

LOCAL VESSELS ADVISORY COMMITTEE

Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas

Stage 1 Community Engagement

PURPOSE

This paper is to brief Members on the Stage 1 Community Engagement ('CE1') for the Planning and Engineering Study for Tuen Mun Areas 40 and 46 and the Adjoining Areas ('the Study'¹). The intention of CE1 is to seek the views of the community and stakeholders on the proposed land uses for areas under the Study.

BACKGROUND

2. Tuen Mun Areas 40 and 46 will connect respectively with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities ('HZMB HKBCF') and North Lantau in the south via the Tuen Mun – Chek Lap Kok Link ('TM-CLKL'); and Northwest New Territories through the proposed Tuen Mun Western Bypass ('TMWB'). With the enhanced accessibility, there are opportunities to optimise their development potential through a comprehensive review of the land use planning for the Area.

3. The Planning Department ('PlanD') and the Civil Engineering and Development Department ('CEDD') jointly commissioned the Study. It aims to formulate appropriate land use and development parameters for areas under the Study.

POTENTIAL DEVELOPMENT AREAS

4. The Study Area may be divided into the southern and northern portions. At present, areas to the south of Lung Mun Road mainly comprise logistics, special industries and industrial uses, whereas areas to

¹ See <http://www.tm4046.hk>

the north are mainly slopes and platforms created by the former borrowing activities. A total of four parcels of land are identified as Potential Development Areas ('PDAs'), covering a total area of about 50 hectares (see *Plan 1*).

- (a) PDA-A: located at Tuen Mun Area 46, it falls within an area mainly zoned "Undetermined" and partly zoned "Green Belt" ('GB') and 'Road' on the approved Tuen Mun Outline Zoning Plan ('OZP') No. S/TM/33. Comprising several platforms formed by former borrowing activities, it is partly occupied by the temporary works areas and site offices of TM-CLKL.
- (b) PDA-B: a platform located to the north of the future toll plaza of TM-CLKL, it falls within an area zoned "Government, Institution or Community" ('G/IC') on the OZP.
- (c) PDA-C: a waterfront site located at Tuen Mun Area 40 and zoned "Industrial (3)" on the OZP. Apart from some private warehouses, a fire station and a government laundry, the area is mainly occupied by temporary uses, such as sawmills, concrete batching plant, open storage and machine repair workshops.
- (d) PDA-D: located to the west of Tuen Mun Area 46, it falls within an area zoned "G/IC" and "GB" on the OZP. Comprising slopes and platforms formed by the former borrowing activities, it is partly occupied by temporary uses of various government projects.

PLANNING CONSIDERATIONS

5. The opportunities and constraints for development of the Area are summarised as follows:

Opportunities

- (a) **Enhanced Accessibility and Connectivity** – With the TM-CLKL under construction and the proposed TMWB, the accessibility and connectivity of Tuen Mun Areas 40 and 46 will be greatly enhanced.
- (b) **Complementary with Surrounding Developments** – Development of the PDAs will be complementary to future

developments in the surrounding areas, including the Hung Shui Kiu New Development Area, the Yuen Long South Development, proposed Topside Development at the HKBCF Island of HZMB and North Lantau.

- (c) **New Land to meet Imminent Demand** – The PDAs would help relieve pressure for imminent land demand, in particular the shortage of sites for modern logistics facilities.
- (d) **Creating Job Opportunities** – Leveraging on their strategic location, the PDAs could help to promote economic activities and create job opportunities for the Tuen Mun District and the Territory.
- (e) **Availability of Waterfront Flat Land** – PDA-C is a piece of reclaimed flat land at the waterfront, which is particularly suitable for accommodating marine-related uses.

Constraints

- (f) **Limited Road Capacity** – Lung Mun Road is the major road serving the area and improvement works are required to enhance its capacity. Most of the traffic to/from the area is via Wong Chu Road and Tuen Mun Road and the traffic condition of these two roads is reaching their capacities.
- (g) **Overhead Power Lines and Pylons** – The existing overhead power lines ('OHL') and pylons pose development constraints to the northern platforms of PDA-A and D, as well as PDA-B. In addition, it would be very difficult to develop PDA-B due to the proposed TMWB tunnel underneath and its steep terrain.
- (h) **Restored Landfills** – The restored Pillar Point Valley Landfill and Siu Lang Shui Landfill limit the scope for future expansion of PDA-A and D.
- (i) **Environmental Constraints** – In planning the PDAs, due consideration should be given to possible environmental and visual impacts associated with the nearby existing industrial/logistics uses, TM-CLKL and its toll plaza.
- (j) **Nature Conservation** – Future development at PDA-D should not adversely affect the habitat of the Siu Lang Shui Site of

Special Scientific Interest ('SSSI') which is the largest known butterfly overwintering site in Hong Kong.

- (k) **Airport Height Restrictions** – Future development of the PDAs is subject to airport height restrictions.
- (l) **Current Uses in PDA-C** – Development at PDA-C may affect the current industrial uses/operation in the area.

VISION AND GUIDING PRINCIPLES

6. The overall vision of the Study is to transform Tuen Mun Areas 40 and 46 into a major economic activity area in the Northwest New Territories, capturing the geographical advantage, enhanced accessibility and opportunity of bridgehead economy brought by new road infrastructure and development projects.

7. The following guiding principles would be taken into account in considering the development of PDAs (see pages 11 & 12 in *Appendix I*):

- (a) enhancing strategic role of Tuen Mun West;
- (b) creating synergy with surrounding industrial uses;
- (c) avoiding negative land and marine traffic impact;
- (d) respecting environmental and ecological considerations; and
- (e) creating a sustainable environment.

PROPOSED LAND USE

8. Taking into consideration the development opportunities and constraints, the overall vision and guiding principles, the proposed development theme, scale and strategy for the PDAs are as follows (see pages 13 to 15 in *Appendix I*):

Development Theme

- (a) To capture the geographical advantage, the PDAs are suitable to be developed into a modern logistics/green industry hub to address the demand for sites in Hong Kong, and to create job opportunities for the Tuen Mun District and the Territory.
- (b) The PDAs are proposed for modern logistics uses, such as

distribution and packaging centres with modern warehouse facilities and related testing and certification services, to handle high value goods and to provide high-value added logistics services; as well as green industry uses, such as high value-added recycling process (e.g. the production of eco-paving blocks).

- (c) The proposed uses and the availability of the waterfront at PDA-C would allow greater flexibility to accommodate additional facilities such as public cargo working area, typhoon shelter, and other supporting facilities complementary to the proposed uses, subject to further review.

Development Scale

- (d) A plot ratio of 4 (about 6 to 8 storeys high) is proposed by making reference to the modern logistics developments at Tsing Yi, to optimise land utilization and to cater for the operational requirement of modern logistics uses.

Development Strategy

- (e) Due to the limited road capacity of Tuen Mun Road and Wong Chu Road, early phases of the development will concentrate at parts of the PDAs to meet the short and medium term demand for land. The remaining parts will be kept as land reserve for future development to allow greater flexibility in the use of land resources.
- (f) Taking into account the capacity of the road network, it is initially estimated that about 10 hectares of developable land and about 400,000m² gross floor area can be provided creating about 9,500 job opportunities.

STAGE 1 COMMUNITY ENGAGEMENT ACTIVITIES

9. A two-stage CE programme is adopted for the Study. The two-month CE1 from 7 September 2015 to 16 November 2015 focused on collecting the community's views on the proposed land use for the PDAs. The views collected would be taken into consideration in formulating the Preliminary Outline Development Plan at the next stage of the Study.

10. Other than briefing to the Committee, the CE1 activities also included briefings to other statutory/advisory committees such as Town Planning Board, Tuen Mun District Council, Tuen Mun Rural Committee, the Planning sub-committee of the Land and Development Advisory Committee, etc. as well as focus group meetings and a community workshop to collect views from relevant stakeholders and the general public. A Study website has been established to provide a convenient channel for promulgation of CE materials and events as well as to collect the community's comments. The CE1 Digest is at *Appendix I*.

ADVICE SOUGHT

11. Members are invited to offer views on the proposed land use, development scale and development strategy of the PDAs.

ATTACHMENTS

Plan 1 ‘Location Plan of the Potential Development Areas’
Appendix I ‘Stage 1 Community Engagement Digest’

Planning Department
Civil Engineering and Development Department
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