residents. Moreover, a number of view/wind corridors will be created to avoid walled effect. A stepping height profile will be proposed with building height gradually reduced from Yat Tung Estate to add visual interest to the surrounding environment.

5.2 Implementation Mechanism

5.2.1 Most of the developable land within the remaining area in Tung Chung is



Legend

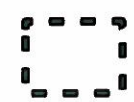
-  Site Boundary
- 25 No. of Storey

Figure 5.1 Development Proposal on Project Proponent's Land Holding

Scale: 1:1000 on A3

privately owned and hence private sector participation will be key to the early implementation of the Tung Chung West development. Partnership between private and public sectors would be possible especially in this case where the Project Proponent has some landholdings within the area that could bring forth a partnership scheme with earlier implementation.

5.3 Project Proponent's Scheme as Part of the Pilot Phase

5.3.1 Phased development for the future development of the remaining development in Tung Chung would enable a progressive and balanced development. The land parcels to the west of Yat Tung Estate including the Project Proponent's landholdings could serve as the pilot phase. According to the Conceptual Master Plan, a resort development with Fisherman's Wharf will be proposed immediately to the west of Yat Tung Estate. The railway station for the MTR Tung Chung Line Extension Station will be located there to serve the residents of Yat Tung Estate. Residential development will be proposed on Project Proponent's land holding while an international youth centre, hostel as well as the watersports centre will be proposed on the area zoned "REC" situated on both private and Government Land. Immediately to the south of the "REC" zone is another "R1" zone for residential development on private land. The waterfront promenade can also be implemented in the pilot phase to link up the various tourist attraction nodes. All the above-mentioned components can form part of the pilot phase (**Figure 5.2** refers).

5.3.2 The Pilot phase can contribute to early solution of the problems currently faced by Yat Tung Area and other parts of Tung Chung by providing immediate job opportunities to the residents of Tung Chung. The scheme devised by the Project Proponent on its landholdings together with the resort development, MTR station, international youth centre, hostel and watersports centre as well as another residential development on private land holding can be readily implemented. The Project Proponent is in support of the private-public partnership arrangement for implementation of the remaining area in Tung Chung development. The pilot phase development will take advantage of the existing infrastructure in Yat Tung Area to facilitate early implementation.

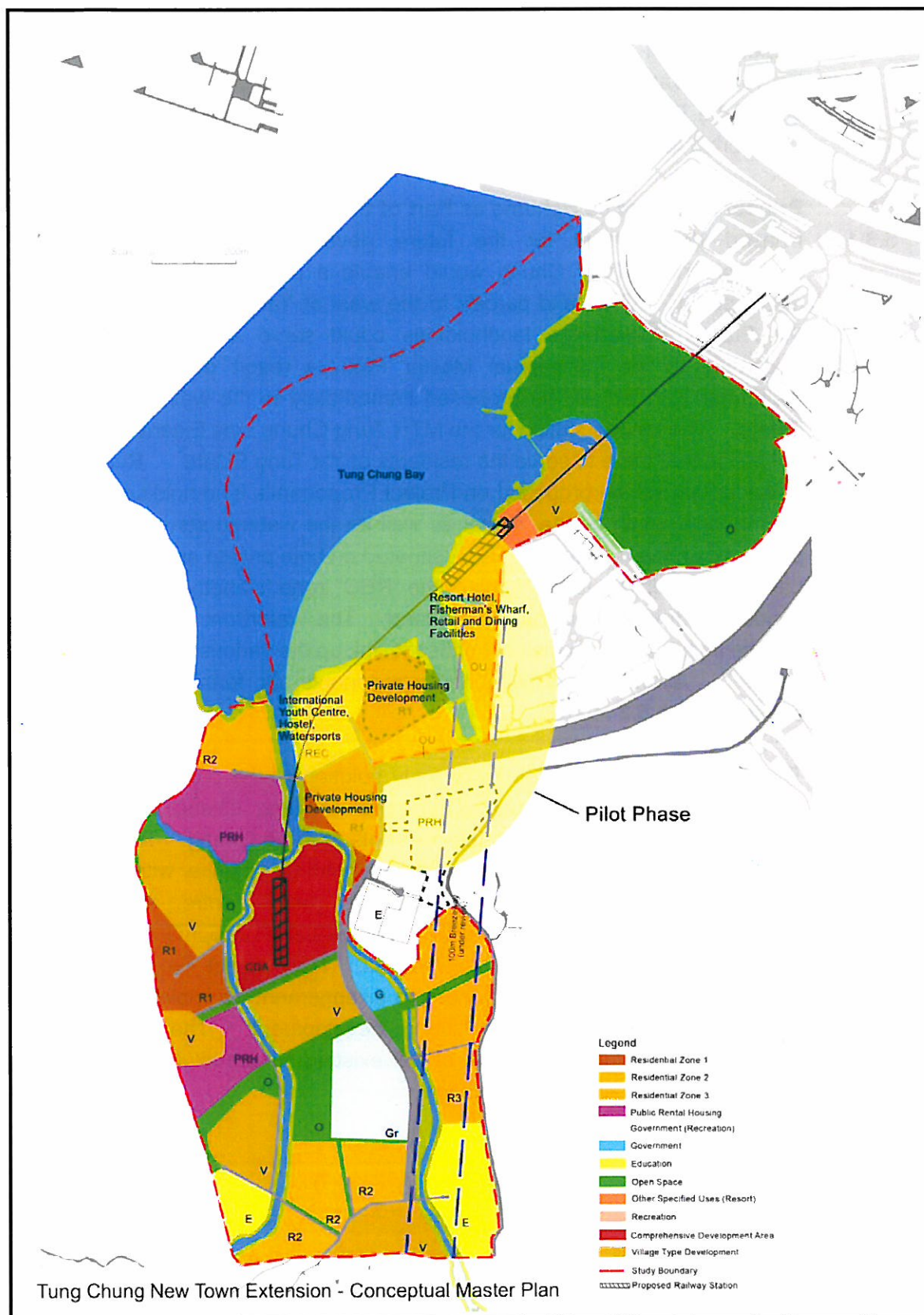


Figure 5.2 Pilot Phase of Project Proponent's Conceptual Master Plan for Tung Chung New Town Extension Area

6. PLANNING MERITS

6.1 The Conceptual Master Plan Would Give New Direction for Tung Chung New Town Extension Development

6.1.1 The remaining development of Tung Chung has been put on hold for many years due to various “planning” or “non-planning” reasons and the existing residents of Yat Tung are forced to face, in their daily lives, the negative implications due to the unsatisfactory and imbalanced development situation owing to a partly implemented and then suspended town plan - inadequate facilities, including limited local job opportunities, inconvenient transport connections and high traveling cost. The profile with the low income, high dependency ratio (age below 15), large household size, low labour participation rate, lacking supporting network (newly moved-in’s to a remote, isolated housing estate), all points to extremely high risk level of serious social problems. The suspension of further development is most undesirable and indeed highly unfair to the existing residents.

6.1.2 The Government is ready to kick-start the “*Tung Chung New Town Extension Study* with population target of 220,000 for the entire Tung Chung New Town. The Conceptual Master Plan put forward by the Project Proponent will provide an alternative to Government’s proposal.

be the supporting community for the new airport in Chek Lap Kok. More than a decade after the opening of the new airport, Tung Chung has gradually become a so called “bedroom community” where local job opportunities have been very limited. Residents are forced to bear with the high travelling cost to travel to other parts of the territory for work. The situation was largely due to the suspension of the remaining phases of Tung Chung.

- 6.2.2 The proposal put forward by the Project Proponent for Tung Chung West will help to re-position Tung Chung in the territorial wide context. Tung Chung West will also be a convergence of a number of new major infrastructures such as Hong Kong-Zhuhai-Macau Bridge (“HKZM”), new boundary crossing facilities for HKZM Bridge, and Tuen Mun Chek Lap Kok Link. All these new infrastructures will place the area in a more strategic position in Hong Kong. Moreover, Tung Chung West will attract the expat population to the area as many of them for multinational conglomerates and always need to travel. Being located close to the airport will be convenient for both residents and businesses with frequent trips to the airport. By introducing an international school, they can educate their children in an international school environment. This will ensure that Tung Chung becomes a vibrant community with diverse population mix. With the numerous leisure, employment, recreational and work opportunities within the Study Area, the proposal will position Tung Chung West strategically as a unique destination for live, work and leisure.

6.3 The Pilot Phase Can Be Readily Implemented Without Further Delay and Can Help Resolve the Social Tensions in Yat Tung Area

- 6.3.1 The scheme proposed by the Project Proponent on its land holding within the Study Area can be readily implemented. The Project Proponent believes that the proposed readily implemented scheme with its residential and commercial component will act as a “fore-runner” and give new direction to the future Tung Chung New Town Extension.
- 6.3.2 The scheme proposed on Project Proponent's land holding can serve as the pilot phase for the development of remaining area of Tung Chung. The pilot phase can also include the resort development with Fisherman's Wharf, an international youth centre, hostel and watersports centre where job opportunities including low-skilled and labour intensive as well as in the service sector jobs could be provided. Local residents working here will not have to travel long distance and to bear expensive transportation cost. The railway station of Tung Chung Line Extension in the pilot phase will provide convenient access to MTR service for the residents of Yat Tung Estate who have to rely on shuttle bus service to gain access to Tung Chung Town Centre before they can travel to other destinations.

Development for the site and adjoining sites should be implemented without delay to alleviate the social problems associated with the imbalanced development owing to the partly implemented town plan. It is believed that the pilot phase development will give impetus to the stagnant situation currently faced by the Yat Tung Area.

6.4 Residential Scheme on Project Proponent's Land, Recreation Zoning and Public Rental Housing Can Be Stage 1 of the Pilot Phase

6.4.1 As mentioned earlier, the pilot phase of the Conceptual Master Plan for Tung Chung New Town Extension Development would include elements that can be readily implemented including the residential scheme proposed on the Project Proponent's land, the community and recreational facilities within the "REC" zoning, the resort hotel development and Fisherman's Wharf in the "OU(Resort)" zoning as well as another residential development in the "R(1)" zone. The key factor that determines the pace of implementation would be how integrated the land ownership of the site is. The project proponent's residential scheme would be on land under single ownership with inclusion of some Government Land while the community and recreational facilities such as the International Youth Centre, Hostel and Watersports Centre would be proposed largely on Government Land. These two elements can serve as stage one of the pilot phase together with the proposed public rental housing at Tung Chung Area 39 which is excluded from the Study Area and targeted for completion in 2018. By the same token, the Project Proponent's land holding can be offered for priority development as well in view of the single ownership and its close in proximity to Yu Tung Road.

6.4.2 Upon completion of the public rental housing in 2018, the housing and population mix in the Yat Tung area would become even more unbalanced with predominately public housing. The problems associated with unbalanced development that the residents of Yat Tung have been facing for years will become even more critical. The private residential scheme proposed on the Project Proponent's land holding would contribute to a more balanced housing mix and the proposed recreational and community facilities on the "REC" zone would immediately and effectively solve the imminent social problems associated with unbalanced development. The Project Proponent is willing to bring forth a partnership scheme that lead to earlier implementation of the Tung Chung New Town Extension development.

6.5 The Pilot Phase of the Conceptual Master Plan Would Facilitate Lantau's Tourism Development and Help to Boost the Local Economy

6.5.1 The pilot phase of the Conceptual Master Plan would include the development of a Resort development with Fisherman's Wharf as well as an International Youth Centre, Hostel and Watersports Centre along the

waterfront with landscaped features. Tung Chung is surrounded by various points of interest, such as of Tung Chung Fort, Hau Wong Temple, Tung Chung Battery, Ma Wan Chung fishing village and the scenic Tung Chung Bay, Lo Hon Monastery etc. Walking trails are linking to major attractions on Lantau including Tai O, Ngong Ping, Sunset Peak and Mui Wo. Bus and ferry routes start from Tung Chung to most destinations on the island. Ngong Ping 360 has become a “must-do” for tourists. The pilot phase is strategically located to bring visitors to the centre of all these, with views of the Bay and the mountain ranges.

- 6.5.2 The MTR station in the pilot phase will provide convenient access for local and foreign visitors. The Visitor Centre to be provided in the “Rec” zone near the waterfront will not only provide information on hiking trails and tourist attractions for the hikers/tourists and allow them to take a rest or deposit personal belongings, it will serve as a centre-point to link up all points of interest in the area. Bicycle rental will be offered to visitors for them to tour Tung Chung in a more interesting way. The waterfront promenade will link up the various tourist attraction nodes for tourists to appreciate the cultural heritage of Tung Chung as well as to enjoy the recreational facilities more easily. The proposal would open opportunities for visitors to stay in Tung Chung and appreciate the cultural heritage and the natural scenery of Lantau. The proposal is a strong support to not only the tourism business but also the local economy. It also hopes to facilitate a spin off effect where other tourism or retail facilities could be drawn in to build a strong local economy. These are in-line with the emerging trends for Lantau in general.

6.6 The Conceptual Master Plan and Pilot Phase Would Meet the Acute Demand for Affordable Housing

- 6.6.1 In response to the public concern about difficulty in buying affordable homes, the Chief Executive’s Policy Address 2010-2011 stated that the Government has come up with a number of measures to increase flat supply, especially small and medium size flats. The proposed scheme with the provision of small and medium size flats can contribute to a healthy and stable property market by generating stable and adequate supply of housing land for building affordable housing over a period of time.
- 6.6.2 The proposed Conceptual Master Plan, including the scheme put forward by the Project Proponent for the residential development on his land holding (pilot phase), also discards the high density housing bias and points to a more balanced and mixed use development pattern. A portion of the residential units will be small and medium size units with “no-frills” design to meet the acute demand for affordable housing in Hong Kong which is fully in-line with the latest Policy Address for provision of

affordable housings to groups in need. It is believed that the proposed Conceptual Master Plan would be in-line with the Government's policy for provision of affordable housings to groups in need.

6.7 The Conceptual Master Plan and Pilot Phase Would Contribute to A Quality and Sustainable Living Environment

6.7.1 The proposed Conceptual Master Plan and the residential scheme in the pilot phase will adopt a number of sustainable building design measures suggested by the Council for Sustainable Development to address the rising public concerns over the quality and sustainability of the built environment. Building separation to ensure gaps between buildings, building setback to increase permeability of the development, provision of greenery to complement with the existing landscaping on site will be incorporated in the building design. Energy efficiency initiatives will be adopted in the development to reduce energy consumption and carbon footprint. It is believed that the proposed scheme in the Conceptual Master Plan will not lead to adverse impact relating to air ventilation and energy consumption and is compatible with the existing neighbourhood.

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multicultural population, it will also ensure that Tung Chung will become a vibrant community with a diverse population mix.

- 6.8.2 Moreover, the proposed private housing development in the pilot phase will bring in middle-class groups of various social sectors and thus will contribute to a more diverse population mix as compared to the relatively unbalanced population mix in the Yat Tung area which is predominately lower-income groups.

6.9 The Conceptual Master Plan and the Pilot Phase Would Provide Much Needed G/IC including Recreational Facilities to the Local Community

- 6.9.1 As highlighted above, the proportion of youth population is much higher than the territorial average. However, due to the size of the overall population of the half suspended new town, the G/IC facilities including recreational facilities are insufficient in terms of quantity and variety. The youth, in particular, becomes a high risk group vulnerable to the various negative consequences of the imbalanced and suspended new town development. The proposed G/IC facilities including Stadium and Municipal Services Building will meet the needs and aspirations of the Tung Chung residents. The various recreational facilities in the pilot phase such as International Youth Centre, Watersport Centre and the Fisherman's Wharf aim to ameliorate the problem by providing the Tung Chung residents especially the younger population the necessary hardware for them to gather and participate in organized recreation and sports activities.

6.10 The Conceptual Master Plan Would Promote An Inclusive Society

- 6.10.1 The Policy Address 2010-2011 also calls for closer monitoring of the service needs of newly arrived immigrants and the difficulties faced by ethnic minorities in daily life to ensure that the support services can meet their needs and facilitate early integration of new arrivals and ethnic minorities into the local community. The International Youth Centre to be set up will offer the ethnic minorities an opportunity to exchange their cultures with the local Hong Kong people. The activities i.e. interest classes, dance and musical performances to be arranged will promote appreciation and acceptance of different races and cultures. The International Youth Centre will not only be a place to enhance communication between different races and foster mutual support, it will also tackle the needs of the ethnic minority group to enable their early integration into the local community. The goal would be to promote a more racially harmonious and inclusive society.

7. CONCLUSION

- 7.1 No doubt the fast changing planning context of Hong Kong requires vigorous on-going review of all development plans, taking into account emerging factors and aspirations. Tung Chung phase two development which was first planned in the early 1990's naturally would need to be reviewed. However, it is highly unfair to make the low-income public housing residents who have already moved into this remote, isolated and half-developed area to wait any longer. A new direction for development and an immediate implementation is acutely needed. It is understood that the "*Tung Chung New Town Extension study*" has been commenced in January 2012. The Project Proponent's proposal will give new direction for the development of remaining area of Tung Chung. The scheme put forward on the Project Proponent's land holding for residential development and together with the adjoining development can be the pilot phase for the development and give impetus to the development of Tung Chung New Town Extension. The pilot phase has taken into account the emerging trends of development on Lantau as well as the emphases on the environment and the local economy. More importantly, it aims to help resolving the evolving community concerns having been accumulated over years of imbalanced development and providing a balanced population mix in the Tung Chung New Town Extension Area. Last but not least, the proposed scheme can provide over 1,791 flat units and part of them will be small to medium sized residential units to meet Government's policy to make 20,000 private residential flats available annually. Immediate implementation of the subject site within the pilot phase can match with the programme of the Public Rental Housing in Tung Chung Area 39 to immediately balance the housing mix and provide the necessary community and recreational facilities in Yat Tung Area. The Government is sincerely invited to study the proposal and offer positive response.