

Civil Engineering and Development  
Department & Planning Department

**Agreement No. CE32/2011 (CE)**  
**Tung Chung New Town Extension**  
**Study**

**ARUP**

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# 1 Introduction

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## 1.1 Study Background

**1.1.1** The development of the Tung Chung New Town has started since the 1990s under the original goal of establishing a supporting community for Hong Kong's new international airport. In 2007, The Revised Concept Plan for Lantau was completed, featuring a greater emphasis on tourism, economic infrastructure and nature conservation in Lantau. Under the Revised Concept Plan, Tung Chung would be developed into a new town with a population of approximately 220,000. According to Census 2011, the current population in Tung Chung is 78,400.

**1.1.2** In order to increase land supply to satisfy housing and other development needs of the territory, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) of the Government of the Hong Kong Special Administrative Region (HKSAR) in January 2012 jointly commissioned Ove Arup & Partners Hong Kong Limited (the Consultant) under Agreement No. CE 32/2011 (CE) to carry out a Planning and Engineering Study on Tung Chung New Town Extension ('the Study'). The Study aims to explore the feasibility of extending Tung Chung to its east and west for a new integrated community with local employment opportunities and various community facilities to meet the demand of the local residents as well as to balance the need for development and conservation.

## 1.2 Purpose and Structure of Report

### Public Engagement

**1.2.1** In order to solicit public views on the proposed Tung Chung extension throughout the Study, different stages of Public Engagement (PE) would be carried out as an integral part of the Study.

**1.2.2** Public views garnered in the Stage 1 PE from various discussions on issues, opportunities and constraints of the Study would form the basis for preparing the initial land use options formulated under Stage 2 PE for consultation. Taken into account the comments and views received in Stage 2, the Outline Development Plan (ODP) would be worked out for further public consultation..

**1.2.3** This report summarises the public comments and suggestions collected at Stage 1 PE. Public comments received from various stakeholders during the various PE activities are collated, summarized and responded in Sections 2 and 3 of the report.

## 2 Public Comments and Proposals

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### 2.1 Public Engagement Activities

**2.1.1** Before the launch of Stage 1 PE, the Study Team had arranged pre-consultation meetings with various stakeholders, including Tung Chung District Councillors, Tung Chung Rural Committee and Green Groups to better understand relevant issues and local concerns.

**2.1.2** During the two-month Stage 1 PE from 12.6.2012 to 12.8.2012, various activities including roving exhibitions, briefing sessions and a public forum were held and a survey was conducted to share the study background and to collect views on the proposed Tung Chung further development. The public was also invited to submit their views via fax, post and email. A total of 2,306 comments/ proposals were received at the end of the consultation period. The submissions are categorised by key issues and are attached at *Appendix A*. Highlights of the PE activities and the main public comments/proposals received during the consultation are summarized below.

### 2.2 Roving Exhibitions

**2.2.1** Four roving exhibitions were held in public venues in Tung Chung from June to July 2012, with the display of six bilingual panels, broadcast of a promotional video, illustration by aides on-site and distribution of leaflets and PE digests on the Study background, objectives, development constraints and opportunities and relevant issues (**Table 1**).

**Table 1**

<b>Period</b>	<b>Venue</b>
18 – 21 June 2012	MTR Tung Chung Station
22 – 25 June 2012	Fu Tung Plaza
27 – 30 June 2012*	Yat Tung Estate
3 – 6 July 2012	Tung Chung Rural Committee

*\*Affected by tropical cyclone Doksuri, the roving exhibition on 30 June 2012 was cancelled*

**2.2.2** About 500 members of the public visited the exhibitions. Registration forms for the public forum of the Study were also available for collection at the exhibitions. Photos of the roving exhibitions are shown in *Appendix B*.

## **2.3 Briefing Sessions**

**2.3.1** A total of seven briefing sessions from June 2012 to July 2012 were conducted to solicit views from concern groups and advisory bodies (**Table 2**). Major comments received are summarised below.

**Table 2**

<b>Date of briefing session</b>	<b>Concern group/advisory body</b>
12 June 2012	Tung Chung Rural Committee
13 June 2012	關注東涌發展大聯盟
18 June 2012	Islands District Council
21 June 2012	Green Groups
21 June 2012	Planning Subcommittee of Land and Development Advisory Committee
22 June 2012	Town Planning Board
25 July 2012	Various Community Organisations in Tung Chung

*\* An information paper entitled “Tung Chung New Town Development Extension Study – Stage One Public Engagement” was issued to Legislative Council Panel on Development in June 2012.*

### Comments from Tung Chung Rural Committee (TCRC)

**2.3.2** Minutes of the briefing session with the Tung Chung Rural Committee (TCRC) on 12 June 2012 are attached at *Appendix C*. The TCRC also submitted a development proposal, which focuses mainly on the use of fallow agricultural land in Tung Chung West, to the Study Team during the briefing session. The major views and suggestions of TCRC are summarised below.

### **2.3.3** Development Needs

The TCRC generally supported the Study and agreed that there were needs and potentials for further development of Tung Chung. The villagers’ livelihood was their main concern, though they also believed that the development should benefit Hong Kong as a whole. They considered effective coordination of all developmental aspects a necessity.

#### 2.3.4 Land Supply and Demand

The TCRC expressed concern on the reclamation of Tung Chung Bay due to its high ecological and recreational values and agreed to the proposed development on the fallow agricultural land adjacent to the existing villages for residential development. In view of the difficulty of finding suitable site for village relocation, TCRC members requested village boundaries should be kept and respected during the development.

#### 2.3.5 Housing Supply and Mix

The TCRC suggested introducing more housing types in Tung Chung, such as developing low to medium density housing, which could blend in well with the rural environment, near rural villages. They also suggested a balanced private and public housing mix to avoid over-concentration of public housing in Tung Chung West.

#### 2.3.6 Transportation Network

The TCRC identified the lack of connection between rural villages and the other parts of Tung Chung and Lantau. Access of ambulances and fire engines to the area had always been a concern. Delay of emergency services would threaten the life of the villagers. The TCRC requested enhancement of connectivity and transportation networks in the villages, such as by extending Chung Mun Road to the villages and widening of the existing roads.

#### 2.3.7 Ecology and Environment

The TCRC agreed to the importance of conserving Tung Chung River as it was of recreational importance to the villagers and Tung Chung residents. A member emphasised that deposits in Tung Chung River needed to be removed to prevent flooding during rainy seasons.

#### 2.3.8 Economic Development

The TCRC suggested the Study should make good use of the opportunities in Lantau Island to facilitate economic development and create more employment opportunities in Tung Chung West. Eco-tourism with minimum disturbance to the rural landscape and environment and new tourist attractions such as Fisherman's Wharf and temples were also suggested.

#### Comments from 關注東涌發展大聯盟

2.3.9 Minutes of the briefing session with 關注東涌發展大聯盟 on 13 June 2012 are attached at *Appendix D*. The major views and suggestions of the concern group are summarised below:

#### 2.3.10 Land Supply and Demand

The group opined that reclaiming Tung Chung Bay was not an option to increase land supply. Developing the southwestern part of Tung Chung was the key to increasing land supply in view of the constraints of developing Tung Chung East.

Representative of the group opined that reclaiming Tung Chung East would only be acceptable if it would not be too extensive. Although the group noted that land acquisition in Tung Chung South and West as unavoidable, they requested retention of the local villages.

### **2.3.11** Housing Supply and Mix

Housing types and mix were also discussed during the briefing session. The group stated that there should be both private and public housing in Tung Chung's further development and opined that the ideal ratio for public and private housings should be 4:6. Furthermore, private and public housings should not be segregated to avoid negative labelling.

### **2.3.12** Community Facilities

The group expressed the need for cultural and recreational facilities in Yat Tung Estate, particularly a sports ground to meet the needs of school children.

### **2.3.13** Ecology and Environment

The group agreed to the ecological importance of Tung Chung Bay and that the beauty of the bay should be enhanced.

### **2.3.14** Economic Development

The group expressed their concerns on local business and identified the need to prevent monopolisation by The Link Management in further development of Tung Chung. The group suggested using areas near Shek Lau Po Village and the proposed cultural/recreational land use near Tung Chung Centre (Zone 1) for commercial purposes.

## Comments from Islands District Council (ISDC)

**2.3.15** Extract of minutes of the ISDC meeting on 18 June 2012 regarding the Study is at *Appendix E*. The major views and suggestions of ISDC are summarised below.

### **2.3.16** Development Needs

The ISDC supported the Tung Chung further development but expressed their concern on the constraints identified by the Government. They doubted if the target population of 220,000 could be achieved given the constraints known. They requested more information for further discussion.

### **2.3.17** Land Supply and Demand

Instead of reclaiming Tung Chung Bay, the ISDC preferred developing fallow agricultural land in Tung Chung West. They requested the Government to provide more information, such as land status and environmental constraints of the area for consideration. They believed there should be enough land for development without

extensive reclamation. A member urged the Government to develop Tung Chung North for a more balanced development in Tung Chung.

### **2.3.18** Housing Supply and Mix

A member pointed out that despite the development constraints suggested by the professional planners employed by local groups, the southwestern part of Tung Chung could house more than 68,000 people with 19,000 public and private flats without causing ventilation problem. Another member considered that Lantau South could be developed and part of the country park in the area could be used for developing public housing.

### **2.3.19** Transportation Network

Members urged the Government to construct a new MTR station near Yat Tung Estate as proposed years ago, and a member asked whether the proposal would be affected if no reclamation would be carried out in Tung Chung West. Another member pointed out that for good connectivity, South Lantau Road and Keung Shan Road should be upgraded to standard roads.

### **2.3.20** Community Facilities

The members stated the importance of evening out community facilities in Tung Chung West and East to fit residents' needs, particularly the grassroots population, which need these facilities most.

### **2.3.21** Cultural Heritage

A member suggested that the preservation of monuments should be a top priority, and suggested setting up a small-scale museum to house artefacts of the local history of Tung Chung for public appreciation.

### **2.3.22** Economic Development

Members emphasised the importance of promoting local economy to increase employment and business opportunities for local residents. Members also opined that tourism development should not be limited to Tung Chung, but also be extended to South Lantau along the shoreline.

### **2.3.23** Others

Noting the various development constraints identified, members requested more information on how the constraints could be tackled for further discussion.

## Comments from Green Groups

**2.3.24** Minutes of the briefing session with the seven Green Groups, namely, the Conservancy Association, Designing Hong Kong, Eco-Education & Resources Centre, Green Lantau Association, Green Power, Hong Kong Bird Watching Society

and WWF Hong Kong are attached at *Appendix F*. The major views and suggestions of the Green Groups are summarised below.

#### **2.3.25** Development Needs

The Green Groups questioned the necessity of expanding the Tung Chung new town for a population of 220,000 and requested justifications with reference to the Revised Concept Plan for Lantau 2007.

#### **2.3.26** Ecology and Environment

The Green Groups opined the high ecological value of the entire Tung Chung River, Tung Chung Bay and Tung Chung Valley and emphasised that any development in these areas would affect the ecological system.

#### **2.3.27** Others

The Green Groups had great concern on the development timeframe. They pointed out that EIA Project Profile for environmental assessment should be submitted after the planning process for reclamation was completed.

### Comments from the Planning Sub-committee (PSC) of Land and Development Advisory Committee (LDAC)

**2.3.28** Extract from the minutes of the PSC of LDAC 80<sup>th</sup> meeting on 21 June 2012 regarding the Study is at *Appendix G*. Major views and suggestions of the PSC of LDAC are summarised below.

#### **2.3.29** Development Needs

Generally, members supported the proposed Tung Chung New Town Extension. A member opined that the target population should not be limited to 220,000 in view of the current high demand for housing. The Chairman nevertheless noted that the development constraints might render the population target unachievable and recommended tackling the constraints and turning them into new development opportunities. Another member suggested that the Study should look into overall opportunities of the whole region and consider extending the study boundaries beyond the northern part of Lantau Island.

#### **2.3.30** Housing Supply and Mix

A member supported the Study to increase land for housing supply.

#### **2.3.31** Transportation Network

The Chairman remarked that the Study should examine Tung Chung's future role in the context of the proposed road/rail links in the area, such as the Tuen Mun-Chek Lap Kok Link.

### **2.3.32** Economic Development

A member, noting the opportunities offered by the completion of cross-boundary links, the third airport runway and railway development in the area in the coming years and supported the developing Tung Chung into the regional transportation hub of Hong Kong. Members also noted the opportunity for developing maritime economy in Hong Kong and called for a further study on the feasibility of transforming Tung Chung into a favourite tourist spot.

### Comments from Town Planning Board (TPB)

**2.3.33** Extract of minutes of the 1014th meeting of TPB on 22 June 2012 regarding the Study is at *Appendix H*. The major views and suggestions of the TPB are summarised below.

### **2.3.34** Development Needs

Members were concerned whether the target population of 220,000 people for Tung Chung as proposed in the Revised Concept Plan for Lantau 2007 was still appropriate. They were also concerned about the way to attract different group of people, such as new immigrants and young families, to move to Tung Chung in view of Tung Chung's relatively remote geographical location and the high transportation cost involved.

### **2.3.35** Planning Vision

Members stated that more information should be available to let the public appreciate the strategic role of Tung Chung in new town development as well as its future extension. Members also suggested including the examination of the possibility of accommodating supporting facilities in cavern/underground developments in the Study.

### **2.3.36** Housing Supply and Mix

Members considered the difficulty for developing public housing in Tung Chung. Noting the distance of Tung Chung from the other parts of the territory and its original intention to serve mainly the airport, it is difficult for Tung Chung to be developed in the same way as other new towns such as Tuen Mun and Yuen Long. Members also suggested providing low density housing in future development to attract professionals and skilled workers.

### **2.3.37** Transportation Network

Members believed that the transportation network of Tung Chung had to be improved to reduce transportation costs so that families would be attracted to move to the area.

### **2.3.38** Community Facilities

A member suggested exploring the feasibility of including 'bad neighbour' uses, such as columbaria in the development.

### **2.3.39** Ecology and Environment

Members considered that the natural environment, such as the country park, should be considered as a development opportunity rather than a constraint. A buffer zone should be available to segregate areas of high conservation value such as Tai Ho Bay from the new development areas.

### **2.3.40** Economic Development

Members considered that the cultural heritage, natural scenery, close proximity to the airport and new cross boundary facilities in the area would facilitate tourism development in Tung Chung. They suggested the Study to examine and maximise such potential without adversely affecting the ecology and environment.

**2.3.41** Members noted the wide income disparity and mismatch between job opportunities and skills of the current working population in Tung Chung. The Study should further investigate the provision of appropriate employment for the future residents in the area.

## Comments from Community Organisations in Tung Chung

**2.3.42** Minutes and attendance list of the briefing session held on 25 June 2012 with some the participation of 50 Tung Chung residents/workers are attached at *Appendix I*. The major views and suggestions of the residents are summarised below.

### **2.3.43** Land Supply and Demand

An attendee was against with the reclamation in Tung Chung. He suggested that the benefit of local residents should come first and be well looked after if reclamation had to be carried out.

### **2.3.44** Housing Supply and Mix

An attendee noted the acute housing shortage problem in Tung Chung, i.e. over 95% of the existing public housing units had already been occupied. The attendee agreed to including more public housing units in the further development of Tung Chung. It was also noted that many Tung Chung residents lived in substandard sub-divided units (劏房).

### **2.3.45** Transportation Network

Attendees urged for the building of an MTR station in Tung Chung West to better link up the area with the other areas of Hong Kong and to reduce the high transportation cost. It was also mentioned that more transportation services should be provided near Yat Tung Estate to meet the needs of the workers, especially during rush hours and nighttime.

**2.3.46** Residents from public housing estates requested a review on the transport facilities in Tung Chung. Parking spaces in Tung Chung town centre was insufficient, while many vacant parking spaces were found in Yat Tung Estate. A member of the union

representing bus drivers expressed the need to widen Yat Tung Road to address the bottleneck problem and the need to devise measures to improve the connectivity of Tung Chung with Chap Lap Kok.

### **2.3.47** Community Facilities

Attendees opined that many public housing estates were under-populated, rendering threshold for provision of community facilities unachievable. The lack of community facilities further deterred people's desire to move into the estates. In order to increase the attractiveness of the public housing estates, attendees requested the provision of more recreational and community facilities, such as sports ground, international schools, vocational training centres and Government-run wet markets in public housing estates, particularly those with young population, e.g. Yat Tung Estate.

**2.3.48** Some attendees also requested the provision of specific facilities, such as large parks with more benches, public toilets, English schools, mosques, special schools and barrier-free facilities in the area.

### **2.3.49** Economic Development

With the proposed expansion of the airport and construction of HKZMB, members of the union for airport workers suggested the inclusion of more housing units for airport workers in the further development of Tung Chung. Some other attendees stated that opportunities should be provided in the future development scheme to local residents for running small businesses, such as street shops and markets to prevent the monopolisation by the Link Management Limited. An attendee also suggested providing more clerical job opportunities in Tung Chung.

## 2.4 Public Forum

**2.4.1** A bilingual Public Forum was held on 7 July 2012 (Saturday) from 2pm to 5pm at the Tung Chung Community Hall. About 160 participants, including representatives from government departments, Islands District Council, members from political parties and green groups, representatives from private housing developments, public housing developments and community organisations in Tung Chung, relevant economic interest groups in Lantau and other individuals interested in the Study, attended the forum.

**2.4.2** There were 21 public presentations and 29 stakeholders from the floor with views shared on various areas of concern related to the Study. The full minutes of the forum are attached at *Appendix J*, and photos from the forum are attached at *Appendix K*. Major views and suggestions of participants are summarised below.

### Development Needs

**2.4.3** Participants expressed concern on the slow development of Tung Chung in the past 10 years. They hoped that future development would not be stalled or stagnated by infrastructure projects and government policies.

### Planning Vision

**2.4.4** Some participants opined that planning of Tung Chung should not focus only on population figures, but should also take into account the other demographic characteristics such as cultural and income mix in formulating a development strategy that could meet the actual needs of local residents.

### Land Supply and Demand

**2.4.5** Most of the participants had concerns on the high ecological and economic values of Tung Chung Bay and had reservation on reclamation there. Although there was no strong opposition to the proposed reclamation in Tung Chung East, some participants nevertheless pointed out that the area may not be suitable for high-density residential development due to noise and air pollutions caused by nearby cross boundary transportation facilities.

**2.4.6** Instead of reclamation, some participants considered developing the existing land in Tung Chung such as the fallow agricultural land in Tung Chung West and the piece of land between Tung Chung West and the town centre is a better option to increase land supply. Some participants strongly objected to the Government's move to resume land for reselling to private developers. Such a move was an infringement on the freedom and rights of landowners and would lead to social polarisation. They urged the government to refrain from outside influences in the land resumption process and better develop the resumed land to meet the needs of residents.

### Housing Supply and Mix

**2.4.7** Most participants agreed to developing more housing units, especially public housing units in the southwestern part of Tung Chung to encourage more investment in community and transport facilities in the area. Due to air pollution and height restrictions in Tung Chung East, some participants considered that only low to medium density housing development should be proposed. On the other hand, a balanced housing mix was another main request from the participants in order to have fair distribution of facilities and avoid the monopolisation of development rights by private developers.

#### Transportation Network

**2.4.8** Participants pointed out that high transportation cost was a heavy burden to Tung Chung residents, particularly to those of Yat Tung Estate. They strongly requested an MTR station in Tung Chung West. Apart from calling for better transportation connections between Tung Chung and the other parts of Hong Kong, participants also requested improvement of road network within Tung Chung. Suggestions made included better road links between the villages and the town centre and extension of cycle tracks to Sunny Bay and the Tin Sum area.

#### Community Facilities

**2.4.9** Most participants considered that there should be more facilities in Tung Chung to meet the needs of residents. Suggested facilities included a sports ground, a municipal market, vocational schools, tertiary institutions and international primary schools. Some also requested better healthcare and medical support for the local residents and airport users.

**2.4.10** Participants had concern on the unfair distribution of community facilities in Tung Chung. They urged for more community and recreational facilities, such as schools, sports facilities and water sports centres to be built in Tung Chung West, particularly for the younger population in Yat Tung Estate.

#### Ecology and Environment

**2.4.11** A representative from a Green Group pointed out the adverse impacts caused by reclamation. Some participants also considered that the Tung Chung Bay should be conserved and requested an assessment on the cumulative impacts on air quality and the environment caused by major infrastructural projects in Lantau Island.

#### Cultural Heritage

**2.4.12** Archaeological research and revitalisation at Ma Wan Chung Village were suggested.

#### Economic Development

**2.4.13** Some participants requested measures to promote the local economy and create job/business opportunities for local residents. Suggestions made included the setting up of a night market or wet market. Monopolisation of business opportunities by

large companies should be avoided. Regarding tourism development, some participants considered that more tourist attractions, such as marina, fisherman's wharf, eco-hiking trails and organic farms should be developed in Tung Chung.

## 2.5 Written Submissions

**2.5.1** During the two-month Stage 1 PE period, a total of 2,306 written submissions were received mainly from Tung Chung residents, TCRC, Green Groups, sports clubs, economic interest groups, political parties, landowners, community organisations, and representatives from private and public housing developments in Tung Chung. Most of the issues raised were concerned about land resumption, reclamation, cycle track extensions and the temple at Shek Mun Kap. The list and copies of the written submissions (excluding the development proposals) are attached at *Appendices L* and *M* respectively. The major views and suggestions of the written submissions are summarised below.

### Development Needs

**2.5.2** It was mentioned in most submissions that Tung Chung had great potential for further development, particularly as a transportation and tourism hub of Hong Kong. Given the development constraints, such as Tung Chung's remote geographical location, several Green Groups and residents had reservations on how the target population of 220,000 could be achieved. They also expressed their worry that an increase in population density might aggravate the living environment.

### Planning Vision

**2.5.3** As reflected in most submissions, Tung Chung residents preferred a balanced and mixed development in Tung Chung rather than only focus on residential development. They expected that the future development would be environmental friendly, with a reasonable size of population and sufficient community and recreational facilities for a pleasant living environment.

### Land Supply and Demand

#### Reclamation

**2.5.4** It was emphasised in a large number of submissions that the proposed reclamation of Tung Chung Bay to increase land supply had to be justified due to the high ecological, cultural and historical values of the area. On the contrary, fewer objections were received regarding reclamation in Tung Chung East due to development needs and the already-disturbed shoreline.

#### Land Resumption

**2.5.5** There were more supporting views to developing fallow agricultural land on the southwestern part of Tung Chung. Some suggestions on developing other areas of Lantau such as Siu Ho Wan and Sunny Bay were also received. About 2,000 submissions (in standard format and similar content) were received, opposing the

reselling of resumed lands to private developers as it would infringe the fundamental freedom and rights of the local landowners. It would also prolong the tendering process resulting in a financial burden to the Government.

#### Housing Supply and Mix

**2.5.6** It was generally agreed that higher population and more housing developments in Tung Chung would bring about more community and recreational facilities, facilitate local economic development and improve the living standard of residents. However, as expressed in some submissions, Tung Chung might not be an ideal location for high density housing development due to its remote location. Some considered Tung Chung as a suburban town rather than a typical new town like Tuen Mun, Tai Po and Yuen Long.

**2.5.7** Regarding housing mix, there was a strong request from Tung Chung residents for a balanced mix of public and private housing for community coherence. The residents further opined that planning for housing should tie in with planning/programme of the required facilities and transport networks for the developments.

#### Transportation Network

**2.5.8** Regarding transportation, the lack of connectivity between Tung Chung and other parts of Hong Kong and the high transportation cost were the main concerns. Hence, there is a strong request for an additional MTR station near Yat Tung Estate. Some community groups also suggested increasing the frequency and types of transportation services in Tung Chung to meet the future population growth.

**2.5.9** Strengthening the internal transportation links within Tung Chung and other parts of Lantau were also raised in the submissions. They requested the provision of more roads and pedestrian walkways to link up Tung Chung West with the Tung Chung town centre, Lantau South and Lantau North.

#### Community Facilities

**2.5.10** Most views in the submissions supported the provision of more community facilities in Tung Chung. There was a general request for a sports ground, public/wet markets and international schools. People also wanted the unfair distribution of facilities between Tung Chung East and West to be rectified. They considered Tung Chung, particularly Tung Chung West, could develop more recreational facilities in view of the opportunities offered by the natural environment. Sports facilities such as water sports centre and yacht clubs were also suggested for local youngsters and tourists.

**2.5.11** It was stated in some submissions to extend and improve the safety standard of the cycle tracks in Tung Chung. There were forty-nine standard submissions from Tritons Triathlon Club, which stated that the cycle tracks in Tung Chung were the only suitable and safe amenity for high-speed cycle training in Hong Kong. They queried if the current standard of the cycle tracks could be maintained in the future development. They also requested for an integrated cycle planning in Lantau North.

## Ecology and Environment

- 2.5.12** A significant number of views were received concerning the possible ecological and environmental impacts caused by the proposed development. The seven Green Groups, who attended to the briefing session on 21 June 2012 and two other Green Groups (Green Sense and Live with Gaia) had provided their comments based on the ecological/environmental issues.

### Ecology

- 2.5.13** Majority of views considered that Tung Chung River and Tung Chung Bay, including their adjoining natural habitats like mangroves and woodlands should be conserved. The areas should not have any reclamation and channelisation works as well. 30 standard submissions considered that reclamation would destroy the habitats of Chinese White Dolphins and hence opposed any reclamation in Tung Chung. A request from Green Groups demanded rehabilitation of the channelised river sections and prohibition of discharge of effluents into Tung Chung River. To maintain the biodiversity of Tung Chung River and Tung Chung Bay, species of butterfly, bird, fish, horseshoe crab and Chinese White Dolphin of conservation value should be protected. Some hikers considered that preservation of the natural environment of Tung Chung, which was a common asset to all Hong Kong citizens, should be strengthened.

### Environment

- 2.5.14** Some Tung Chung residents pointed out that they were disturbed by traffic noise caused by roads and transport facilities such as the North Lantau Highway and the Airport Express. They suggested the Government to review the noise standard and install noise barriers along roads to minimise the disturbance. The cumulative impacts of the various infrastructure projects in Lantau on the environment, such as on air quality, should be taken into consideration when considering the target population.

### Cultural Heritage

- 2.5.15** As expressed in some submissions, monuments and historical buildings in rural villages with high cultural value, including Ma Wan Chung village and the Shek Mun Kap area should be preserved.

- 2.5.16** About 160 standard submissions had concerns about the possible impacts of the development on Prajna Dhyana Temple in Shek Mun Kap. The Buddhists were concerned that the tranquil environment of the temple and the surrounding natural environment would be disturbed by the proposed large-scale development in Tung Chung West. They requested the transportation link between the town centre and the temple could be improved to allow more residents and tourists to visit the temple and enjoy the natural environment. They also indicated their interest in developing organic farming, bee cultivation and a vegetarian elderly home in the temple.

### Economic Development

**2.5.17** Several economic interest groups including Asia World-Expo, Lantau Economic Development Alliance (LEDA), Business and Professionals Federation of Hong Kong and private individuals indicated their general support to the development of Tung Chung into a transportation and tourism hub of Hong Kong by capturing the unique opportunities enjoyed by Tung Chung.

#### Bridgehead Economy

**2.5.18** The economic interest groups considered that with the completion of the proposed infrastructure and cross boundary transport facilities in Lantau, Tung Chung would be better linked up with the Mainland, particularly the other Pearl River Delta cities, for developing “bridgehead economy”.

#### Tourism development

**2.5.19** Various tourist facilities were suggested in the written submissions including flea markets, shopping malls, a marina, yacht clubs, water sports centres, hotels and resorts. The Green Groups, economic interest groups and Tung Chung residents generally agreed to the development of eco-cultural tourism at Tung Chung River Valley and the estuary for enjoyment of the picturesque river landscape by the community and the territory at large. Some facilities for environmental education and recreation, such as eco-trails, nature education centres and organic farms were suggested for public enjoyment.

#### Local Economy

**2.5.20** Most of the Tung Chung residents and community groups emphasised the importance of developing the local economy of Tung Chung. Besides the suggestions of developing Tung Chung as a satellite business district and development of MICE (Meeting, Incentive, Convention and Exhibition) industry with new office and commercial buildings in Tung Chung, there were requests for more job and small business opportunities, e.g. at the airport and its surrounding areas, for the local residents, particularly for those in rural villages and Yat Tung Estate.

#### Development Proposals

**2.5.21** Of the 2,306 written submissions, 6 were development proposals submitted by the Tung Chung Rural Committee, 關注東涌發展大聯盟, Joint Green Groups, Urban Design & Planning Consultants Limited, Kenneth To & Associate Limited and a private individual respectively. A copy of the proposals is attached at *Appendices N-S*. Analysis of these development proposals is attached at *Appendix T*. The main suggestions of the proposals are summarised below.

## *Development Proposal 1 - Tung Chung Rural Committee (TCRC)*

### Planning Vision

- 2.5.22** The TCRC was concerned about the slow development of Tung Chung West in the past years. Their proposal focused mainly on the future development of Tung Chung West as a new tourism and economic zone.

### Housing Supply and Mix

- 2.5.23** The TCRC suggested developing low to medium density housing on fallow agricultural land at the waterfront area whilst keeping the inland local villages intact. The proposed development areas are shown on the location plan attached to the proposal.

### Transportation Network

- 2.5.24** The TCRC put forth three suggestions to improve the connectivity between the villages and the other parts of Tung Chung, namely a) extending Chung Mun Road to the villages; b) widening the existing bridges for access by emergency vehicles; and c) extending or reconstructing the heritage trails. The proposed improvement works are shown on the ancillary road map attached to the proposal.

### Community Facilities

- 2.5.25** The TCRC suggested the provision of GIC facilities such as public car parks, museums, ecological parks, organic farms and amphitheatres at the two sides of Tung Chung Valley near Mok Ka village and Shek Lau Po village. They also proposed developing columbaria and/or Buddhist temples on the fallow lands near Nim Yuen and Lam Che villages for “Other Specified Uses” (OU) to meet the community needs. The locations of these facilities are shown on the planning map attached to the proposal.

### Economic Development

- 2.5.26** The TCRC requested grasping the opportunities for bridgehead economy to promote tourism in Tung Chung West. They proposed developing Ma Wan Chung village and the nearby areas into a business zone with various tourist attractions such as fisherman’s wharf, waterfront promenades, restaurants and water transportation facilities. The locations of these facilities are shown on the planning map attached to the proposal.

### Others

- 2.5.27** A “Comprehensive Development Area” (“CDA”) site for high-density residential development and shopping malls was proposed in the area between Yat Tung Estate and Hau Wong Temple. The “CDA” site is shown on the planning map attached to the proposal.

## ***Development Proposal 2 - 關注東涌發展大聯盟***

**2.5.28** The group proposed seven development areas, namely the Sha Lo Wan Area, Tin Sum Area, Southwest Tung Chung Area, Ma Wan Chung Village Conservation Area, Tung Chung East Reclamation Area, Pak Mong Area and Siu Ho Wan Depot for Tung Chung's future extension. The Southwest Tung Chung Area, Ma Wan Chung Village Conservation Area and Tung Chung East Reclamation Area are within the Study area. The planning suggestion of these three areas are summarised below:

**2.5.29** Around 160 hectares were proposed to be developed in the Southwest Tung Chung Area and the Tung Chung East Reclamation area. It was estimated that the two areas would have the potential of housing an additional population of 120,000.

### Land Supply and Demand

**2.5.30** Under the proposal, no reclamation would be carried out in Tung Chung West. Development was mainly proposed on fallow agricultural land and the existing villages. As for Tung Chung East, there was a proposed reclamation area of about 70 hectares for development.

### Housing Supply and Mix

**2.5.31** 30% (26ha) of land in the proposal would be proposed for residential development. The Southwest Tung Chung Area covering Ngau Au, Lam Che and Nim Yuen villages was proposed for private housing development at a plot ratio of 5 whilst the inland areas to the south of Shek Lau Po village would be for public housing development at a plot ratio 6. The suggested ratio for public and private housing mix was 40:60. It was estimated that the south western part of Tung Chung could house an additional population of about 70,000. For the Tung Chung East Reclamation Area, housing development at plot ratios 5-6 for a population of 50,000 was proposed. The locations of the proposed developments are shown on the concept plan attached to the proposal.

### Transportation Network

**2.5.32** The group suggested building an MTR station and extending Yu Tung Road (including roads and cycle tracks) to the Southwest Tung Chung Area and to link up Tung Chung West and East. The existing cycle tracks were proposed to be extended to the Sunny Bay and the Tin Sum area, which were to the east and to the west of the Study area respectively with a total length of 18km. The proposed extension would enhance cycling safety, provide a recreational outlet for local residents and improve connectivity between the east and the west. As for the exit from Tung Chung Town Centre, the group suggested relocating the Public Transport Interchange from Area 3 to Area 1. Instead of the originally planned G/IC facilities, shops and offices were proposed for topside development of the Interchange. The proposed developments are shown on the concept plans attached to the proposal.

### Community Facilities

- 2.5.33** The group suggested developing GIC and cultural/recreational developments at Shek Lau Po village in the central part of Tung Chung Valley, which occupied about 18% of the total area of the development scheme, mainly to meet the needs of the residents of Yat Tung Estate and the future population. Suggested facilities included a sports ground, a civic centre, schools, a police station and a fire station. A green belt and a waterfront park taking up about 40% of the development area in Southwest Tung Chung Area were also proposed. The proposed developments are shown on the concept plans attached to the proposal.

### Cultural Heritage

- 2.5.34** The group suggested designating Ma Wan Chung and Wong Nai Uk as conservation and revitalisation areas for cultural and heritage preservation and for further economic development with improvement to the environment.

### Economic Development

- 2.5.35** The group suggested developing land located at the south of Sha Tsui Tau and the east of Chung Mun Road into a commercial area with flea markets in order to provide business and employment opportunities for local residents.

### ***Development Proposal 3 - Joint Green Groups***

- 2.5.36** A joint statement on the protection and conservation of Tung Chung River and the surrounding habitats was submitted from the seven Green Groups. The main concerns of the joint statement are summarised below.

### Land Supply and Demand

- 2.5.37** The Groups strongly objected to reclamation in Tung Chung Bay, Tung Chung River Valley and the coastal areas as it would upset the riparian, estuarine and coastal ecosystems of the area.

### Ecology and Environment

- 2.5.38** The Groups urged the Government to protect and conserve areas of high ecological, landscape, hydrological and cultural values, including the Tung Chung River, its main and tributary courses, banks and estuary, the Tung Chung Bay and the natural habitats for community use and enjoyment and conservation planning, management and monitoring. No reclamation, engineering work, channelization and development should be allowed in these areas. They also requested rehabilitation of the channelised/damaged sections of the Tung Chung River and prohibition of any land use and activities that would cause pollution to the channels and estuary.

- 2.5.39** They further proposed zoning the Tung Chung River and its surrounding areas including the woodlands and the coast as “Site of Special Scientific Interest”, “Conservation Area” and “Coastal Protection Area” respectively. These zones are

marked on the recommended Development Permission Area (DPA) plan attached to the joint statement.

#### Eco-tourism and GIC Developments

**2.5.40** The Groups stated that the Tung Chung River Valley and the estuary could be for compatible uses for environmental education and passive recreation. Environmental friendly facilities such as eco-trails, riverside park, nature education centre, look-out points and ancillary resting areas were proposed. Tourist appeal of the scenic river landscape and the cultural/heritage values of the Tung Chung River Valley could also be enhanced through an improved link of the valley with the existing country parks in Lantau and the neighbouring tourist attractions such as the Ngong Ping 360, Po Lin Monastery and the Tian Tan Buddha Statue.

**2.5.41** Small-scale village development and GIC facilities in the valley were also proposed in the recommended DPA plan. The Groups considered that the recommended DPA plan could be adopted by the Government as a guide for sustainable planning and development of Tung Chung.

#### Others

**2.5.42** Summary findings of the surveys conducted by conservation groups to ascertain the ecological value of Tung Chung River System are attached to the joint statement of the Green Groups.

#### *Development Proposal 4 - Urban Design & Planning Consultants Limited (UDP)*

**2.5.43** On behalf of Forestside Limited, who owns lots no. 2291RP and 3301 in DD1, lots no. 2362RP and 2376 in DD3 at Sha Tsui Tau, UDP submitted a development proposal concerning the Tung Chung West development. The main suggestions of the proposal are summarised below.

#### Land Supply and Demand

**2.5.44** UDP put forth two options for developing Tung Chung West. The first was named the Channel Option in which 39.4 ha of land would be acquired through reclamation and the remaining 136.6 ha of land would be developed in the inland area. The option would be able to accommodate extra population for about 70,000. The second was named the Island Option in which the entire existing coastline of Tung Chung West would be preserved. A “Tung Chung island” of about 33.9 ha was proposed offshore through reclamation. The areas of the reclaimed land and the inland development would be about 142.1 ha that could accommodate extra population of about 51,000.

#### Housing Supply and Mix

**2.5.45** The Channel Option and Island Option aimed to provide 30,000 and 22,000 flats respectively. Under both options, residential development would mainly be located on the northern part of Tung Chung West, west of Yat Tung Estate and the central

part of the inland areas in Tung Chung Valley. Besides residential development, sites would also be reserved for commercial/business, hotel and leisure uses.

- 2.5.46** Medium-rise developments were proposed along the waterfront whilst high-rise developments were proposed on the southern part the area. In the valley, low to medium-rise developments were suggested. The locations of the proposed developments were shown on the plans attached to the proposal.

#### Transportation Network

- 2.5.47** Under both options, an MTR extension to Tung Chung West was proposed to enhance the accessibility of the area for the existing residents of Yat Tung Estate as well as for the future residents, workers and tourists.

#### Community Facilities

- 2.5.48** Under both options, community facilities, educational institutions, eco-tourism facilities, elderly housing and low density residential developments were proposed in the inland areas of the Tung Chung Valley.

- 2.5.49** A medium-rise resort development was proposed in the central part of the valley. Waterfront promenades were proposed along the sides of water channels under the Channel Option and alongside the reclaimed island under the Island Option for strolling, biking, fishing and possible water sports activities of the public. Open space would be spread throughout Tung Chung West with a town park situated between Yat Tung Estate and Tung Chung Town Centre under both options. The locations of the proposed facilities are shown on the plans attached to the proposal.

#### Cultural Heritage

- 2.5.50** The Island Option proposed revitalisation of the existing fishing village for cultural/heritage preservation and enhancement of the character of the area.

#### Economic Development

- 2.5.51** A visitor centre at a transportation node to the west of Yat Tung Estate was proposed under both options to facilitate tourism development in Tung Chung West. Business establishments were proposed in the mixed-use zones and the waterfront areas.

#### **Development Proposal 5 - Kenneth To & Associate Limited (KTA)**

- 2.5.52** KTA was another consultant commissioned by Forestside Limited. KTA submitted a development proposal in December 2011. The proposal was later revised and resubmitted in light of the public views made in the public forum held on 7 July 2012. The major suggestions of the proposal are summarised below.

#### Planning Vision

- 2.5.53** With its proximity to both the Tung Chung Town Centre and the Hong Kong International Airport, Tung Chung West offered great opportunity for being

developed into a distinct and quality place with mixed residential, commercial and recreational developments for people to live, work and spend their spare time. Under the proposal, Tung Chung West with a proposed development area of about 175 ha with no reclamation was estimated to house about 55,000 people.

#### Housing Supply and Mix

- 2.5.54** 30 ha of land occupying about 16.8% of the total development area were proposed for residential development of about 18,500 units. A ratio of 30:70 was suggested for public and private housing mix. According to Figure 4.1 of the proposal, different housing types were proposed for three residential zones. High density public rental housing and a “CDA” site adjoining an MTR station were proposed at the waterfront area and in the central part of Tung Chung Valley in Residential zone 1. Medium-density housing in keeping with the character of the surrounding rural environment and in compliance with the 100-metre breezeway was proposed at the periphery of the Tung Chung Valley in Residential zones 2 and 3. The existing six villages will remain intact in the proposed “Village Type Development” zones. No village relocation was required under the proposal.

#### Transportation Network

- 2.5.55** A transit-oriented development approach was adopted in the proposal with two additional MTR stations located at the immediate west of Yat Tung Estate and in the “CDA” zone in the central part of Tung Chung Valley respectively. The MTR stations, located in the centre of Tung Chung West, would be able to support the future increase in population in the area. A cycle track network along the waterfront and in the inland area would be provided to promote the environmental friendly way of transportation. The locations of the facilities are shown on Figure 4.1 of the proposal.

#### Community Facilities

- 2.5.56** In response to the request for providing more GIC facilities, particularly for a sports ground and a wet market, raised in the Stage 1 PE public forum, a G/IC site was proposed in the central part of Tung Chung Valley near the proposed MTR station. In addition, two sites for local and international schools, a “Recreation” zone of about 2 ha encompassing the existing Tung Chung Outdoor Recreation Camp and Hau Wong Temple, a proposed youth hostel, international youth centres and water sports centres in the waterfront area were proposed. The locations of the sites are shown on Figure 4.1 of the proposal.

#### Ecology and Environment

- 2.5.57** Noting that the natural habitats along the Tung Chung River and Tung Chung Bay in Tung Chung West were of high ecological value, infringement upon these areas would be avoided as far as possible. An area occupying about 16.9% of the total development area, by and large the same land area for residential uses, was proposed to be developed as waterfront promenade and green pedestrian walkway along Tung Chung Bay and the banks of the Tung Chung River for public leisure activities and as a buffer to segregate the environmentally sensitive areas from the proposed

developments. A large town park was proposed at the northeastern part of Tung Chung West. Details of the proposed uses are shown on Figure 4.1 of the proposal.

#### Cultural Heritage

- 2.5.58** A number of historical sites including Tung Chung Fort and Battery, Hau Wong Temple, Tung Chung Game Board Carving and Ma Wan Chung were found in Tung Chung West. Disturbance to these cultural /heritage sites, which were also regarded as tourist attractions, would be avoided.

#### Economic Development

- 2.5.59** Two “Other Specified Uses” annotated “Resort” zones to the west of Yat Tung Estate were proposed for hotel and Fisherman’s Wharf developments. The hotel would be a low-density development with retail and alfresco dining facilities whilst the Fisherman’s Wharf would be an extension of the existing Ma Wan Chung Fishing Village for local tourists and visitors. Within the “CDA” site for MTR station development, besides residential, commercial uses were also proposed for provision of local business opportunities. The proposed uses are shown on Figure 4.1 of the proposal.

#### ***Development Proposal 6 - Private individual***

- 2.5.60** A development proposal was received from a Tung Chung resident living in Tung Chung Crescent. The major suggestions of the proposal are summarised below.

#### Land Supply and Demand

- 2.5.61** The resident was against the proposed reclamation in Tung Chung Bay as the area was of high ecological value and should be reserved for water sports. Instead, he suggested reclamation near Caribbean Coast because the natural shoreline there had already been disturbed. Location of the proposed reclamation area was shown on plan attached to the proposal.

#### Transportation Network

- 2.5.62** The resident suggested better traffic management to address the traffic problem and pollution. In order to improve connectivity of Tung Chung with the other areas, the resident suggested opening up the existing Tung Chung Eastern Interchange and Cheung Tung Road for Tung Chung bound traffic instead of relying solely on North Lantau Expressway for shorter travelling time. He suggested a slip road to the expressway from Cheung Tung Road and a footbridge for safe crossing of cyclists and pedestrians at Siu Ho Wan. He also considered that the frequency and other MTR services should be improved.

#### Ecology and Environment

- 2.5.63** The resident was concerned about the impacts of air and noise pollutions on the environment of Tung Chung. He suggested that only low-pollution emission vehicles should be allowed on the proposed Hong Kong-Zhuhai-Macao Bridge

(HKZMB) and only airport carriers using low polluting fuels should be allowed to enter Hong Kong. He also suggested that all bus services should be terminated at Tsing Yi for change to environmental friendly mode of transport to Tung Chung and the airport to reduce air pollution. For noise pollution, he suggested installing noise barriers along Shun Tung Road and Tat Tung Road.

## 2.6 Questionnaire

**2.6.1** To understand more the community's views on the Study, a questionnaire was conducted to collect comments of Tung Chung residents and workers from 29 June 2012 to 6 July 2012 in Tung Chung. A total of 500 completed questionnaires were collected. The questionnaires and survey report are attached at *Appendices U* and *V* respectively. Major findings of the survey are summarised below.

### Development Needs

**2.6.2** There was a strong support to further development of Tung Chung. 90% of the respondents agreed or strongly agreed that Tung Chung needed further development. The three main areas requiring further development according to responses of the respondents are transportation (63%), recreation facilities (35%) and job/business opportunities (35%). About 10-20% of the respondents ranked private and public housing development, tourism enhancement, conservation/preservation of ecological habitats, natural landscape and cultural heritages the top three areas of concern (2.2 of *Appendix Q*).

### Land Supply and Demand

**2.6.3** 54% of the respondents agreed or strongly agreed that developing fallow agricultural land was a suitable solution to increase land supply for development.

**2.6.4** There were different views regarding reclamation on the eastern and western parts of Tung Chung. 30% of the respondents agreed or strongly agreed to reclamation on the eastern and western parts of Tung Chung, 40% of the respondents disagreed or strongly disagreed, whilst the other 30% of the respondents had neutral opinion to the proposed reclamation (2.7 of *Appendix V*).

### Housing Supply and Mix

**2.6.5** Regarding housing supply and mix, 20% of the respondents ranked developing public housing among the top three priorities for development while 12% of the respondents preferred private housing.

### Transportation Network

**2.6.6** Concerning transportation and connectivity issues (Q4 in *Appendix U*), 81% of the respondents ranked improving the connectivity of Tung Chung with the other parts of Hong Kong as the top priority. The other 13% and 6% of the respondents ranked improving internal connectivity and connectivity of the new town with the other areas beyond the Hong Kong boundary as the top priority respectively.

**2.6.7** In line with the respondents' response for improvement of the connectivity of Tung Chung with the other parts of Hong Kong as stated in the preceding paragraph, 32% of the respondents ranked upgrading or further developing MTR stations as the top three priorities in the development of community and recreation facilities (Q3 in *Appendix U*). As compared with residents in Tung Chung East and Tung Chung Town Centre, residents living in Tung Chung West had a stronger preference toward extending the present MTR network (2.3.2 in *Appendix V*).

#### Community Facilities

**2.6.8** Regarding the development of community and recreational facilities, hospitals, MTR stations and public markets were the three options with highest percentage (40%, 32% and 26 %, respectively) of respondents ranking them as top three priorities. They were followed by sports and recreational facilities including theatres, shopping centres, sports grounds, sports centres and cycle tracks with a percentage of responses ranging from 18% to 23%. Fewer respondents selected street stores, flea markets, clinics, community halls, schools, water sports facilities, parks/open spaces as priorities for development. The response rate ranges from 8% to 15% (2.3.1 of *Appendix V*).

**2.6.9** Respondents of age group 15-19 had a stronger preference for recreation facilities than those of the other age groups. Due to the young population of Tung Chung, demand for recreation facilities would be high (2.2.3 of *Appendix V*).

#### Ecology and Environment

**2.6.10** Nearly all respondents agreed that environmental concerns should be taken into consideration in Tung Chung's further development (2.7.1 in *Appendix Q*.) Impacts on new town extension on the environment; air ventilation and building heights; and conservation of natural landscapes were the three aspects with the highest percentage of respondents ranking them as the top three priorities of concern under ecology and environment with a response rate of 68%, 62% and 47% respectively. (2.6.2 of *Appendix V*)

#### Cultural Heritage

**2.6.11** About 81% of the respondents agreed or strongly agreed that declared monuments should be preserved. (2.7.1 of *Appendix V*)

#### Economic Development

**2.6.12** In terms of economic development, respondents were most concerned about the provision of job opportunities. 81% of the respondents ranked it as one of the top three priorities in economic development, followed by business opportunities in the community (66%) and development of Tung Chung into a tourist and resort area of Hong Kong (41%). Although there were suggestions for building theme park(s) on Tung Chung East in previous studies, only 12% of the respondents ranked theme park as a priority in the further development of Tung Chung. (2.5 of *Appendix V*)

## 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.

## 4. Way Forward

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With the completion of the Stage 1 PE, The Study is now moving towards the principles development and themes formulation stage. Views and suggestions received in this PE would serve as an important basis for formulating the preliminary development options, which would be promulgated for public discussion and comments under the Stage 2 PE in mid-2013.