

## 3 Summary of Major Views and Responses

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### 3.1 Major Views

**3.1.1** The comments and suggestions received from various channels and parties during the two-month Stage 1 PE on the Study, which have been discussed in the preceding Section 2, are summarised under the following categories:

#### Development Needs

**3.1.2** There was broad consensus that Tung Chung needed and had potential for further development.

**3.1.3** Transportation, community/recreational facilities and job/business opportunities were considered as high priorities than the other areas of development.

**3.1.4** There were queries on the necessity and feasibility of achieving the target population.

#### Planning Vision

**3.1.5** There was broad consensus for a balanced development of Tung Chung in terms of development intensity, environmental protection and social needs.

**3.1.6** There were views suggesting Tung Chung to be developed into a tourist and recreational hub.

#### Land Supply and Demand

**3.1.7** There was a general preference for developing fallow agricultural land over reclamation to increase land supply in Tung Chung West. Reclamation in Tung Chung West, particularly in Tung Chung Bay, was strongly opposed due to its high ecological, cultural and historical values. There was no major objection to reclamation in Tung Chung East.

**3.1.8** Resumption of land for reselling to private developers was strongly opposed.

#### Housing Supply and Mix

**3.1.9** There was a general understanding that higher population and more housing developments in Tung Chung would lead to more community and recreational facilities, facilitate local economic development and consequently improve the living standard of the residents. Development of high-density housing was, nevertheless, a concern.

**3.1.10** Regarding housing mix, a balanced mix of public and private housing was demanded for community coherence.

#### Transportation Network

**3.1.11** There was broad consensus for improvement on the external connectivity of Tung Chung with the other parts of Hong Kong and better internal connectivity of Tung Chung with Tung Chung West, Tung Chung East and the villages. An additional

MTR station in Tung Chung West to serve Yat Tung Estate and the future population was requested.

- 3.1.12** More transport types and services were suggested to reduce transportation cost and to support the population growth of Tung Chung.

#### Community Facilities

- 3.1.13** There was a general request for more and fairer distribution of community and recreational facilities, particularly hospitals, medical care facilities, sports grounds and wet markets in Tung Chung East and West.

- 3.1.14** There were suggestions for developing resorts/hotels/villas and eco-tourist facilities such as ecological parks and organic farms.

- 3.1.15** There were standard submissions from the Tritons Triathlon Club requesting improvement and extension of the existing cycle tracks to Sunny Bay.

#### Ecology and Environment

- 3.1.16** There were grave concerns about the possible adverse impacts of development on the ecology and the environment of Tung Chung River and Tung Chung Bay. Disturbance to butterflies, birds, fish, horseshoe crabs and Chinese White Dolphins of high ecological value should be minimised and mitigated.

- 3.1.17** There were suggestions for promoting eco-tourism and environmental education in Tung Chung West.

- 3.1.18** There were concerns about traffic noise caused by roads, e.g. the North Lantau Highway and by transport facilities e.g. the Airport Express to the residents.

#### Cultural Heritage

- 3.1.19** There was broad consensus that monuments, historical buildings and rural villages of preservation values should be protected for their educational and tourism purposes. Ma Wan Chung was also proposed for preservation and revitalisation and the existing fishing village was proposed to be developed into a Fisherman's Wharf.

- 3.1.20** There were standard submissions requesting preservation of the Prajna Dhyana Temple at Shek Mun Kap.

#### Economic Development

- 3.1.21** Increasing job and business opportunities for local residents were considered more preferable to theme park development.

- 3.1.22** There were suggestions for promotion of commercial and tourism uses with the development, e.g. hotel/resort centres, water sports centres, flea markets, marina and fisherman's wharf in Tung Chung.

## **3.2 Responses to Public Views**

- 3.2.1** Comments, suggestions and development proposals collected during the Stage 1 PE have been considered in the following aspects of development:

#### Development Needs

**3.2.2** Comments and suggestions on transportation, community/recreational facilities, job/business opportunities and the other development areas have been considered and will be taken on board where appropriate in formulating the various development themes and land use options. The Study will explore further how the additional population could be accommodated in the Tung Chung Extension area by taking into account the development opportunities and constraints.

#### Planning Vision

**3.2.3** The public request for balanced, tourism and recreational developments is noted and will be incorporated in the development options for further discussion at the next stage's PE where appropriate.

#### Land Supply and Demand

**3.2.4** Taking note of the public views on reclamation and use of fallow agricultural land, development options with proposed reclamation extent will be formulated to address issues concerning development pressure, ecological conservation and cultural and historical preservation for further public consultation.

#### Housing Supply and Mix

**3.2.5** Public preference on housing mix will be taken into account in formulating the development options for residential development in the extension area to meet the public aspiration for a coherent and harmonious community.

#### Transportation Network

**3.2.6** The request for better connectivity of Tung Chung with the other parts of Hong Kong as well as within Tung Chung will be taken into consideration in planning vehicular and pedestrian links in the various development options. Provision of new MTR stations is being explored with relevant government departments and the MTR.

#### Community Facilities

**3.2.7** Suggestions on types and distribution of various community facilities will be carefully considered in formulating the development schemes for a balanced and sustainable community. The feasibility of improving the existing cycle tracks within the Study Area will be examined.

#### Ecology and Environment

**3.2.8** The possible impact of development on the ecologically sensitive areas and on the environment, such as on air quality and residential dwellings will be critically assessed and minimised, e.g. in the Environmental Impact Assessment. Areas proven to be ecologically sensitive will be protected against undue influence/disturbance.

#### Cultural Heritage

**3.2.9** Preservation of Prajna Dhyana Temple and other declared monuments and places of high cultural, historical and heritage values such as Ma Wan Chung Fishing Village would be a key element in the development options.

#### Economic Development

**3.2.10** Provision of local employment and business opportunities and the possibility of tourism development will be examined in formulating the various development options.

#### Others Suggestions outside the Scope of this Study

- 3.2.11** As some of the suggestions are outside the scope of this Study, they will be relayed to relevant bureaux and departments for consideration. These suggestions include:
- Government resumption of land for reselling;
  - Improvement of connectivity of Tung Chung with the other parts of Lantau Island; and
  - Extension of cycle tracks to Sunny Bay.

### **3.3 Development Proposals**

- 3.3.1** An analysis of the development proposals submitted is attached at *Appendix T*. Major findings of the analysis and corresponding responses are summarised below.

#### Proposal by Tung Chung Rural Committee (TCRC)

- 3.3.2** The suggestions stated in the proposal, including tourism and economic zones with low to medium density housing; the proposed development of Nim Yuen and Lam Che Villages for columbaria, Buddhist temples or other uses; the proposed revitalisation of Ma Wan Chung and the nearby areas for a fisherman's wharf, waterfront promenades, restaurants and water transportation facilities; the suggested community facilities of car parks, museums, ecological parks, organic farms, amphitheatres along the two sides of the Tung Chung Valley and the proposed improvement to the connectivity of the villages with the other part of Tung Chung will be taken into consideration in formulating the development options. The locations of the proposed housing sites, their development intensity, etc. will be further examined in the PODP.
- 3.3.3** The proposed "CDA" site between Yat Tung Estate and Hau Wong Temple for high-density residential and commercial development will not be considered in the development options due to high ecological value of the area and the close proximity of the site to Hau Wong Temple.

#### Proposal by 關注東涌發展大聯盟

- 3.3.4** The suggestions stated in the proposal, including the development of fallow agricultural land and the existing villages, the proposed medium density private housing developments in Ngau Au, Lam Che and Nim Yuen villages, the proposed medium density public housing developments in the inland areas to the south of Shek Lau Po village, the proposed mix of 4:6 for public and private housing, the proposed new MTR station; extension of Yu Tung Road and cycle tracks to link up Tung Chung West and East; the proposed GIC and cultural/recreational facilities, e.g. sports ground in the central part of Tung Chung Valley covering Shek Lau Po village and the other suggested facilities of civic centre, schools and police and fire stations in Tung Chung West, will be considered as development options for the area.
- 3.3.5** The proposed "Conservation and Revitalisation" area in Ma Wan Chung and Wong Nai Uk for preservation of cultural heritage; the proposed development of land to the south of Sha Tsui Tau and near Ma Wan Village into a commercial area with flea markets and the proposed use of the reclamation area in Tung Chung East for medium density housing developments will also be considered during the

formulation of the development options, with the locations of the proposed housing sites, their development intensity etc. will be further examined in the PODP.

- 3.3.6** For the proposed relocation of the public transport interchange from Area 3 to Area 1 with topside shopping malls and office towers instead of the originally planned GIC facilities, the proposed developments in the Sha Lo Wan Area, Tin Sum Area, Pak Mong Area and Siu Ho Wan Depot and the proposed extension of the existing cycle tracks to Sunny Bay and the Tin Sum area are outside the PNTEA and the proposals will be relayed to relevant departments including Transport Department for consideration.

#### Proposal by Joint Green Groups

- 3.3.7** The Groups' general objection to reclamation, engineering work, channelisation and major development near Tung Chung Bay, Tung Chung River Valley and the nearby coastal areas due to high ecological value of the area and potential pollutions caused by the development is noted. Their suggested rehabilitation of the channelised sections of Tung Chung River, the proposed eco-trails, riverside park, nature education centre, resting areas and look-out points along the river valley and the estuary for public enjoyment and the proposed small-scale village type development and compatible community facilities in Tung Chung West will be considered in the formulation of development options. Details of the development will be further examined in the PODP.
- 3.3.8** The groups also proposed conservation planning, management and monitoring for natural resources and designating Tung Chung River and its surrounding woodlands and the coast as "Site of Special Scientific Interest", "Conservation Area" and "Coastal Protection Area" respectively. These suggestions will be further explored along with the environmental assessments.
- 3.3.9** The groups also suggested enhancing the tourist appeal of Tung Chung River Valley through improvement to the link of the area with the country parks in Lantau and the neighbouring tourist spots including Ngong Ping 360, Po Lin Monastery and the Tian Tan Buddha. As the proposal is outside the scope of this Study, it will be relayed to the Commission for Tourism for further consideration.

#### Proposal by Urban Design & Planning Consultants Limited (UDP)

- 3.3.10** UDP suggested two development options in Tung Chung West, namely the Channel Option and the Island Option. Both options involve reclamation near Tung Chung Bay. The main difference between the two was the location of the proposed reclamation area.
- 3.3.11** Under both options, the northern part of the area was for mixed commercial, business, hotel, leisure and residential uses. Medium rise developments were proposed along the waterfront, high-rise developments in the inland area and low to medium-rise developments including elderly housing, resort and educational institutions within the valley. UDP also suggested building a town park in an area between Yat Tung Estate and the Tung Chung Town Centre, a visitor centre to the immediate west of Yat Tung Estate and an MTR station in Tung Chung West. Waterfront promenades along the sides of water channels or around the periphery of the man-made island were proposed for public enjoyment.

**3.3.12** The mixed land uses in Tung Chung West suggested above will be considered in the formulation of the development principles and options for a balanced and sustainable development. The details of development such as development intensity and locations and type of facilities to be provided will be further explored in the PODP. However, the proposed reclamation of Tung Chung Bay will not be considered due to the high ecological value of Tung Chung Bay.

Proposal by Kenneth To & Associate Limited (KTA)

**3.3.13** KTA's proposal is concerned about developments in Tung Chung West with high and medium density developments in the central part and at the periphery of Tung Chung Valley respectively. "Residential Zone 1" and "Public Rental Housing" were proposed to the west of Tung Chung River. Under the proposed scheme, the existing villages would remain intact. KTA also proposed having open space in different parts of Tung Chung West with a town park to the northeast of Yat Tung Estate; various GIC facilities and education zonings in the central and southern parts of Tung Chung West; a recreation zone with youth hostel, international youth centre and water sports centre near Tung Chung Bay; and a new MTR station, a resort hotel and a Fisherman's Wharf to the west of Yat Tung Estate.

**3.3.14** KTA also proposed a promenade linking up the various points of interest such as Ma Wan Chung, Tung Chung Battery, Hau Wong Temple and the proposed resort development and a cycle track network along the waterfront and in the inland area for environmental friendly transportation.

**3.3.15** The above suggestions will be considered in the formulation of development principles and options whilst details of development such as development intensity and locations and type of facilities to be provided will be further explored in the PODP.

**3.3.16** The proposed "CDA" site with MTR station in the central part of Tung Chung Valley will not be considered in the formulation of development options due to the high ecological value of the area and the incompatibility of the proposal with the surrounding developments.

Proposal by a Private Individual

**3.3.17** The proponent generally did not support reclamation in Tung Chung Bay but suggested reclamation near Caribbean Coast. The suggestion will be considered in the formulation of the development principles and options.

**3.3.18** The other suggestions concerning traffic and road works in Tung Chung Eastern Interchange, Cheung Tung Road and North Lantau Expressway at Siu Ho Wan, MTR services and environmental measures for traffic in Tung Chung area at large and HKZMB and the airport in particular are outside the PNTEA and will not be considered in the formulation of development options. These proposals will be relayed to relevant bureaux and departments for consideration.