

Appendix I

Minutes of Statutory Advisory Bodies Meetings

(Gist Translation)

Summary of Minutes of Meeting of Islands District Council

Date : 1 September 2014 (Monday)
Time : 2:00 p.m.
Venue : Conference Room, Islands District Council, 14/F., Harbour Building,
38 Pier Road, Central, Hong Kong.

I. Tung Chung New Town Extension Study Stage III Public Engagement - Draft Recommended Outline Development Plan

The representative of the Development Bureau gave a brief introduction of Tung Chung New Town Extension Study Stage III Public Engagement - Draft Recommended Outline Development Plan, and a representative of the Consultant briefed the meeting of the contents of the paper by powerpoint.

A member gave his opinions as follows:

- (a) He welcomed the Planning Department's decision of not pursuing further the proposal of reclaiming land in Tung Chung West. He enquired the reason for not reserving land for institution or community uses in the Draft Recommended Outline Development Plan (RODP). He said that with the increase in population, there would be great demand for community facilities, and some non-governmental and religious organizations were interested in setting up offices in Tung Chung.
- (b) There was an imbalance of land usage as residential lands made up 30%, whereas commercial and economic comprehensive development area made up only 7%. He hoped that more land would be reserved for commercial usage.

Another member gave his opinions as follows:

- (a) He was pleased that proposals raised by residents in Stage II Public Engagement were accepted, including the construction of railway stations in Tung Chung East and West. Residents were pleased with the proposed location of the railway station in Tung Chung West.

- (b) Many lands were planned for educational usage but only a few were planned for institution or community usage. He was concerned that religious or social welfare organization(s) might not have adequate land to provide services.
- (c) As land had been reserved for the construction of a sports centre in Tung Chung Area 39, he thus proposed moving the civic centre in Tung Chung Town Centre to a location in Tung Chung West reserved for the construction of a sports centre. The relocation would be favourable for the overall development of Tung Chung. Or else most large scale cultural and leisure facilities would be located in the Town Centre or Tung Chung East.
- (d) He proposed the construction of a seaside promenade from Tung Chung New Development Ferry Pier to Tung Chung Old Pier to connect Tung Chung West and Tung Chung Town Centre.

One member gave his views as follows:

- (a) He welcomed the Planning Department's decision of not reclaiming land in Tung Chung West, and instead building houses on the slopes.
- (b) He proposed more land be planned for community facilities in Tung Chung West. As there were already clinics in North Lantau Hospital, he enquired whether there was need to set up another clinic or health centre in the area. He proposed the construction of a government complex with market, sports stadium and community hall and believed that it would be welcomed by residents of Tung Chung West.
- (c) As planning of Tung Chung West would not involve reclamation, he proposed early implementation of some project items such as Town Park and construction of houses in West Valley.

A member gave her opinions as follows:

- (a) She welcomed the Government's decision to reserve land for post-secondary college and schools, and enquired whether the post-secondary college being planned would be a vocational training school to tie in with future development in Tung Chung, such as hotel, tourist, retail and catering industries. Many lands were planned for educational usages and she hoped that the capacity of existing schools

would be taken into account first before planning new schools.

- (b) She concurred with the idea of planning more commercial lands in Tung Chung North to provide more employment opportunities, so that residents would not have to commute outside the district for work.
- (c) She was concerned whether MTR Tung Chung Line would have the capacity to cope with future development in Tung Chung, as its current service capacity was almost fully utilized.

A member gave his views as follows:

- (a) He hoped that the Planning Department would reserve more land by the two sides of the water channel in Tung Chung West for village type development.
- (b) He hoped the design of the proposed Town Park would be mindful of existing graves and private lands.
- (c) The Government should improve country roads in the vicinity if it implemented the construction of low-density residential areas near the Town Park.

The Vice-chairlady gave her opinions as follows:

- (a) She was pleased that the Planning Department and Civil Engineering and Development Department (CEDD) had taken into account opinions collected in Stage II Public Engagement and not to pursue further the proposal of reclamation in Tung Chung West.
- (b) She proposed the construction of a footway and a cycling track at the seaside promenade linking Tung Chung Town Centre and Tung Chung old areas. She hoped that the Government would make use of the planning to provide a complete cycling network to improve transport between the New Town and the rural areas. She also proposed the construction of a velodrome park.
- (c) She proposed that the Town Park should be built on the slope and that a viewing platform be constructed.

- (d) She enquired whether some project items could be implemented first, such as revitalization of Ma Wan Chung, improvement of drainage system, maintenance of country roads, etc.
- (e) She hoped that the Planning Department would re-assess the zoning of green belts so as to release land for housing development.
- (f) She was also concerned of whether the capacity of MTR Tung Chung Line would be able to meet future demand.
- (g) The population of Tung Chung would meet the requirement of building a railway station after the public housing in Area 39 was completed. She hoped that the construction of railway station would be implemented first.
- (h) She enquired whether it would be possible to construct leisure and cultural facilities at the same time as the implementation of the housing project in Area 39, so as to alleviate the shortage of facilities in the area. She concurred with the proposal raised previously by another member to move the theatre or civic centre in Tung Chung Town Centre to Tung Chung West, so that the lands in Area 1, 2, and 3 in the Town Centre could be used for underground parking or commercial purposes.
- (i) She queried whether there would be need for so many schools as the population was aging, and that many existing schools were already experiencing under-enrollment. She proposed using the land for community facilities.
- (j) She also proposed that the green belt in Area 52 in Tung Chung be used for commercial purposes.
- (k) The Planning Department should maintain contact with indigenous residents on the planning of Tung Chung West.
- (l) She hoped that the Planning Department would continue to collect opinions from residents in Stage III Public Engagement.

A member gave his views as follows:

- (a) He was pleased that the current planning had accepted some proposals raised earlier by members, such as provision of local employment opportunities.
- (b) He estimated that there would be around 110 000 new jobs in the area and that many people would have to commute to work from other districts. He worried that there might be a shortage of manpower.
- (c) He urged the Government to consider the distribution of population and planning of transport facilities in Tung Chung in the future, and whether MTR Tung Chung Line would be adequate to cope with future demand.

A member gave his opinions as follows:

- (a) He proposed the construction of a road near Wong Ka Wai to connect Chung Yat Street and Tung Chung Road.
- (b) He enquired how many underwater caverns there were in the proposed reclamation area, and whether there would be a road connecting Cheung Tung Road with places such as Pak Ngan Heung, Ngau Kwu Long and Tai Ho.
- (c) He enquired about the function of the proposed Tai Ho Interchange, and why Tai Ho was selected to be site for reclamation.

The representative of the Planning Department responded as follows:

- (a) He was appreciative of the support and opinions offered by members and the local people.
- (b) The current RODP was prepared based on opinions collected in Stage II Public Engagement in 2013. The planning proposal of Tung Chung East was a hybrid approach of the two themes offered for public comment in Stage II, namely Livable Town and Economic Vibrancy. Results of Stage II Public Engagement showed that the support for the two themes were very close. Thus the specialties of the two approaches were rolled into one in the current proposal.

- (c) It was the intention of the research team to provide more land for commercial usage. There would be 500 000 square metres of office space and 100 000 square metres for retailing businesses proposed in the RODP. More commercial spaces would be provided in development projects nearby, such as the Airport's North Commercial District and Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge.
- (d) With reference to the concern about adequacy of future manpower population, the research team had intended to make optimum use of land to provide more housing. With the reclamation proposal of Tung Chung West abandoned, "stepped height profile" was adopted for residential planning in Tung Chung East in order to maintain the overall planning concept.
- (e) Some members were concerned that there might be a lack of land for institution or community usage. Relevant government departments had been consulted for demand of land for such purposes, and the current proposals concerning schools, sports stadia and clinics were made after discussion with the concerned departments. The research team proposed setting aside floor spaces in public housing projects for institution or community usage. If concrete proposals were received, the research team would discuss with relevant departments and decide whether land should be reserved for religious purpose. If necessary and based on actual circumstances, appropriate adjustment to the RODP could be suggested.
- (f) The research team would carefully study the proposal of moving the civic centre in Tung Chung Area 1 to Tung Chung West.
- (g) Land was reserved for post-secondary colleges as a response to opinions gathered in Stage II Public Engagement, and also a result of discussions held with the Education Bureau. There had yet been any concrete proposal concerning future operations. Local consultation would be conducted when plans were to be implemented. The Planning Department would discuss with the Education Bureau to review the educational land usage to see if some land would be released for other uses.
- (h) The original proposal of cycling track was premised on the Tung Chung West reclamation, which would not be pursued further. If a

footway or a cycling track was to be built along the seaside, the impact on environment had to be considered. The current planning was to link Tung Chung East and West by the Town Park.

- (i) Issues of graves and burial sites would be dealt with when detailed planning and design was to be conducted. Impact on graves and private properties would be kept minimum.
- (j) Cycling track was a major item in the current planning exercise. It was initially proposed that a track of seven kilometres would be provided. Apart from pedestrian facilities, the research team would study making use of the track as a link for Tung Chung area.
- (k) Some members were concerned that private properties beside Tung Chung River would be frozen. The current proposal was preliminary and the Town Planning Board had all along regarded farming as a permitted usage. The research team would be mindful of the environment and would try to avoid affecting land for residential usage.
- (l) The research team found that Tung Chung River had certain ecological values. The analysis was concurred by the Agriculture, Fisheries and Conservation Department. Studies needed to be conducted for housing development proposed nearby.

The representative of the CEDD responded as follows:

- (a) Upon the conclusion of Stage III Public Engagement, CEDD would study and assess with the Consultant on the construction of facilities in phases, taking into consideration factors such as the increase in population.
- (b) The current planning aimed at providing employment in Tung Chung as much as possible. The Consultant had assessed the carrying capacity of the MTR Tung Chung Line and believed that even if the future population of Tung Chung should reach 260 000, the existing railway line would be able to cope with the demand.
- (c) The proposed road P1 would not involve any construction work in Tai Ho. It was still not yet determined as to whether reclamation would be needed.

- (d) CEDD would study the proposal of building a road to connect Cheung Tung Road in the next stage.
- (e) The proposal of building a road to connect Chung Yat Street with Tung Chung Road would involve the public housing site of the Housing Department in Tung Chung Area 39. There would be a road south of Area 39 connecting the rural areas with Tung Chung Road.

A representative of the Consultant responded as follows:

- (a) There was still capacity for the MTR Tung Chung Line to increase its frequencies and as some works had yet been completed at Hong Kong Station as originally designed, there was room for increased frequencies. Based on estimated data and information of 2031, the Consultant believed that the carrying capacity of Tung Chung Line would be able to cope with future demand.
- (b) After referring to ground and soil investigation information obtained, the Consultant believed that reclamation at Tung Chung East would come across some technical difficulties concerning caverns. However, these difficulties could be overcome technically.
- (c) The Consultant would study the proposal of connecting Chung Yat Street with Tung Chung Road with the Housing Department.

Another representative of the Consultant responded as follows:

- (a) Members proposed in Stage II Public Engagement to reserve land for post-secondary education to enhance employment prospect for residents. In the current planning, low and medium density residential sites would be provided, as well as high density public and private housing.
- (b) Commercial lands being proposed would provide commercial buildings, regional shopping malls, retailing businesses and hotels, and thus it was believed that there would be diversified employment opportunities. With jobs brought about by the “bridgehead economy” of the Hong Kong-Zhuhai-Macao Bridge Boundary Crossing Facilities and the Airport’s North Commercial District, it was believed that

people of various levels of qualifications and training could be employed within the area.

The Vice-chairlady said that facilities at Hong Kong Station should be enhanced as early as possible. The construction of seaside promenade was crucial to the revitalization of Ma Wan Chung and connection of Tung Chung East and West, and it should be built by making use of environmentally-friendly materials. She also hoped that the two sides of Tung Chung River could be used for housing development, and urged to Government to re-consider the proposal.

A member said that the Housing Department revealed that the public housing development in Tung Chung Area could be downsized to facilitate the construction of a road linking Chung Yat Street with Tung Chung Road. He also worried that the road from Ma Wan Chung to Lung Tseng Tau would not be able to cope with the increase of traffic brought about by the increase of population in Tung Chung Area 39. He urged the Government to open Tung Chung Road to the public.

Another member said that the traffic of Tung Chung Road had increased, and it would increase further with the future construction of houses in Tung Chung Area 39. He urged the Government to build a road connecting Chung Yat Street with Tung Chung Road to ease traffic congestion. He was also concerned that the caverns might have impact on the foundation of houses built on reclaimed land.

A member said that with the increase of mid to high level jobs in Tung Chung in the future, there would be a strong demand for housing in the area. Thus the Government should set aside land for residential purposes.

II. Land Use Review Rezoning and Home Ownership Scheme Development at Tung Chung Area 27

A member welcomed the Government's initiative to increase housing supply. He said that there were vacant parking spaces in Yat Tung Estate nearby, and proposed that the underground carpark as planned in the Home Ownership Scheme (HOS) at Tung Chung Area 27 could be used as a shopping mall. He also proposed that the land planned to be used for Phase II Development of North Lantau Hospital be temporarily converted into a soccer pitch.

Another member also welcomed the subsidized housing development plan. The Housing Department had made an assessment that the HOS project would not affect the existing road network and public transportation system. He was concerned

**Minutes of the 1067th Meeting of the
Town Planning Board held on 19.9.2014**

Present

Permanent Secretary for Development
(Planning and Lands)

Chairman

Mr Thomas T.M. Chow

Mr Stanley Y.F. Wong

Vice-chairman

Mr Roger K.H. Luk

Professor S.C. Wong

Professor P.P. Ho

Professor Eddie C.M. Hui

Dr C.P. Lau

Ms Julia M.K. Lau

Mr Laurence L.J. Li

Dr W.K. Yau

Mr H.W. Cheung

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Mr Lincoln L.H. Huang

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Mr F.C. Chan

Dr Eugene K.K. Chan

Mr Francis T.K. Ip

Mr David Y.T. Lui

Mr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Deputy Director of Environmental Protection
Mr C.W. Tse

Deputy Director of Lands
Mr Jeff Y.T. Lam

Chief Engineer (Works), Home Affairs Department
Mr Frankie W.P. Chou

Miss Winnie M.W. Wong
Principal Assistant Secretary (Transport)
Transport and Housing Bureau

Director of Planning
Mr K.K. Ling

Deputy Director of Planning/District
Mr Raymond K.W. Lee

Secretary

Absent with Apologies

Mr Clarence W.C. Leung

Ms Anita W.T. Ma

Ms Bonnie J.Y. Chan

Professor K.C. Chau

Mr Patrick H.T. Lau

In Attendance

Assistant Director of Planning/Board

Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board

Ms Lily Y.M. Yam (a.m.)

Mr Louis K.H. Kau (p.m.)

Senior Town Planner/Town Planning Board

Mr T.C. Cheng (a.m.)

Mr Stephen K.S. Lee (p.m.)

Sai Kung & Islands District

Agenda Item 9

[Open Meeting]

Tung Chung New Town Extension Study - Stage 3 Public Engagement

(TPB Paper No. 9726)

[The meeting was conducted in Cantonese]

116. As Ove Arup & Partners Hong Kong Limited (ARUP) was the consultant of the Tung Chung New Town Extension Study (the Study) and the Study had recommended the provision of about 30,000 subsidized housing flats in the Tung Chung New Town Extension (TCNTE) area to be provided by the Housing Department (HD), which was the executive arm of the Hong Kong Housing Authority (HKHA), the following Members had declared interests in this item:

Professor S.C. Wong - being the Director of the Institution of Transport Studies. Some activities of the Institute were sponsored by ARUP.

Mr Patrick H.T. Lau]

Mr Dominic K.K. Lam] having business dealings with ARUP

Mr Ivan C.S. Fu]

Mr Stanley Y.F. Wong - being a member of the HKHA and Chairman of the Subsidised Housing Committee of HKHA

Professor P.P. Ho - being a member of the Building Committee of HKHA

Ms Julia M.K. Lau - being a member of the Commercial Properties Committee and Tender Committee of HKHA

- Ms Janice W.M. Lai]
Mr Dominic K.K. Lam] having business dealings with HKHA
Mr Patrick H.T. Lau]
- Mr H.F. Leung - being a member of the Tender Committee of HKHA and having business dealings with HKHA
- Mr K.K. Ling - being a member of the Strategic Planning
(as Director of Planning) Committee and Building Committee of HKHA
- Ms Bernadette H.H. Linn - being a member of HKHA
(as Director of Lands)
- Mr Eric K.S. Hui - being an alternative member of the Director of
(as Assistant Director of Home Affairs who was a member of the
Home Affairs Department) Strategic Planning Committee and Subsidised
Housing Committee of HKHA
- Miss Winnie M.W. Wong - being the representative of the Secretary for
(as Principal Assistant Transport and Housing who was a member of the
Secretary (Transport) of Strategic Planning Committee of HKHA
Transport and Housing
Bureau)

117. Members noted that Mr Patrick H.T. Lau, Mr Dominic K.K. Lam, Mr H.F. Leung, Mr Eric K.S. Hui and Miss Winnie M.W. Wong had tendered their apologies for not being able to attend the afternoon session of the meeting. As the item was only a briefing to Members as part of the public engagement exercise and the above Members who had declared interests had no involvement in the Study, Members agreed that they could stay in the meeting.

Presentation and Question Sessions

118. The following representatives from the Planning Department (PlanD), Civil Engineering and Development Department (CEDD) and ARUP were invited to the meeting at this point:

Mr Ivan M.K. Chung	-	District Planning Officer/Sai Kung & Islands (DPO/SKIs), PlanD
Ms Donna Y.P. Tam	-	Senior Town Planner/Islands (STP/Is), PlanD
Mr W.C. Lui	-	Town Planner/New Plans (TP/NP), PlanD
Mr David K.C. Lo	-	Chief Engineer/Islands (CE/Is), CEDD
Mr Kenneth C.P. Wong	-	Senior Engineer (Islands Division) (SE(Is)), CEDD
Mr Dennis M.K. Lo	-	Engineer 19 (Islands Division) (E(19)), CEDD
Ms Chelsey K.F. Yuen	-	Engineer 9 (Islands Division) (E(9)), CEDD
Mr Daman Lee]	
Ms Theresa Yeung]	ARUP
Mr Henry Shiu]	

119. The Chairman then invited the representatives of PlanD and the consultant to brief Members on the Study – Stage 3 Public Engagement (PE).

120. With the aid of a PowerPoint presentation and a physical model of the Tung Chung New Town Extension (TCNTE) area, Mr Ivan M.K. Chung and Ms Theresa Yeung made the following main points:

Background

- (a) in January 2012, PlanD and CEDD jointly commissioned the Study with the overall objective to extend Tung Chung into a distinct community and propose a development plan which could meet housing, social, economic,

environmental and local needs;

- (b) the PE of the Study was divided into three stages. Stage 1 PE for soliciting public views on planning objectives/principles, opportunities/constraints and key issues was held in mid 2012 while initial land use options for Tung Chung East (TCE) (Theme 1 - Livable Town and Theme 2 - Economic Vibrancy) and Tung Chung West (TCW) were presented to the public in Stage 2 PE conducted in mid 2013. Stage 3 PE was now underway soliciting public views on the draft recommended outline development plans (RODPs) formulated based on public views collected in Stage 2 PE and findings of the technical assessments on the preferred options;

Major Public Views in Stage 2 PE

- (c) majority of the 3,000 public submissions supported a balanced development approach for the new town extension with the comments summarized as follows:

Development Needs

- (i) the new town extension should be implemented in a comprehensive manner with appropriate mix of public and private housing. Balanced housing, economic and tourism developments and provision of more Government, Institution or Community (GIC) facilities were supported;

Economic Development

- (ii) the new town extension should capitalize on the opportunities arisen from the nearby strategic infrastructure and development to formulate an optimal economic and commercial development scheme for the creation of more diversified jobs. Tourism was

supported and the economic and commercial potential of the area should be explored and developed;

Connectivity

- (iii) internal connectivity of Tung Chung should be enhanced and the construction of new railway stations and a comprehensive cycle track network was supported;

Land Use and Urban Design

- (iv) land uses of the rural areas should be optimized. Sustainable urban design should be adopted to integrate the proposed developments with the surroundings to create a pleasant living environment;

Ecology, Environment and Cultural Heritage

- (v) while objecting to the proposed 14 ha reclamation off Ma Wan Chung in TCW, designation of conservation zonings for Tung Chung River and Tung Chung Bay, preservation of historic buildings and the recognised villages were supported;

Draft Recommended Outline Development Plans

- (d) as there were supports for the initial land use options, the preferred scheme for TCE was a hybrid of the development options. Development in the TCNTE area would be integrated with the ecological, historical and rural setting of the area. In response to the public concerns and to ensure that development was balanced against environmental considerations, the originally proposed 14 ha reclamation in TCW would not be further pursued. Under the draft RODPs for TCE and TCW, a total of about 48,000 flats, of which 30,000 (63%) were

subsidized housing and 18,000 (37%) private housing, would be provided in the TCNTE area to accommodate a proposed population of about 140,000 persons (117,000 in TCE and 23,000 in TCW);

[Mr F.C. Chan left temporarily the meeting at this point.]

Transport Oriented Development (TOD) and Connectivity

- (e) the concept of TOD was adopted to create highly concentrated activity hubs in close proximity to the two proposed railway stations in TCE and TCW. A comprehensive pedestrian and cycling network would link up the linear park system, the waterfront, the “Metro Core Area” (which would function as an integrated housing and commercial centre) and the key public facilities in TCE. New cycle tracks in TCW would link up the waterfront with the eco-trails within Tung Chung Valley;

Integration and Compatible Built Form

- (f) a stepped height profile descending from the mountain side/existing new town towards the waterfront was adopted to integrate the natural topography and the existing built form as well as to comply with the airport height restriction. Low-rise and low-density developments were proposed near the waterfront. Open spaces were organized to form view corridors for visual relief and better ventilation;

Optimization of New Town Extension

- (g) sites near the proposed railway stations would have higher plot ratios to capitalize on the convenience brought by the railway;

Open Space and Urban Design

- (h) the proposed streetscapes, open space system, Central Green, town park

and waterfront promenade were co-ordinated to create strong linkages across the entire extension areas and towards the surrounding landscape and existing urban area of Tung Chung New Town (TCNT). Distinctive urban design features such as public and cultural plazas were proposed to serve as focal nodes and event venues. Retail shops would be provided along the open space corridors for the convenience of the residents. Shops and eating places along street fronts and a marina to the north of the reclamation area would add vibrancy to the streets and waterfront of TCE;

[Ms Bernadette H.H. Linn arrived to join the meeting at this point.]

Provision of Government, Institution or Community Facilities

- (i) adequate community, social welfare, recreational and education facilities were proposed in the draft RODPs. A sports ground of 3 ha in area for school sports activities and land for tertiary education use were also reserved;

[Mr F.C. Chan returned to join the meeting at this point.]

Balance between Conservation and Development in TCW

- (j) conservation related zonings were proposed at various locations, taking into account the ecological function and environmental conditions of the areas. There would be a town park of 19 ha on a knoll and a promenade to link up the waterfront area. Without the 14 ha reclamation, the natural coastline of Ma Wan Chung would be preserved. Attenuation ponds were proposed to retain rainwater for natural purification before discharging into the rivers. Some low-rise low-density residential developments would be allowed in Tung Chung Valley while public housing was proposed in areas close to Area 39. The existing recognized villages were respected with the provision of appropriate

“Village Type Development” (“V”) zones. An open space area was reserved adjoining the Hau Wong Temple;

Commercial Development and Job Opportunities

- (k) when planning the commercial activities for the TCNTE area, other development projects on Lantau, including the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge, the North Commercial District of the Airport, the Hong Kong Disneyland, and the other development areas such as Sunny Bay, Siu Ho Wan and East Lantau Metropolis had been taken into account. The proposed retail, office and hotel developments in the TCNTE area with a gross floor area (GFA) of 303,000 m² (155,000 m² for regional and 148,000 m² for local retail uses), 500,000 m² and 50,000 m² respectively were estimated to create more than 40,000 jobs;

Transportation and Connectivity

- (l) two railway stations, each at TCE and TCW, were proposed to serve the extension areas. A section of the future Road P1 between Tung Chung and Tai Ho would be constructed. A comprehensive pedestrian network incorporated into the linear park system and a cycling network in TCE would link up the “Metro Core Area” with the waterfront, the existing TCNT and all the key public facilities. In TCW, a pedestrian walkway would be provided through the town park to connect TCW with TCE. A walkway along the seashore close to the town park for more convenient connection to TCE would also be considered in the next stage. Preliminary assessment indicated that construction of the walkway was feasible;

Stage 3 Public Engagement (PE3)

- (m) PE3 was being conducted between 15.8.2014 and 31.10.2014 to seek

public comments on the draft RODPs. A Public Engagement Digest had been prepared. Briefing sessions had also been arranged/conducted to consult relevant statutory/advisory bodies, including the Islands District Council and Tung Chung Rural Committee, Lantau Development Advisory Committee and the Legislative Council Panel on Development. Focus group meetings had been organized to collect views from community groups. A public forum would be held on 11.10.2014;

121. As the presentation by the representatives of PlanD and the consultant had been completed, the Chairman invited questions and comments from Members.

122. The Chairman asked whether there was area reserved for village type development. In response, Ms Yeung said that areas had been proposed for “V” zone on the draft RODP for TCW taking into consideration the outstanding Small House applications, the 10-year forecast of Small House demand as well as other relevant planning considerations.

123. On matters related to urban design, transportation, housing mix, balanced development and marina, Members asked and made the following questions and suggestions:

Urban Design

- (a) whether there would be planned functions and activities, such as urban farming along the proposed waterfront promenade and the open space corridors/linear park as well as the Central Green to make these areas more interesting to serve as focal/gathering points for the public at all times;
- (b) it was noted that the building height would decrease quite sharply after reaching its highest point in the commercial and residential developments on the southern fringe of TCE towards the North Lantau Highway and the proposed Mass Transit Railway (MTR) TCE station. Whether this abrupt change in building height would be desirable from the natural lighting, ventilation and visual points of view;

- (c) noting that high-rise and high-density subsidized housing and GIC facilities were concentrated in separate clusters, whether this layout could be rearranged to break the massive bulk of the residential blocks and to adopt the concept of neighbourhood planning;
- (d) apart from government-subsvented services, whether consideration would be given to reserving space for the provision of non-government-subsvented social and community services in the area;
- (e) it was noted that public open space was placed right next to private residential developments resulting in a sudden change of use from the private to the public realm. Consideration should be given to siting semi-public facilities in between for smooth transition;
- (f) while the need to provide 40,000 job opportunities was acknowledged, there might be room to improve the layout and building bulk of the commercial developments, including lowering their development intensities, at or adjacent to the Metro Core, to give relief to the congested environment. As Tung Chung was a gateway to Hong Kong, good urban design would help promote Hong Kong's image;

Transportation

- (g) other than the at-grade open-air pedestrian circulation system, whether elevated and covered walkways would be provided for a pleasant walking environment during inclement weather conditions;
- (h) TCE would cover an area of about 2 km from east to west and about 1 km from north to south. While the provision of a comprehensive pedestrian and cycling network in TCE was appreciated, an integrated design should be examined at the detailed design stage for the provision of appropriate cycle parking facilities at transportation nodes, such as the proposed MTR station and focal points. This would encourage the use of bicycles as an

alternative to feeder services provided by motorized transportation means. Consideration should also be given to introducing a 'bicycle sharing system' to minimize bicycle ownership and the need for bicycle parking;

- (i) proper design of the pedestrian and cycling network in relation to the motorized road network including arrangement for suppressed and elevated pavements and cycle tracks would be important for good streetscape planning. It was necessary to clarify whether the cycling network was designed for leisure or transportation purpose;

Housing Mix and Balanced Development

- (j) about 62% and 38% of the proposed housing in the TCNTE area were for subsidized housing and private housing respectively. If taking into account the existing public housing estates in Tung Chung, whether the housing mix ratio of 60:40 could still be maintained for Tung Chung as a whole;

[Mr C.W. Tse left temporarily the meeting at this point.]

- (k) excessive concentration of subsidized housing might result in social segregation giving rise to various problems, such as juvenile delinquency. Consideration should be given to linking up the lower floors of different types of developments in the extension areas for social coherence; and

Marina

- (l) whether the proposed location of the marina was appropriate and whether there was provision of supporting facilities for the marina development.

124. In response to Members' questions and comments, Mr Chung, DPO/SKIs, Mr David K.C. Lo, CE/Is, Ms Yeung and Mr Daman Lee of ARUP made the following points:

Urban Design

- (a) other than the proposed marina, there would be retail and commercial activities along the open space corridors and the waterfront promenade to attract public using these facilities. Whilst sufficient public space had been planned, the actual use of such public space for flea market and other uses proposed by the public in the public engagement exercises would be further explored in consultation with concerned departments. The draft RODPs prepared at this stage had reserved space for commercial and retail activities. Design guidelines for the Central Green, the open space corridors and the waterfront promenade would be prepared in the next stage in consultation with the Leisure and Cultural Services Department and other relevant parties to ensure a pleasant environment for pedestrians and cyclists;

- (b) the siting of high-rise and high-density developments in TCE was subject to various development constraints. The eastern, southern and northern parts of TCE were subject to the noise impacts from the Tuen Mun-Chek Lap Kok Link and the North Lantau Highway as well as the height restriction of the airport respectively. Proposed GIC and commercial developments were placed on the eastern and southern parts of TCE as noise buffers and only low-rise developments were allowed along the shoreline on the north due to the airport height restriction, leaving just the central area of TCE suitable for high-rise and high-density residential developments. Special features would be incorporated into the design of the Metro Core, which was designated as “Comprehensive Development Area” on the draft RODP, to mitigate the seemingly congested environment in this area. There might also be room for placing GIC blocks within the high-rise residential developments to serve as neighbourhood centres and provide height variation for better air circulation and visual relief. Further liaison with HD would be made to explore the possibility of incorporating GIC uses within public housing developments. The Social Welfare Department and concerned departments would also be consulted with respect to the types of

GIC facilities/services to be provided in the area;

- (c) linear and focal point design concepts were incorporated in the draft RODPs. In terms of linear concept, parks and green corridors running from north to south and from east to west in TCE would form breezeways and visual corridors for the area. The 5 km long promenade with walkways and cycle track would link up the waterfront area of Tung Chung. In terms of focal point, other than the marina and the adjoining commercial activities, which would add vibrancy to the waterfront, the sports ground on the eastern end of TCE provided not only a venue for school sports activities, but was also a very important focal point and gateway to TCE;
- (d) the shops and eating place permissible on the lowest three floors of the residential blocks of the “Residential Special” (“RS”) and “Residential 1” (“R1”) developments, which were similar to “Residential (Group A)” (“R(A)”) developments on outline zoning plans (OZPs), adjoining the open space uses would help provide transition from the private to the public realm;
- (e) in disposing the sites for private housing developments, conditions would be incorporated into the lease requiring compliance of relevant urban design requirements;

[Mr C.W. Tse returned to join the meeting at this point.]

Transportation

- (f) the provision of elevated walkways for internal connection would be studied in the next stage;
- (g) there were bicycle parking facilities reserved in the proposed MTR stations. Relevant bureaux and the Transport Department would be consulted in respect of the proposed bicycle sharing system and provision of more cycle

parking spaces at focal points;

- (h) the cycle track system was proposed for both leisure and transportation purposes. It was a popular activity for people to cycle to Tung Chung from Sunny Bay. Refinements to the proposed cycling network would be explored at the next stage with a view to making cycling an effective feeder service;

Housing Mix and Balanced Development

- (i) the overall housing mix of Tung Chung, including the existing new town and the extension area, was 63% for subsidized housing and 37% for private housing. This ratio was in line with the recommendation of the Long Term Housing Strategy Steering Committee. Adjustment to the mix might be considered in the next stage where appropriate;
- (j) the lowest three floors permissible for non-residential development in high-density residential development had provided opportunity for mix and interaction of people from different walks of life and provision of social and community services to meet the needs of residents;
- (k) public housing in Tung Chung was one of the areas where ethnic minorities, other than single-parent families, concentrated. In the previous public engagement exercises, demand for sports ground for cricket was received. Sites had been reserved for various GIC, recreational and sports uses but the types of GIC, recreational and sports activities to be provided had yet to be determined; and

Marina

- (l) the sea to the north of the proposed marina was a ferry channel with water deep enough for berthing of small to medium-sized leisure boats. The proposed location had avoided the sensitive Tai Ho area. There were

planned hotel and commercial uses in the vicinity to complement the marina use.

125. The Chairman concluded the discussion and requested the Study Team to take note of Members' comments and suggestions. He thanked the representatives of the government departments and the consultant for attending the meeting. They left the meeting at this point.

[Mr Stephen H.B. Yau left the meeting at this point.]

[The meeting was adjourned for a short break of 10 minutes.]

Kowloon District

Agenda Item 10

[Open Meeting (Presentation and Question Sessions only)]

Review of Application No. A/K18/304

Temporary School (Kindergarten) for a Period of 3 Years in "Residential (Group C)1" zone,
2 Essex Crescent, Kowloon Tong

(TPB Paper No. 9640)

[The meeting was conducted in English and Cantonese.]

126. The following Members had declared interests in this item:

Mr Thomas T.M. Chow - owning a flat at Parc Oasis

Mr H W Cheung - owning a flat at Parc Oasis

Ms Janice W.M. Lai - self and spouse owning flats at Earl Street

**Tung Chung New Town Extension Study
Stage 3 Public Engagement
Meeting with Airport Authority Hong Kong**

Date: 21 October 2014

Time: 14:00 – 16:00

Venue: Boardroom, HKIA Tower, Hong Kong International Airport

Attendees:

Representatives from Airport Authority Hong Kong

Civil Engineering and Development Department

Mr David KC Lo

Mr Kenneth Wong

Mr Pakin Cheung

Ms Chelsey Yuen

Planning Department

Mr Ivan Chung

Mr Lui Wing-cho

Ove Arup & Partners Hong Kong Limited

Dr Daman Lee

Mr Jeffrey Lo

Ms Natalie Leung

Executive Counsel Limited

Ms Mavis Chan

Key issues discussed:

1. Commercial and job opportunities

- A representative support the increase in office space instead of retail opportunities to promote commercial development in Tung Chung.
- A representative enquired about the number of jobs that would be created at the Hong Kong International Airport (HKIA).
- A representative enquired about the distribution of the 40,000 local job opportunities that would be provided in the proposed development of Tung Chung.
- A representative was concerned if market studies have been conducted on the proposed office space in Tung Chung.
- A representative enquired about the design details of the North Commercial District (NCD) of HKIA and the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macau Bridge (BCF).
- Representatives enquired about the capacity of MTR Tung Chung line and its ability in coping with the expected increase in demand in Tung Chung.

- Representatives proposed to link NCD and Tung Chung East by extending the tracks for MTR Airport Express line, which could encourage more people to work at HKIA.

2. Community facilities provision

- A representative asked for clarification on the location of proposed marina in Tung Chung East.

3. Environment

- Representatives were concerned about the noise impact from HKIA on Tung Chung new town.
- Representatives requested more soundproofing design in the proposed structures in Tung Chung to mitigate noise pollution, especially for building at the waterfront.

立法會
Legislative Council

LC Paper No. CB(1)347/14-15
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV/1

Panel on Development

Minutes of meeting
held on Tuesday, 28 October 2014, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Dr Hon LAU Wong-fat, GBM, GBS, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Emily LAU Wai-hing, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-yeet, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing
Hon Gary FAN Kwok-wai
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok

Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP

Member attending : Hon Claudia MO

Member absent : Hon James TIEN Pei-chun, GBS, JP

Public officers attending : **Agenda item VI**

Mr CHAU Siu-hei
Principal Assistant Secretary (Works)²
Development Bureau

Mr Norman HEUNG Yuk-sai, JP
Project Manager (Kowloon)
Civil Engineering and Development Department

Ms YING Fun-fong
Head (Kai Tak Office)
Civil Engineering and Development Department

Agenda item VII

Mr Eric MA Siu-cheung, JP
Acting Secretary for Development

Mr Kevin CHOI
Principal Assistant Secretary (Planning & Lands)²
Development Bureau

Mr Ivan CHUNG Man-kit
Acting Assistant Director of Planning/New Territories
Planning Department

Mr Bosco CHAN Bun-pui
Deputy Project Manager (HK Island & Islands)
Civil Engineering and Development Department

Mr David LO Kwok-chung
Chief Engineer/Islands
Civil Engineering and Development Department

Agenda item VIII

Mr Eric MA Siu-cheung, JP
Acting Secretary for Development

Mr WONG Chung-leung
Principal Assistant Secretary for Development (Works)3

Mr Enoch LAM Tin-sing, JP
Director of Water Supplies
Water Supplies Department

Mr MAK Shing-cheung
Assistant Director/Development
Water Supplies Department

Mr Steven HO Wing-pan
Principal Economist (2)
Financial Secretary's Office

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)6

Staff in attendance : Mr Hugo CHIU
Senior Council Secretary (1)6

Mr Fred PANG
Senior Council Secretary (1)8

Mr Raymond CHOW
Council Secretary (1)6

Ms Christina SHIU
Legislative Assistant (1)6

Miss Joey LAW
Clerical Assistant (1)6

Action

I Election of Deputy Chairman

The Chairman advised that the proceedings of the election of the Deputy Chairman had commenced at the previous meeting on 9 October 2014. Dr Hon LAU Wong-fat and Hon Gary FAN had been nominated for the office. Ballot papers had been distributed to members and then collected. Due to time constraints, the ballot papers collected had not been counted at the meeting. As agreed by the members present at the previous meeting, the ballot papers had been put in an envelope, which had then been sealed in his presence and the presence of Mr LEUNG Che-cheung and Mr Frederick FUNG, who had nominated the two candidates.

2. The Chairman said that the Panel would continue with the election of the Deputy Chairman at the meeting. At his invitation, Mr LEUNG Che-cheung and Mr Frederick FUNG oversaw the process of opening the sealed envelope and counting of votes by the Clerk. 14 voted for Dr LAU Wong-fat and six members voted for Mr Gary FAN. The Chairman declared that Dr LAU Wong-fat was elected Deputy Chairman of the Panel for the 2014-2015 session.

II Confirmation of minutes

(LC Paper No. CB(1)90/14-15 -- Minutes of meeting on
9 October 2014)

3. The minutes of the meeting on 9 October 2014 were confirmed.

III Information papers issued since the meeting on 16 July 2014

(LC Paper No. CB(1)1578/13-14(01) -- Administration's response to
the letter from Dr Hon
Kenneth CHAN Ka-lok and
Dr Hon KWOK Ka-ki dated
29 April 2014 on the
planning issues related to the

For

Mr CHAN Kam-lam

Mr IP Kwok-him

Mr WU Chi-wai

Mr LEUNG Che-cheung

Dr LAU Wong-fat

Mrs Regina IP

Miss CHAN Yuen-han

Miss Alice MAK

(8 members)

Against

Mr LEUNG Kwok-hung

Mr CHAN Chi-chuen

Mr Albert CHAN

(3 members)

43. The Chairman concluded that the proposal was carried by a majority of members.

VII Tung Chung New Town Extension Study -- Stage 3 Public Engagement

(LC Paper No. CB(1)89/14-15(05) -- Administration's paper on Tung Chung New Town Extension Study -- Stage Three Public Engagement -- Draft Recommended Outline Development Plan

LC Paper No. CB(1)89/14-15(06) -- Paper on Tung Chung New Town Extension Study prepared by the Legislative Council Secretariat (Updated background brief))

44. At the invitation of the Chairman, Acting Secretary for Development ("SDEV(Atg)") briefed members on the progress of the Tung Chung New Town Extension Study ("the Study") and details of the draft Recommended Outline Development Plans ("RODPs") formulated for the Tung Chung New Town Extension ("TCNTE") under the Stage Three Public Engagement ("PE3") of the Study. With the aid of a powerpoint presentation, Acting Assistant Director/New Territories, Planning Department ("AD(NT)/PlanD(Atg)"), highlighted the salient points of the draft RODPs and PE3.

(*Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)148/14-15(01) by email on 29 October 2014.*)

Development of Tung Chung West

45. Miss CHAN Yuen-han expressed support for the draft RODPs and the Administration's decision of reducing the projected population in Tung Chung West ("TCW") from over 40 000 to some 20 000 and not pursuing the proposed 14-hectare reclamation in Tung Chung Bay, which, in her view, revealed that the Administration had attached some importance to the protection of the natural environment. Miss Alice MAK and Mr CHAN Han-pan echoed Miss CHAN's support for the abandonment of the proposed reclamation in Tung Chung Bay. Pointing out that TCW was one of Hong Kong's major green areas, Miss CHAN suggested that the Administration should formulate a theme in developing the green features in TCW, such as hiking trails, mangroves and Tung Chung River. To enhance the green environment in TCW for public enjoyment and develop local green economies, the Administration should consult relevant stakeholders, including the academics, and make reference to relevant overseas experience.

46. While agreeing to the Administration's decision of providing a development buffer zone at Tung Chung Valley, Mr CHAN Han-pan suggested that the Administration should work out measures to develop the historical features at Ma Wan Chung. Miss Alice MAK enquired whether revitalization works would be carried out for the Ma Wan Chung Village given that the proposed reclamation works in Tung Chung Bay was abandoned.

47. Mr LEUNG Che-cheung supported the provision of "Village Type Development" zones in TCW, which, in his view, would tie in with the suggestion of developing home-stay lodgings in the area.

48. While welcoming the Administration's decision of not pursuing the proposed reclamation in Tung Chung Bay, Mr Albert CHAN enquired why the Administration did not adopt a higher development intensity for TCW.

49. AD(NT)/PlanD(Atg) responded that the plot ratios of two residential sites in TCW were up to five and six respectively, which were relatively high. Plot ratios of residential areas near the proposed Town Park and Yat Tung Estate were lower having regard to their locations and surroundings.

Employment opportunities and economic development

50. The Panel noted that under the draft RODPs, a gross floor area ("GFA") of about 155 000m² would be provided in TCNTE for regional retail uses and another GFA of 148 000m² for local retail uses. Moreover, it was estimated that more than 40 000 jobs would be created from the proposed commercial developments in TCNTE. Miss Alice MAK queried whether there would be an over-supply of space for the retail business in Lantau, given that such space would be developed not only in TCNTE, but also in Sunny Bay, the North Commercial District in the Hong Kong International Airport ("HKIA"), and the topside development at the Hong Kong boundary crossing facilities island of the Hong Kong-Zhuhai-Macao Bridge ("HKZMB"), etc. To offer diversified job opportunities to the future residents, she opined that the Administration should introduce measures to facilitate the setting up of companies operating different types of business in TCNTE. She pointed out that the tolls for the two major roads connecting Tung Chung with other areas, namely the Tsing Ma Bridge and the proposed Tuen Mun - Chek Lap Kok Link, had been discouraging the business sector from setting up companies in Tung Chung. She called on the Administration to waive the tolls for users of the two highways.

51. Mr LEUNG Che-cheung opined that most of the future residents of TCNTE might prefer local job opportunities, as the transportation expenses for travelling out of Tung Chung to work would be high. However, he was concerned that the some 40 000 new jobs to be created from the proposed commercial developments in TCNTE might not be diversified enough to cater for the needs of the future residents. He urged the Administration to provide more information about the employment opportunities to be generated in TCNTE.

52. Mrs Regina IP expressed disappointment over the unitary economic structure (which was focused on the hotel, entertainment, catering and retail industries) proposed for TCNTE under the draft RODPs. She urged the Administration to take elements of the "new economy" into account in developing TCNTE. For instance, ship-building, repair and maintenance engineering services might be developed to provide support to the operation of HKIA and the proposed marina in Tung Chung East ("TCE"). She opined that the Administration should not overlook the need to develop engineering and technology industries to create more opportunities for upward mobility for the youth.

53. Pointing out that around 5 000 jobs in HKIA and its ancillary facilities were not filled, Mr YIU Si-wing commented that the employment situation

in Lantau was unsatisfactory. He cautioned that manpower mismatch in Lantau might worsen upon the development of TCNTE and the commissioning of the proposed third runway in HKIA. He suggested that the Administration should take steps to create more local employment opportunities for residents of Lantau, such as facilitating enterprises located in Tung Chung to provide quarters to their employees.

54. Mr CHAN Han-pan shared some members' views that the Administration should introduce measures to create sufficient and diversified jobs for residents of Tung Chung. He agreed to Mr YIU Si-wing's suggestion of facilitating enterprises located in Tung Chung to provide quarters to their employees and further suggested granting additional marks to applicants of public rental housing working in Tung Chung. Mr CHAN also proposed that the Administration should reserve land in TCNTE to establish vocational institutes for the youth and provide more local consumption facilities (like municipal services buildings) there to reduce the living costs of local residents.

55. Referring to the economic development in the vicinity of Osaka's Kansai International Airport and the Shanghai Hongqiao International Airport, Ir Dr LO Wai-kwok said that the operation of a major transport node would usually bring economic benefits to the areas in its periphery. He supported the proposal to develop TCNTE and called on the Administration to tap the opportunities brought by Tung Chung's proximity to HKIA. Ir Dr LO shared some members' concerns about the lack of diversities in the employment opportunities to be created in TCNTE. He suggested that the Administration should make reference to the successful experience of Shenzhen in developing new industries.

56. SDEV(Atg) responded that the Lantau Development Advisory Committee ("LanDAC") set up in 2014 would examine the overall strategy for the development of Lantau. LanDAC had established a number of working groups to study various issues including employment opportunities and the mismatch between manpower supply and job positions in Tung Chung. The Administration would consider Mr YIU Si-wing's suggestion of formulating favourable measures for enterprises located in Tung Chung.

57. Principal Assistant Secretary (Planning & Lands)2, Development Bureau, advised that the Administration planned to introduce measures for the revitalization of Ma Wan Chung, which would be conducive to the development of local economy. AD(NT)/PlanD(Atg) supplemented that, in addition to the space for regional and local retail uses, a GFA of 500 000m² would be provided in TCE for the development of a regional office node. It

was therefore envisaged that TCE would not solely provide job opportunities in the retail industry. Different types of companies, including those engaged in high-technology industries, could consider setting up their offices in TCE.

58. Mrs Regina IP stressed that local economy lacked scalability and was not effective in making opportunities for upward mobility for the youth. She considered it more suitable to create engineering-related job opportunities in Tung Chung.

59. Noting that the projected new population and number of jobs to be created in TCNTE stood at around 140 000 and 40 000 respectively, which represented an assumption that each new household would take up a local job opportunity, Ms Cyd HO considered the assumption unrealistic. She observed that most residents of Tung Chung would go to other districts to work and suggested that the Administration should address the employment issue by enhancing the connectivity for Tung Chung. Ms HO requested the Administration to provide information on: (i) how the patronage to the proposed hotel, retail and dining facilities in TCNTE would be supported so as to provide sufficient local employment opportunities; (ii) a blueprint, if any, for developing shopping and dining centres in the border areas in Lantau; and (iii) whether land would be reserved to facilitate the development of the manufacturing industry, such as manufacturing of electric cars, in Tung Chung. She stressed that the Administration should not rely too much on Mainland visitors to support Tung Chung's service industry, which might further intensify Mainland-Hong Kong conflicts.

(Post-meeting note: The Administration's supplementary information was circulated to members on 24 November 2014 vide LC Paper No. CB(1)275/14-15(01).)

60. Miss CHAN Yuen-han stressed that while the Administration should learn from the early-stage development of Tin Shui Wai and Tung Chung and provide sufficient job opportunities for local residents, it should not only focus on tackling the employment issue and ignore the formulation of a development direction for TCNTE.

Proposed development of tertiary education in Tung Chung

61. Noting that the Administration had reserved land in TCNTE for tertiary education use, Mrs Regina IP sought details of the proposed development. Mr YIU Si-wing opined that tourism played a pivotal role in the development of Lantau. Apart from the hotel, catering and retail industries, many airline companies provided various types of jobs in Lantau. The Administration should take this into account in developing tertiary education in TCNTE so as to facilitate the development of Lantau into a regional tourist spot.

62. AD(NT)/PlanD(Atg) took note of members' views and undertook to convey them to the relevant policy bureaux/Government departments.

Connectivity for Tung Chung

Capacity of the MTR Tung Chung Line and timely commissioning of the proposed new railway stations

63. In response to Miss Alice MAK's concern about the timely interface between the commissioning of the proposed new railway station and population intake in TCW, SDEV(Atg) said that DEVB would liaise closely with THB on the interface between the construction of the two proposed new railway stations (in TCE and TCW) and the development of TCNTE. He added that the works to be involved in adding two stations, in TCE and TCW, to the existing MTR Tung Chung Line ("the Tung Chung Line") should not be too complex.

64. Mr Gary FAN said that although the utilization rate of the Tung Chung Line currently stood at a reasonable level of 85% during the peak hours, the train frequencies at the existing Tung Chung Station and the Tsing Yi Station were 4 minutes and 2.5 minutes respectively, which were lower than the train frequencies along the MTR Island Line. He enquired whether the MTR Corporation Limited would increase the train frequencies and the train fleet size for the Tung Chung Line to address the need of the new population in TCNTE.

65. Deputy Project Manager (HK Island & Islands), Civil Engineering and Development Department, responded that the Administration had close communication with the Highways Department and the MTR Corporation Limited on the issues related to train service for Tung Chung. According to the information provided by the company, currently around 5 000 passengers

travelled daily via the Tung Chung Line from Tung Chung to the urban areas during the morning peak hours. The maximum design capacity of the Tung Chung Line was some 40 000 passengers and it was envisaged that the utilization rate of the Tung Chung Line would be around 60% after the full population intake in TCNTE. Besides, there would be plenty of employment opportunities under the airport development and the proposed TCNTE available for the residents of Tung Chung to work locally so as to reduce the traffic on the Tung Chung Line and other transport linkages.

66. Mr CHAN Han-pan suggested that the Administration should assess whether the capacity of the Tung Chung Line had to be enhanced to cater for the transportation needs of the new population. The Administration was required to provide information to respond to Mr CHAN's suggestion.

(Post-meeting note: The Administration's supplementary information was circulated to members on 24 November 2014 vide LC Paper No. CB(1)275/14-15(01).)

Improvement of non-rail transport in Tung Chung

67. Mr CHAN Kam-lam expressed support for the development of TCNTE. Pointing out that minibuses and taxis played an important role in public transport in Tung Chung yet the total number of minibuses in Hong Kong had been capped at around 4 000 for a long time, while the number of Lantau taxis was around 50 only, Mr CHAN called on the Administration to review whether the aforementioned quota should be relaxed to meet the transport needs of the new population in TCNTE. Referring to the lack of public transport facilities in some newly developed residential areas in Kwun Tong, Mr CHAN said that the Administration should examine in a holistic manner the overall provision of transport facilities, including bus termini and public transport interchanges, in Tung Chung to prepare for the new development in the area.

68. SDEV(Atg) responded that under LanDAC, a working group on transport had been set up to study the improvement of transport services in Lantau. Members of the working group included representatives of THB. He undertook to relay Mr CHAN's views to the relevant parties.

69. Mr LEUNG Che-cheung enquired whether relevant means (like subways, footpaths, cycling tracks) to facilitate the villagers of Tai Ho Wan to travel to TCE, and adequate transport linkages within TCW and between TCE and TCW, would be provided. He suggested that the Administration should make reference to the waterfront promenade in Tsuen Wan in

planning the transport linkages in TCNTE. Mr CHAN Han-pan proposed that more cycling tracks and minibus services should be provided to link up various areas within Tung Chung.

70. AD(NT)/PlanD(Atg) responded that the Administration would study the concerns about adequacy of transport linkages between TCE and TCW and consider developing cycling tracks and waterfront promenade in TCNTE. The transport needs of Tai Ho Wan villagers would be conveyed to concerned departments for consideration.

71. At Ms Cyd HO's request, the Administration would provide information on whether it would address the problem that taxis were not allowed to pick up and drop off passengers at the Cathay Pacific City.

(Post-meeting note: The Administration's supplementary information was circulated to members on 24 November 2014 vide LC Paper No. CB(1)275/14-15(01).)

Environmental issues

72. Mr Gary FAN was concerned that the ecology at Tai Ho Wan would be adversely affected by reclamation works in TCE and the construction works of the Hong Kong boundary crossing facilities island of HKZMB. He asked whether the Administration had assessed the impact of the proposed development of a marina in TCE on the marine ecology, the habitat of Chinese White Dolphins and the proposed marine park at the Brothers Islands. He also enquired whether control would be imposed on vehicle emission at HKZMB to alleviate the air pollution problem in Tung Chung.

73. Mr Albert CHAN expressed concerns about the noise pollution caused by the movement of aircrafts at HKIA and sought details of the Noise Exposure Forecast ("NEF") 25 contour for the Airport in the coming 10 years, and asked whether residential units would be developed within the NEF 25 contour. Pointing out that residents in certain areas in Tung Chung, in particular TCW, would likely suffer from air pollution owing to the poor air ventilation, Mr CHAN enquired about the Administration's measures to improve the air quality in Tung Chung.

74. SDEV(Atg) responded that an environmental impact assessment ("EIA") was being carried out to address various environmental issues in respect of the development of TCNTE in accordance with the requirements of the EIA Ordinance (Cap. 499). The Administration would provide

information to respond to Mr Albert CHAN's enquiries about noise and air pollution in Tung Chung.

(Post-meeting note: The Administration's supplementary information was circulated to members on 24 November 2014 vide LC Paper No. CB(1)275/14-15(01).)

75. The Chairman said he noted that some members wished to express further views on the agenda item. He instructed the Clerk to consult members on whether a special meeting should be arranged to continue the discussion on the item.

(Post-meeting note: A circular was issued on 6 November 2014 vide LC Paper No. CB(1)198/14-15 to consult members on whether they could attend a special meeting to be held from 9:00 am to 10:35 am on 3 December 2014 to discuss, among other subjects, the Tung Chung New Town Extension Study. Having considered members' replies, the Chairman decided that a special meeting be held at that time. The notice and the agenda for the special meeting were circulated to members on 11 November 2014 vide LC Paper No. CB(1)206/14-15.)

VIII Supply of Dongjiang Water

- (LC Paper No. CB(1)89/14-15(07) -- Administration's paper on supply of Dongjiang Water
- LC Paper No. CB(1)89/14-15(08) -- Paper on the supply of Dongjiang water prepared by the Legislative Council Secretariat (Updated background brief))

76. SDEV(Atg) briefed members on the new agreement with the Guangdong ("GD") authorities for the supply of Dongjiang ("DJ") water to Hong Kong between 2015 and 2017. The new agreement included essential elements relating to the quality, price and quantity of DJ water to be supplied to Hong Kong. A "package deal lump sum" approach would be adopted in the new agreement as it had been for the last three supply agreements. He said that the approach aimed to ensure a reliable and flexible supply of DJ water to meet the actual needs of Hong Kong.

77. SDEV(Atg) further advised that the new agreement would start in January 2015 and the proposed annual sum of water purchase cost for 2015