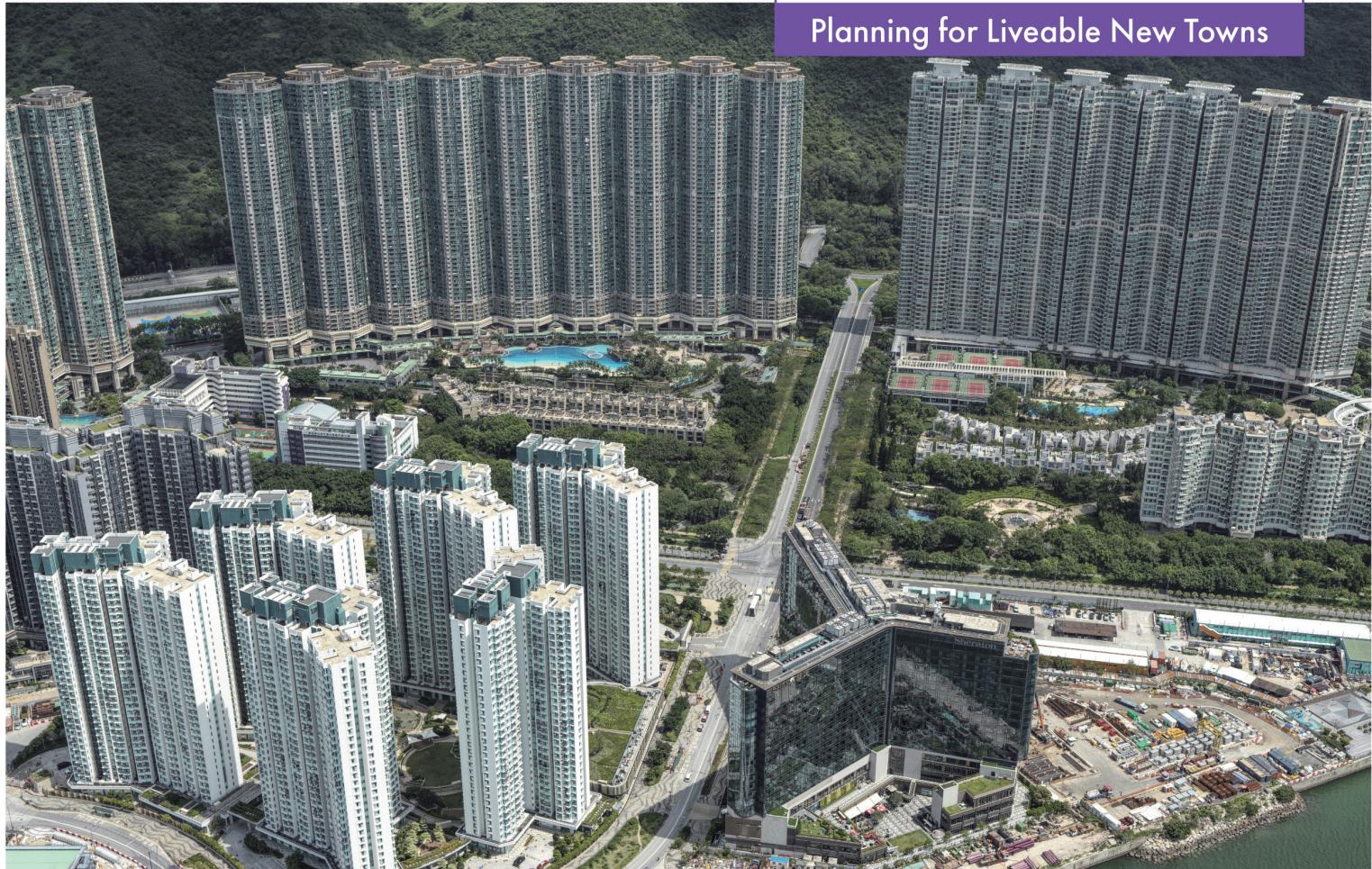


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Planning for Liveable New Towns



Tung Chung



規 劃 署

Planning Department

2025

Geographical Context

Tung Chung New Town (Figures 1 to 3) is one of the third generation New Towns in Hong Kong. It comprises Tung Chung Town Centre, Tung Chung New Town Extension and Tung Chung Valley, and covering a total area of about 726 hectares (ha). The New Town is located along the North Lantau Coast and is separated from the Airport Island of Chek Lap Kok by a water channel. The North Lantau Highway (NLH) and the MTR Airport Express Line pass through the area to link with the airport island. MTR Tung Chung Line also passes through the area with terminus at the Tung Chung Railway Station at the Town Centre. The Tung Chung Cable Car system (Figure 4) links up Tung Chung with Ngong Ping via the angle stations at the Airport Island and Nei Lak Shan. According to the Hong Kong 2021 Population Census, the population of Tung Chung New Town was about 116 000.

Tung Chung

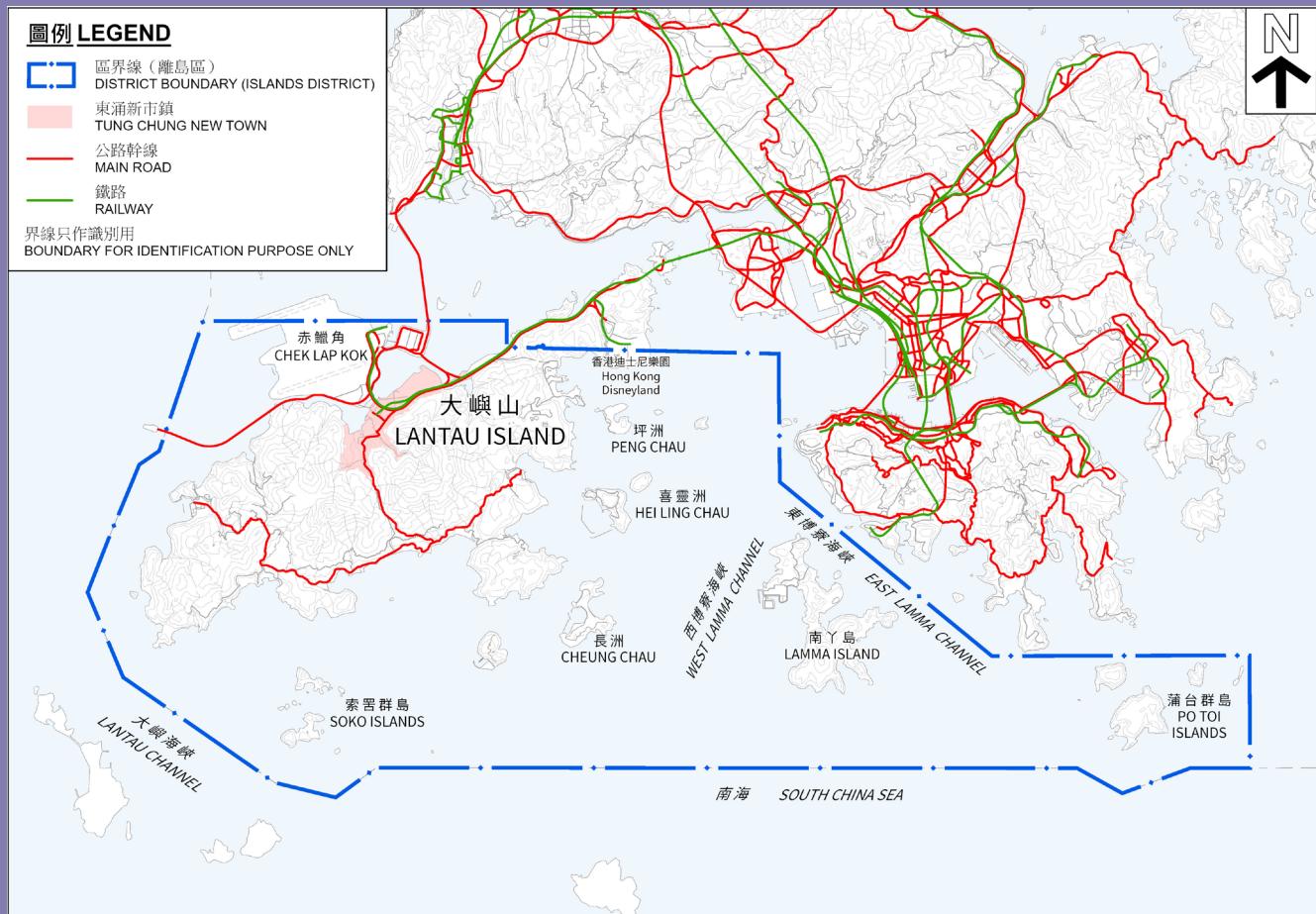


Figure 1: Location of Tung Chung New Town

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Figure 2: Geographical context of Tung Chung



Figure 3: Existing Tung Chung New Town and its Extension



Figure 4: Cable Car between Tung Chung and Ngong Ping

Historical Background

Human settlement on Lantau Island could be traced back to the Northern Sung Dynasty as a famous salt production base and later on a fishing centre and agricultural base. Two declared monuments in Tung Chung, namely Tung Chung Fort (Figure 5) and Tung Chung Battery which was built in 1729 and 1817 respectively, witnessed the once strategic location of Lantau as a defence point at the southern tip of Pearl River Estuary. There are also three sites of archaeological interest, namely Tung Chung Game Board Carving Site of Archaeological Interest, Fu Tei Wan Kiln (relocated to Tung Chung) Site of Archaeological Interest and Ma Wan Chung Site of Archaeological Interest and a Grade 2 historic building, namely Tin Hau Temple in Wong Lung Hang within Tung Chung New Town.



Figure 5: Tung Chung Fort

Planning Concept

Following the completion of the Port and Airport Development Strategy (PADS), the Government decided in October 1989 to build a replacement international airport at Chek Lap Kok. The PADS also recommended the development of the North Lantau New Town (NLNT) as a supporting community of the new international airport. The Government commissioned Consultants to carry out planning of the NLNT and detailed feasibility studies collectively known as the North Lantau Development Study (NLDS). The planning intention is to develop the New Town into a hub of providing commercial, cultural, community and recreational activities serving the Tung Chung and the wider area of Lantau Island. Lying at the strategic location near the Hong Kong International Airport, the New Town also plays an important role as the 'Gateway of Hong Kong'.

Development in Tung Chung New Town

Population and Housing Mix

Upon full development, the population in Tung Chung New Town and its extension will reach 320 000. The overall flat mix ratio will be about 72:28 between public (including public rental housing and subsidised sale flats¹) and private housing (including village housing).

Existing Town Centre

The early phases of the New Town were completed according to the recommendation of the NLDS. Major government, institution and community (GIC) facilities uses are centred around the Tung Chung MTR Station. Residential areas were connected by a comprehensive pedestrian/cycle circulation network. The major commercial cluster is located in the proximity to Tung Chung Railway Station accommodating retail, office and hotel facilities, including Citygate Outlets, the One Citygate, the Novotel Citygate Hong Kong and the Silveri Hong Kong-MGallery (Figure 6).



Figure 6: Commercial Centre of Citygate

Public and Private Housing

Public housing developments such as Fu Tung Estate, Yat Tung Estate, Ying Tung Estate and Mun Tung Estate, and private housing developments such as Tung Chung Crescent, Seaview Crescent, Coastal Skyline, Caribbean Coast, the Visionary and Century Link have been completed (Figures 7 to 9).

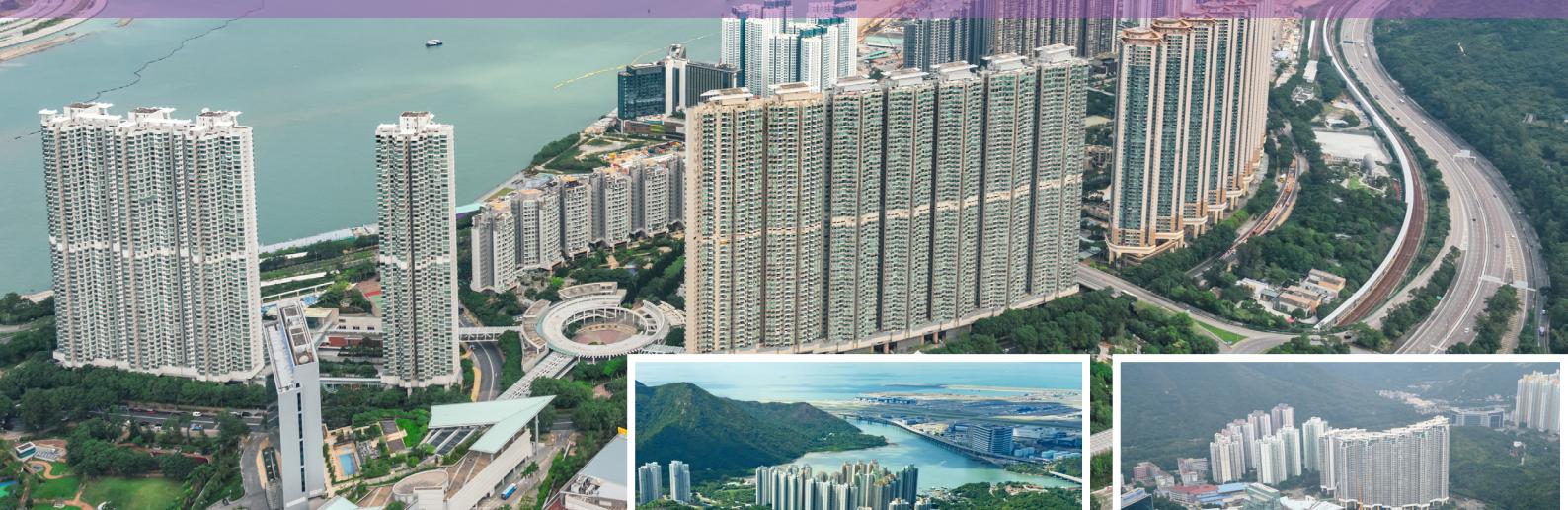


Figure 7: Public and Private Housing Developments in Tung Chung North



Figure 8: Public housing of Yat Tung Estate



Figure 9: Development near Tung Chung Station

¹ Subsidised sale flats include Housing Authority's Home Ownership Scheme (HOS) flats, Green Form subsidised HOS flat, Starter Homes Pilot Scheme, Private Sector Participation Scheme flats, Buy-or-Rent Option Scheme flats, and Housing Society's Flat-for-Sale Scheme flats.

Recreation and Open Space

The Town Centre area is provided with a comprehensive network of open spaces, including the waterfront open spaces in Area 52 (Figure 10), Tung Chung North Park (Figure 11) and other major district open spaces. The knolls to the northeast of Yat Tung Estate are intended to develop as a town park. More recreation and open spaces will be provided in the Tung Chung New Town Extension area.



Figure 10: Waterfront Open Space



Figure 11: Tung Chung North Park

Community Facilities

In Tung Chung New Town, a number of community facilities are planned and developed in accordance with the requirements stipulated under the Hong Kong Planning Standards and Guidelines for provision of medical, education and community facilities to serve the local residents. Major GIC facilities including the Tung Chung Swimming Pool (Figure 12), Tung Chung Post Office, Tung Chung Man Tung Road Sports Centre, Tung Chung Public Library, Tung Chung Community Hall and North Lantau Hospital (Phase I) (Figure 13) have been completed. Some sites within town centre area and extension area are also reserved for expansion of hospital and provision of community facilities including a community hall.



Figure 12: Tung Chung Swimming Pool



Figure 13: North Lantau Hospital

Village Type Development

There are sixteen recognised villages in the area, namely Sheung Ling Pei, Ha Ling Pei, Wong Ka Wai, Lung Tseng Tau, Wong Nei Uk, Ma Wan Chung (Figure 14), Ma Wan (resited to Ma Wan New Village) (Figure 15), Shan Ha (Pa Mei), Chek Lap Kok San Tsuen, Tai Po, Ngau Au, Lam Che, Nim Yuen, Shek Lau Po, Mok Ka and Shek Mun Kap.



Figure 14: Ma Wan Chung Village



Figure 15: Villages near Wong Lung Hang

Tung Chung New Town Extension

In 2007, the Government decided to proceed with the Hong Kong – Zhuhai – Macao Bridge and Tuen Mun – Chek Lap Kok Link in the vicinity of Tung Chung. Against this background, and as part of the Government's enhanced efforts to increase housing land supply, there is a need to review and establish the planning and engineering feasibility of the remaining development of Tung Chung New Town to meet the long-term housing need of our community.

In 2012, the Tung Chung New Town Extension (TCNTE) Study was commissioned by the Government with the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Taking into account the public views and the planning and technical assessments, the Recommended Outline Development Plans (RODPs) for the TCNTE areas were finalised in 2016. The total area of TCNTE, covering Tung Chung East (TCE) extension and Tung Chung West (TCW) extension, is over 200 ha including 130 ha obtained from reclamation in TCE.

Statutory town plans, namely Tung Chung Extension Area Outline Zoning Plan (OZP), Tung Chung Town Centre Area OZP and Tung Chung Valley OZP (Figure 16), incorporated the land use proposals in the RODPs were gazetted in 2016 and subsequently approved by the Chief Executive in Council in 2017.

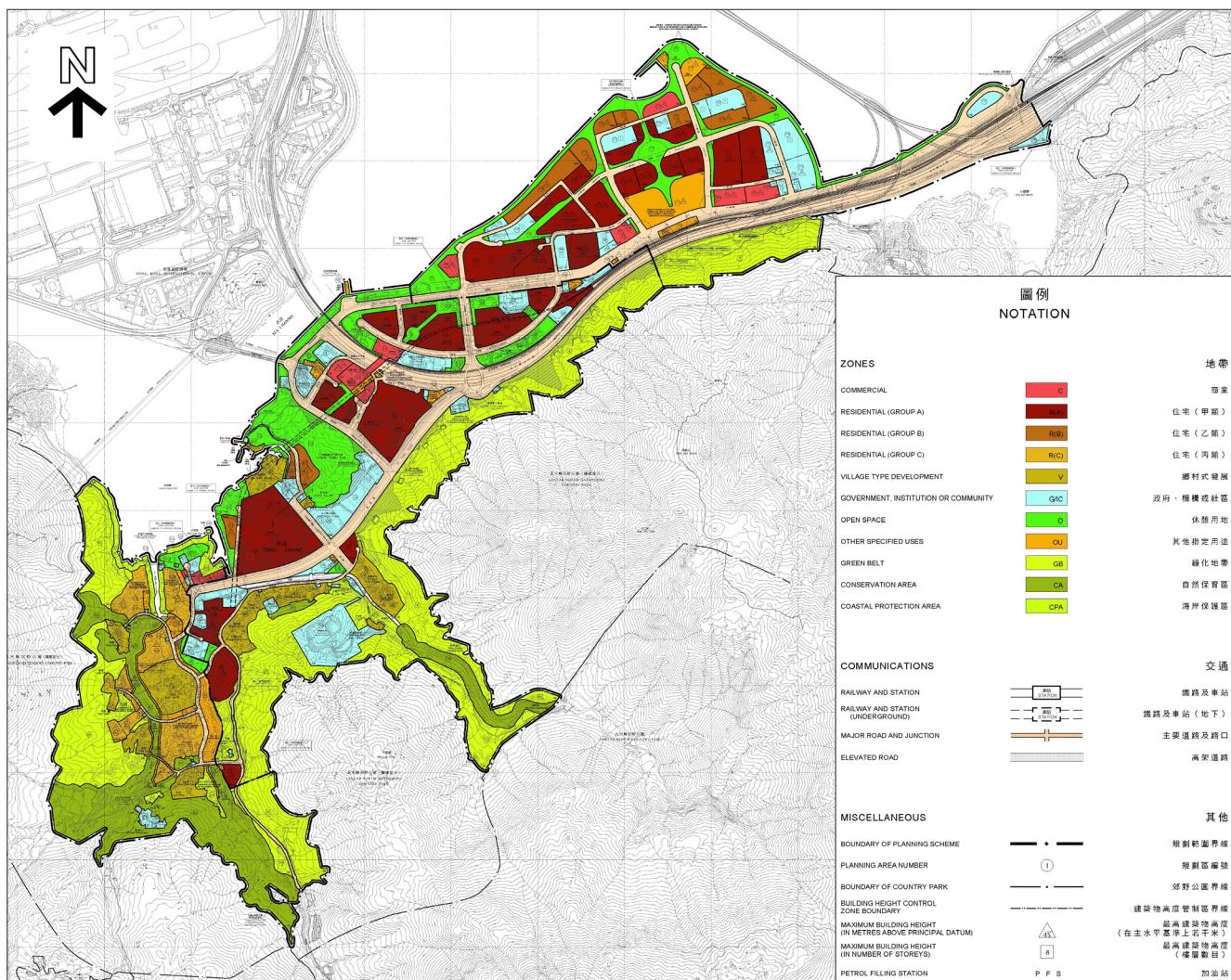


Figure 16: Statutory Town Plans covering Tung Chung New Town

TCNTE (Figure 17) is one of the important land supply sources to meet territorial housing and economic needs. The reclamation in Tung Chung Extension is completed in 2023, while the first phase of infrastructure works in TCNTE is expected to be completed in 2028. Upon completion of TCNTE, 62 100 new flats will be provided with about 72:28 overall flat mix ratio between public and private housing. The entire Tung Chung New Town will accommodate a population of about 320 000 (of which about 184 000 comes from TCNTE). About 40 000 new job opportunities will also be created in TCNTE.



Figure 17: Tung Chung New Town Extension

Planning and Urban Design Concept of TCNTE

Transit-Oriented Development

TCNTE will be served by new TCE and TCW stations on MTR Tung Chung Line. To capitalise on the development opportunities presented by major new public transport links to the territory and also within Tung Chung, the concept of Transit-Oriented Development is utilised to create highly concentrated hubs of activity and residential areas in close proximity to the proposed new railway stations, maximising development potential of development areas, and promoting energy efficiency and minimising carbon emissions. In TCE, a Metro Core Area (Figure 18) adjacent to the proposed TCE rail station will serve as an integrated development with housing, office and retail facilities.



Figure 18: Metro Core Area in Tung Chung East

Comprehensive Connectivity

Apart from new railway stations, a section of Road P1 connecting TCE with NLH will be constructed to provide an external highway connection. A comprehensive road network has been designed in TCNTE to connect the residential sites, commercial sites and GIC facilities (Figure 19). Public Transport Interchanges will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. Comprehensive pedestrian networks incorporated into the Linear Park system will link up the Metro Core Area and other residential sites with the waterfront, the town centre area and all the key public facilities and activity nodes such as the waterfront parks and marina.



Figure 19: Transportation Network of Tung Chung New Town and its Extension

Regional Commercial Hub

With a comparative advantage due to its good accessibility to the city centre and proximity to the residential developments, TCE provides an opportunity for the development of a regional office node at the Metro Core Area near the proposed TCE Station. Together with the other retail and hotel uses in the town centre and waterfront area, an additional sum of about 800 000m² commercial floor space and about 40 000 job opportunities will be created (Figure 20). As such, the job opportunities in Tung Chung New Town will be more diversified, ultimately encouraging employment within the district.

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

Figure 20: Commercial Facilities

Vibrant Waterfront and Streets

Marina, hotel and associated commercial developments are proposed near the waterfront to enhance vibrancy (Figure 21). Local retail uses and eating places are planned fronting the Central Green and waterfront parks, and along the Linear Parks and the main streets forming key pedestrian spines and activities corridors. They are intended to create street vibrancy and enhance the activities on the ground floor and provide opportunities for local residents to open up small business, and to create a generous spatial experience where retail and dining are combined with the open spaces for recreation and leisure.



Figure 21: Waterfront in Tung Chung East

Building Height Strategy

With consideration of the Airport Height Restriction and specific regard to the adjacent features, stepped building height (BH) profile is adopted by which BHs are gradually reduced from the mountain backdrop to the waterfront (Figures 22 and 23). The concept could also enable views to be maximised from various residential areas towards the sea and to avoid creation of 'wall-building'.

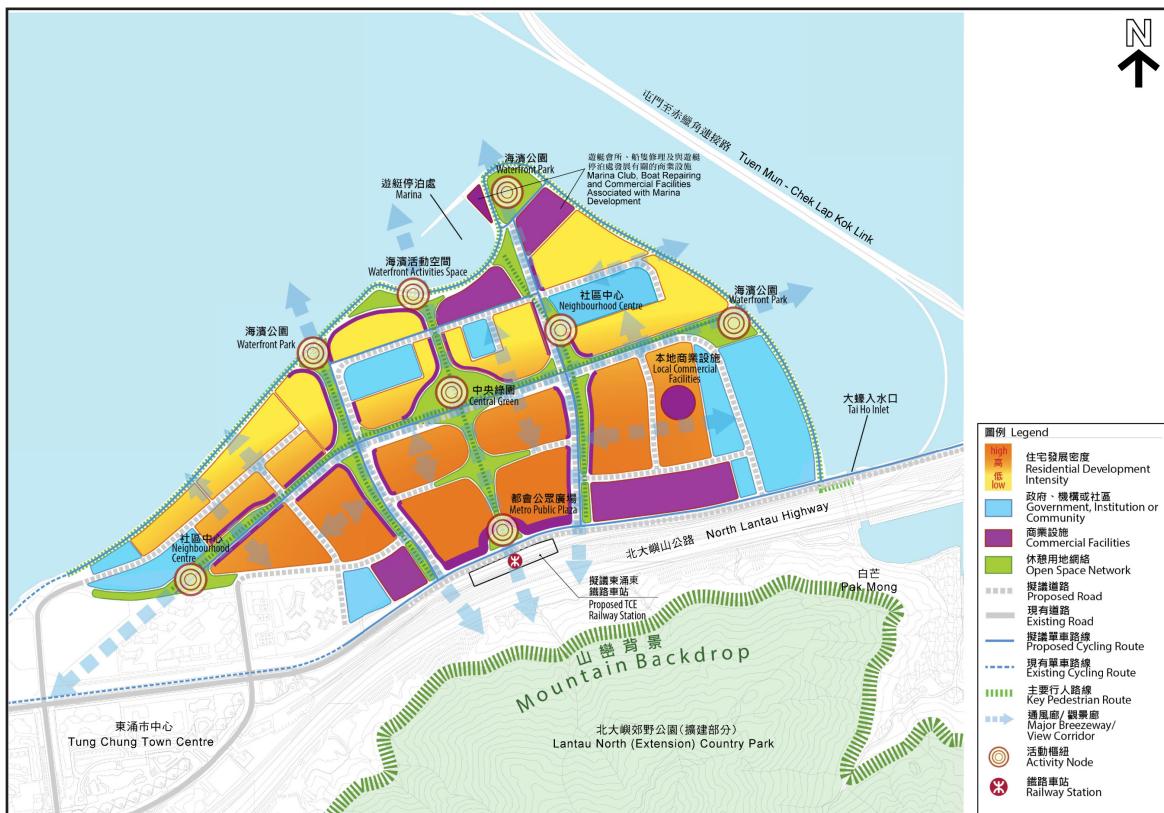


Figure 22: Urban Design Concept of Tung Chung East

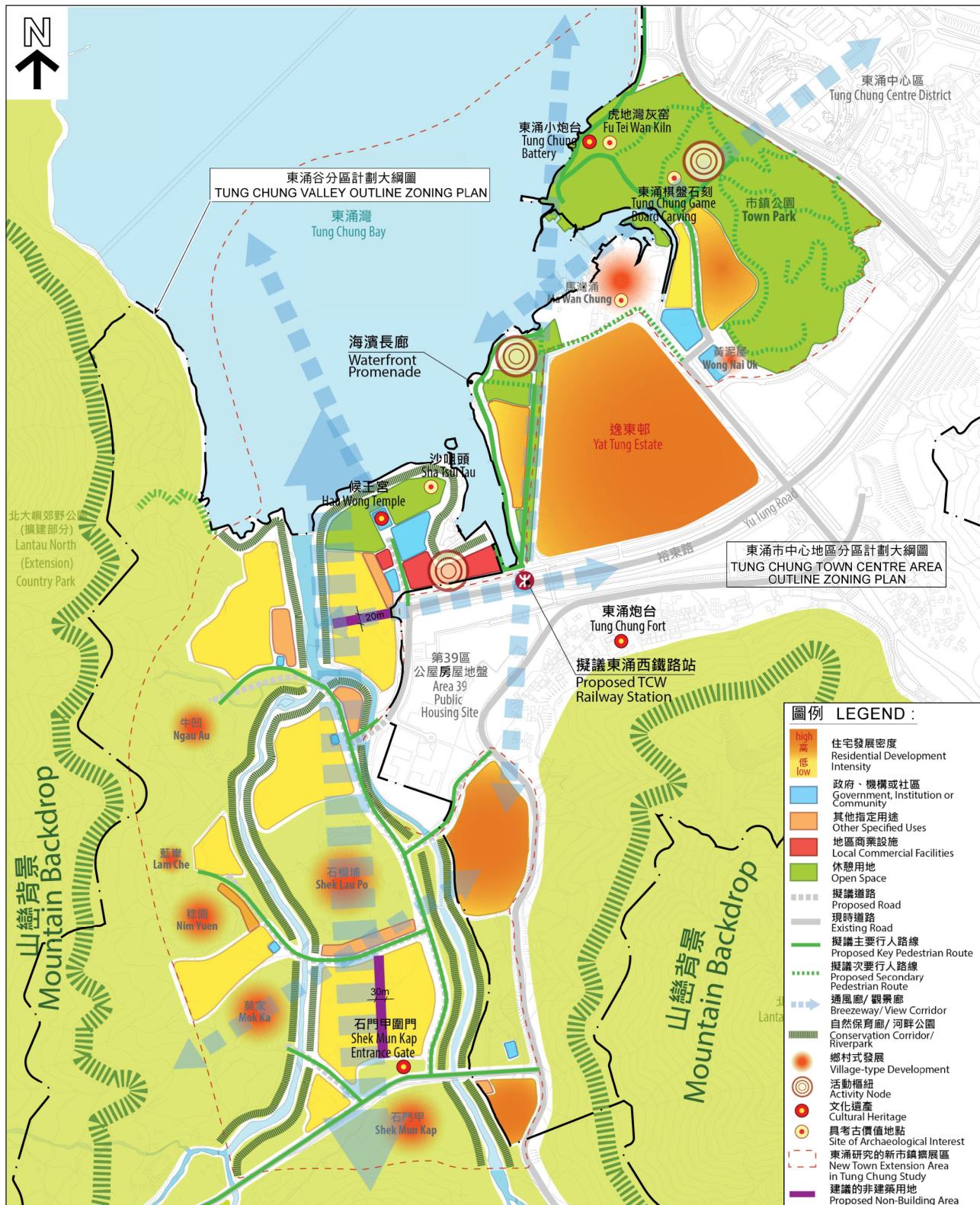


Figure 23: Urban Design Concept of Tung Chung West

Breezeways and View Corridors

Non-building areas are planned to serve as breezeways, taking account of prevailing wind to improve air circulation and/or to provide major view corridors from the hillside to the sea area to the north (Figure 24). They are strategically placed in order to create a comprehensive breezeway system to promote better air ventilation and urban climate. The breezeways incorporate opportunities to provide views to the mountain backdrop and the sea from various nodes and open spaces within the area. For those sites which lie along the breezeways/view corridors, future layout of building blocks should be encouraged to align with the prevailing wind directions and sufficient building gaps should be provided to allow for good wind penetration.



Figure 24: Breezeways and View Corridors

Landscape and Open Space Design

In TCE, the open space system is planned along the major wind paths. As part of a comprehensive circulation strategy, the Linear Parks perform as both open space amenities and pedestrian routes. The Central Green is designed to form the focus of the landscape framework for the area providing a signature, high quality open space corridor through the heart of the development and is accessible to all (Figure 25). Distinctive urban design features such as the plaza in the Metro Core Area and focal points/waterfront parks at the waterfront promenade are incorporated to serve as activity nodes and event venues. The 12km waterfront promenade with cycle track and footpath will create strong linkages within the TCE and with the town centre area.



Figure 25: Open Space Network in Tung Chung East

Preserve the Rural Character of Tung Chung Valley

In TCW, to preserve the rural character and features of Tung Chung Valley, Tung Chung Bay (Figure 26) and Tung Chung Stream (Figure 27) which possess high ecological value are designated for conservation purposes. Only areas among villages with low ecological value are proposed for low-density residential development. Opportunity is also taken to develop a river park along some sections of Tung Chung Stream in order to retain the existing natural landscape, ecological or topographic features of the Tung Chung Stream for preservation, educational and research purposes.



Figure 26: Tung Chung Valley



Figure 27: Tung Chung Stream

Looking Ahead

The Government announced in June 2017 the Sustainable Lantau Blueprint (Figure 28), which provides a reference roadmap for Lantau with the direction: 'Development in the North, Conservation for the South', with a view to developing Lantau into a smart and low-carbon community for living, work, business, leisure and study.



Tung Chung New Town and its extension would be developed as a balanced community and supporting services to the Hong Kong International Airport. Through new, innovative and environmentally friendly design, the extension area could provide smart urban experience and development as a balance and vibrant community.

Based on the concepts presented in the TCNTE Study, a detailed urban design study has been conducted to produce more in-depth design guidelines/manuals for various significant focus areas including the open spaces and key development sites in TCNTE.

Reclamation, site formation and engineering infrastructural works commenced in phases from end 2017, to enable first population intake starting from 2025. The development of the TCNTE is expected to be fully completed by 2030.

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