

2 Major public views received in PE3 and Responses

2.1 Introduction

2.1.1 The public generally supported a balance development among economic, environmental and ecological protection considerations, which could satisfy the current and future needs of local residents of different age groups and of visitors to the New Town. The following provides a summary of the key issues identified from the public submissions which are grouped under these categories: New Town Extension and Population Increase, Ecology and Environment, Facilities Provision, Transport and Infrastructure, Land Uses, Economic Development, Housing Development and Other Comments.

2.2 New Town Extension and Population Increase

2.2.1 The public generally supported further development of Tung Chung New Town and urged for its earlier implementation. There were no major comments on the proposed development scale for TCE and that the proposed development in TCW was generally supported by the public.

2.2.2 There was comment that future development of Tung Chung should focus on the entire New Town rather than the Extension Area only. A local concern group strongly supported a strategic planning for the reclamation area of the New Town Extension and better utilization of the improved transport connection in the area. The public opined that an enhanced development plan for Tung Chung Town Centre, Yat Tung Estate and Ma Wan Chung Village should be formulated. There was also support for advocating a stepped height profile and stringent building height restrictions near the waterfront in Tung Chung. There was also advocate of the concept of Green City in the development of Tung Chung with the provision of green spaces and green roofs.

2.2.3 There were diverse views on population increase within Tung Chung New Town. Some parties were worried about the impact of the increase in population and there was also opinion that the population in Tung Chung should be of a scale to meet the economic development and job requirements. There was on one hand suggestion from green group on reduction of population in TCE and on the other hand opinion that the population in TCW was very low compared with that of TCE.

Responses

2.2.4 The support of the public on further development of Tung Chung is well noted. In formulation of the RODP, various considerations have been taken into account, including the territorial needs to provide land for housing and other developments, local aspirations, environmental

considerations as well as technical requirements. Taking into account technical and infrastructure constraints, the development potential of the TCE New Town Extension has been maximized. In drawing up the different land uses and development intensities of development sites, urban design concept such as stepped building heights, visual corridors and air ventilation corridors have been adopted. Extensive open space network has also been proposed to provide greenery and leisure space within the New Town extension. As for TCW, due considerations have been paid to protect and preserve the natural environment and ecologically sensitive areas in proposing the detailed land uses in the RODP. Various conservation-related zonings are therefore designated and only low-rise low-density residential uses compatible with the natural and rural environment are proposed in the RODP.

- 2.2.5 Noting the job mismatch problem in the existing Tung Chung New Town, the RODP has provided for the development of commercial facilities including regional offices, regional retail as well as local retail uses. These commercial facilities will provide great varieties of job opportunities for the existing and future population of the New Town. In addition, the RODP also makes provision for two new railway stations serving TCE and TCW respectively, which would help enhance mobility of the residents to work in areas within and outside the New Town.
- 2.2.6 In addition, in the course of the Study and the formulation of the RODP, the land uses and facilities in the existing town centre have also been reviewed. The provision of open spaces, education facilities, community facilities and social welfare facilities have been reviewed and planned for the whole New Town in a comprehensive manner both in terms of their provisions and the locations. Sites not required for GIC uses in the town centre area are considered for other appropriate uses.
- 2.2.7 Taking into account the public comments received and technical requirements, the draft RODP has been revised and the major amendments include: the proposed population in the TCE and TCW New Town Extension Area will be increased to about 144,400; the provision of flats will be increased to 49,000; open spaces provision is revised in accordance with the latest proposed population and Hong Kong Planning Standards and Guidelines (HKPSG) requirements, zoning boundaries are revised/refined taking into account the existing conditions/ features, planning and engineering considerations etc. and Road area is incorporated.

2.3 Ecology and Environment

- 2.3.1 The general public opinions supported that the biodiversity and natural environment of Tung Chung should be preserved. Many people expressed that the natural scenery, environment and wildlife habitats in TCW should be maintained when considering the proposed development in the area.
- 2.3.2 The Green Groups submitted a joint submission providing comments on measures to protect the environment. They urged for a designated Site of

Special Scientific Interest for the areas that are ecologically valuable in TCW. Green Groups also opined that the cumulative impacts brought by large-scale infrastructure developments in the surrounding areas should not be underestimated. Some urged the Government to explain the measures to deal with such cumulative environmental impacts and adoption of appropriate conservation zones to protect the ecologically sensitive areas. There was also concern on the disturbance on the living environment of ecologically important species due to development, and requests for protection of valuable natural habitats. In particular, Green Groups requested that TCW should be covered by a Development Permission Area (DPA) Plan to control human activities and possible environmental disturbance in the area. There was also request for resumption of the private land in Tung Chung Valley for maintaining the ecological goods and services delivering to the public.

- 2.3.3 Green Groups raised concerns on the impact of the proposed road to be provided linking Shek Mun Kap to Mok Ka through Tung Chung Stream which was an Ecological Important Stream recognised by the Agriculture, Fisheries and Conservation Department. They considered that no road access should be provided to sensitive areas such as natural coastlines, riverbanks, fung shui woodland and ecologically valuable sites to avoid pollution and illegal dumping in those areas. They also opined that traffic restrictions should be imposed in TCW to prevent adverse environmental impact on Tung Chung Valley.
- 2.3.4 There was suggestion that priority should be given to use road transport for transporting construction and demolition (C&D) waste generated from future development and marine traffic should be minimized, and that collection and transportation of C&D wastes should be carried out in appropriate locations.
- 2.3.5 There was also a suggestion for installing plants for a town cooling system.

Responses

- 2.3.6 The RODP has been formulated based on urban design considerations, taking into account the findings of ecological survey. Appropriate conservation and protection measures for the natural environment have been included in the proposed zonings of the RODP (including CA, CPA and GB) with a view to protecting the ecologically sensitive habitats, such as Tung Chung Stream and its estuary and the existing natural environment including woodlands.
- 2.3.7 While roads are to be provided to serve existing villages and proposed residential sites in TCW, due care would be exercised in detailed design on alignment and construction of these roads to minimize any potential impact on the ecologically sensitive areas. Regarding the concern about C&D waste and cumulative impact due to surrounding large-scale infrastructure developments, appropriate construction methods and necessary mitigation measures are being formulated, and the statutory EIA

Report has been prepared for the RODP under the EIAO, which has taken into consideration of the on-going and committed projects to ensure the impacts will be acceptable.

- 2.3.8 The Tung Chung Valley area has been designed as a DPA to provide planning control with a view to avoiding further proliferation of undesirable uses and degradation of the natural environment and rural character of the area, and to enable the Planning Authority to take enforcement action against unauthorized development.
- 2.3.9 The planning scheme of the TCE includes the provision of a major office node (Commercial GFA: 500,000m²), a district retail node (Retail GFA: 163,000 m²) and a 1000-room hotel, where these show a fairly demand in additional air conditioning. The Study Team will make reference to the experience of installing District Cooling System (DCS) in Kai Tak Development and further study the proposal of installing DCS in TCE.

Tung Chung Stream, Tung Chung Bay and Surrounding Areas

- 2.3.10 There was a general support for the conservation of Tung Chung Stream and Tung Chung Bay, with impact of nearby development to be minimised as much as possible.
- 2.3.11 The Green Groups raised concerns on protection of Tung Chung Stream and Tung Chung Bay and the environmental and ecological impacts brought by proposed developments in the area. There should be proper land use planning and careful consideration on any proposed development in Tung Chung Valley in order to protect the habitats in Tung Chung Stream. Scientific research should be conducted. The ecology, riverbanks, estuary and water quality of Tung Chung Stream and Tung Chung Bay should be protected from residential developments proposed nearby. Human activities should be controlled in order to avoid extinction of specific species.
- 2.3.12 There should be more refined measures for protecting Tung Chung Stream, particularly around the Site of Special Scientific Interest along the Stream, Tung Chung Bay and Wong Lung Hang. Sufficient vegetation cover should be maintained. There are suggestions to zone the riparian zones of Tung Chung Stream as Conservation Area (CA) to protect the local ecology, or that the riparian zone of Tung Chung Stream should be protected through land resumption.
- 2.3.13 Channelization of Tung Chung Stream, civil engineering works and human activities that would pollute the courses and banks of Tung Chung Stream, its estuary and the entire Tung Chung Bay should be avoided so as to protect the natural environment and ecology of the stream and the bay. There was also request for de-channelization/rehabilitation of the channelized section of Tung Chung Stream.

- 2.3.14 An area near Ma Wan Chung (where no zoning was shown in the draft RODP) should be zoned Coastal Protection Area (CPA) to protect the mangroves from incompatible development. Other specific suggestions included: to enhance protection of the remaining marshes and agricultural areas in the Tung Chung Valley; to demolish suspected illegal bridges and to propose more effective restoration plans.

Responses

- 2.3.15 Ecological surveys have been conducted in formulating the land uses proposals in the RODP. Ecologically sensitive areas and habitats such as Tung Chung Stream and its riparian zones and Tung Chung Bay have been identified with a view to protecting them from any development or impacts from development nearby. Appropriate conservation and protection measures have been included in the proposed zonings (e.g. CA, CPA and GB). The key measures to protect Tung Chung Stream and its riparian zones includes: about 20-30m buffer areas are designated at sensitive sections of Tung Chung Stream through zoning the areas as CA with presumption against development; innovative Sustainable Urban Drainage System (SUDS) such as attenuation and treatment ponds is proposed to treat water before discharging to the stream; ensuring clean water bodies by adequate sewerage infrastructure including provision of village sewerage system in TCW and to revitalise the artificial sections of the Tung Chung Stream and designate certain parts of the stream as a River Park with the functions to preserve the stream as well as for environmental enhancement, eco-education and recreational use. De-channelisation/rehabilitation of the existing channelised sections of Tung Chung Stream is proposed and these sections will form part of the proposed River Park under planning.
- 2.3.16 The areas near estuary of Tung Chung Stream at Tung Chung Bay with mangroves are designated as CPA on the RODP to protect the natural environment and the ecological value of these areas.

Reclamation

- 2.3.17 Deletion of the previously proposed reclamation in TCW during PE2 and preservation of Tung Chung Bay were generally supported by the public. There was no major objection to the proposed reclamation in TCE and Road P1. However, there was request for better utilization of existing land resources available so that future reclamation would not be needed.
- 2.3.18 Some concern groups expressed worries about the potential direct and indirect ecological impacts due to reclamation (e.g. construction vessels using the water outside, etc.), in particular that the habitats of Chinese White Dolphins would likely be affected by the proposed marina on the reclamation area in TCE and the nearby development projects. There were concerns that disturbance to Chinese White Dolphins inside the protected area of Brothers Islands Marine Park (BIMP) might be caused by the work barges and vessels for the proposed reclamation in TCE, reducing the effectiveness of the BIMP. It was suggested that marine traffic should be

minimised by exploring and prioritising land transport of construction materials. There was also request for further study and to explain the cumulative impacts of reclamation and nearby large-scale infrastructure on surrounding areas, such as the proposed Marine Park in the Brother Islands.

- 2.3.19 There was also request that the water body between the Airport Island and Tung Chung should be left open to tidal flushing.

Responses

- 2.3.20 Environment assessments on the cumulative impact on marine ecology (including impact on Chinese White Dolphins) due to surrounding large-scale infrastructure developments have been carried out. The results of the assessment indicate that the impacts are acceptable. The EIA Report has been prepared under the statutory requirements of the EIAO and appropriate construction methods and necessary mitigation measures are formulated to ensure that the impacts will be able to satisfy the current standards. The statutory EIA includes both individual and cumulative impacts for all key environmental aspects and it takes into consideration of the proposed construction methods and mitigation measures, on-going and committed projects.
- 2.3.21 In order to minimize the disturbance to CWD, approach to reduce induced traffic, including using larger-sized barges, land transportation of materials, reuse of excavation and C&D materials from land-based works and travel route plan of working vessels is required to be submitted by the contractor prior to commencement of construction, etc. should be explored as mitigations.
- 2.3.22 The EIA Report has been prepared under the statutory requirements of the EIAO and the water quality after reclamation is considered acceptable.

Noise and Air Quality Impact

- 2.3.23 There were concerns on the cumulative impacts on the environment, in particular noise and air pollution, due to increased traffic generated by the proposed developments and large-scale infrastructure projects in the area including the Tuen Mun-Chek Lap Kok Link (TM-CLKL), the Three Runway System (3RS) of HKIA, (HZMB) and NCD of HKIA, and that measures should be adopted to address the potential cumulative environmental impacts.
- 2.3.24 There were concerns on the existing air quality in Tung Chung (in particular the O₃ concentration) and that the proposed developments might further worsen the situation, the adverse impacts of air quality due to air pollution from the Mainland and an excessive level of ozone, and potential impact on air quality from cross-boundary vehicles and nearby infrastructure in the New Town.

Responses

- 2.3.25 As mentioned above, EIA Report has been prepared for the RODP under the EIAO, and necessary mitigation measures are proposed to ensure that the impacts including noise and air quality impacts will be acceptable. The EIA includes individual and cumulative impacts of all key environmental aspects, and it takes into consideration of the proposed construction methods and mitigation measures, on-going and committed projects.
- 2.3.26 With regards to the air pollution from the Mainland and excessive level of ozone, the Governments of HKSAR and Guangdong Province drew up the Pearl River Delta (PRD) Regional Air Quality Management Plan (the "Management Plan") in 2003, under which both sides have been pursuing emission reduction measures targeting power plants, motor vehicles and heavily polluting industrial processes. The Special Panel on PRD Air Quality Management and Monitoring was set up to follow up on the tasks under the Management Plan. In November 2012, the two Governments endorsed an PRD region up to 2020 which includes emission reduction targets for four major air pollutants, namely sulphur dioxide (SO₂), nitrogen oxides (NO_X), respirable suspended particulates (RSP) and volatile organic compounds (VOC), for 2015 and 2020. Additional emission reduction measures are being implemented on this basis with a view to ensure continuous improvement to the regional air quality. Under the Management Plan, Hong Kong and Guangdong jointly set up the PRD Regional Air Quality Monitoring Network (the Network) in November 2005. Air monitoring results of the Network reflected that efforts of the two sides in implementing various emission reduction measures have been successful over the period from 2006 to 2013. It is anticipated that with the continuous implementation of emission reduction measures, the air pollution problem due to activities in the Mainland will continue to improve.

Sewerage, Drainage and Flooding Measures

- 2.3.27 There were calls for improvements on the sewerage and drainage systems in TCW, as well as improvements on district-level storm water and sewage drainage. In particular, it was suggested that the Government should formulate a long-term and innovative drainage strategy for TCW. The proposed treatment facilities for surface run-off should be carefully designed and managed, and communal sewer connecting the village houses in TCW was necessary. There should be measures to deal with water pollution and sewage issues, such as discharge of effluents.
- 2.3.28 Some queried the necessity and effectiveness of the polders for flood prevention, and requested to explore alternative measures and a detailed ecological impact assessment. There was also concern that the proposed polder scheme will block the ecological connectivity across Tung Chung Stream. It was requested that no pollution should be caused to Tung Chung Stream during the construction of the polders, and that environmentally and ecologically compatible design and materials should

be used to keep the footprint of the polders to a minimum, allowing wildlife to migrate across Tung Chung Valley.

- 2.3.29 Other ways of preventing flooding, such as building bypass floodways, relocating residential uses away from the Stream and enforcement of laws to prevent illegal waste dumping and development were suggested.
- 2.3.30 The provision of sewerage system in Ma Wan Chung was supported.
- 2.3.31 There were also concerns on the increase in human activities (e.g. surface run-off and sewage from the existing villages) which would generate possible adverse impact on ecologically sensitive areas in TCW.

Responses

- 2.3.32 The drainage and sewerage systems within the villages will be properly designed to ensure that human activities will not cause adverse impact on the ecologically sensitive areas in TCW. Polder system and attenuation and treatment ponds are proposed to minimise the flooding risk and impact of polluted surface runoff on Tung Chung Stream. The extent of the polder system will be optimized to minimize the encroachment within CA zone. Implementation of greening and landscape features along both sides of the earth bunds of the polder system will be further explored. The innovative mitigation measures in the form of attenuation and treatment ponds and multi-stage sedimentation will be explored in detail. Such innovative idea has been implemented in other countries and has been proven to be a very efficient measure.
- 2.3.33 Regarding concerns on human activities and polluted surface runoff, appropriate and innovative SUDS in the form of attenuation and treatment ponds and multi-stage sedimentation and adequate sewerage infrastructure are proposed to minimize the risk of polluting Tung Chung Stream.

Technical Assessments

- 2.3.34 Public opinions generally supported to conduct technical assessments on the environmental impact and impact of future development on Tung Chung. There was also request for the Government to release more data on the environment and demographics in Tung Chung studied/adopted in the technical assessments.
- 2.3.35 There were requests for site-specific water modelling study, marine traffic impact assessment, study on the change in water quality, impact assessment for the proposed marina in particular on Chinese White Dolphins and on-site fishery surveys. The Green Groups also request to conduct Strategic Environment Assessment to evaluate the cumulative impact brought by surrounding large-scale infrastructure developments on Lantau at earlier stages of decision-making process.

Responses

- 2.3.36 Environmental assessments undertaken suggested that the required standards are to be complied with in terms of environmental impacts caused by proposed land uses in the RODP. The statutory EIA Report under the EIAO has been undertaken covering Tung Chung New Town Extension with all nearby projects taken into account, to confirm that both individual and cumulative environmental impacts are acceptable. The results of the EIA Report, together with findings of the relevant technical assessments will be made available for public inspection.

2.4 Facilities provision

- 2.4.1 In general, the public opined that more community facilities should be provided in Tung Chung with a balance of provision between TCE and TCW. The facilities should also be accessible and specific to the needs of various groups, including the youth, elderly and ethnic minorities. The public also urged for a better social inclusion and cultural diversity of the local community.

Responses

- 2.4.2 Appropriate government and community facilities have been proposed in the RODP in accordance with the HKPSG, and in consultation with relevant government departments and stakeholders. The proposed distribution of these facilities have also taken into account of the existing distribution and targeted for the best accessibility to both future and existing residents of Tung Chung.

Community Facilities

- 2.4.3 In general, the public asked for a balanced provision of community facilities for different age groups.
- 2.4.4 The specific requests included: more open spaces to enhance residents' quality of life; to reserve land for Non-Government Organisations (NGOs) to provide service centres and a municipal services building operated by the Government; development of government-operated wet markets and cooked food markets; city hall, childcare and elderly centres, arts venue/theatre, clinics and government offices; facilities for ethnic minorities; and hostel and community centre to be operated by a charitable foundation. There was also concern that the shopping centres and markets in Tung Chung shall be managed by more than one companies so as to allow competition among businesses.
- 2.4.5 In addition to the strong requests for more community facilities, there were also concerns on uneven distribution, duplication and possible waste of resources; and queries on the need of the proposed clinic/healthcare centre in TCW, which would be located only 500 meters away from North Lantau Hospital.

- 2.4.6 There were concerns that the proposed R2 development in TCW would affect the services currently provided by the Tung Chung Community Services Complex and suggestions to relocate the Community Services Complex to the site provided for sports centre to the west of Yat Tung Estate before demolishing the current building and to relocate the existing services provided by the NGOs in the Services Complex in phases, so as not to affect the provision of services and job opportunities offered by the organisations.
- 2.4.7 There were also requests for sports facilities such as a new rugby pitch near the proposed TCE railway station and a multi-sports stadium, and that diverse recreational opportunities for the community should be provided with more sports facilities which could help develop Tung Chung into a sports hub.

Responses

- 2.4.8 Facilities for various social and age groups including the youth, elderly and ethnic minorities have been proposed in accordance with the HKPSG, advice/requirement from relevant government departments and the comments from the public received during the 3 stages of public engagement activities. As mentioned above, the location and distribution of the government and community facilities have been carefully considered with a view to providing the best accessibility to both future and existing population of the New Town, taking into account requirement of relevant government departments. For instance, while there is request for the provision of an art venue/theatre in TCW, as confirmed with LCSD, the site in Area 1 of the Town Centre area which has already been reserved for the development of a civic centre is considered more appropriate for the use. It is therefore proposed that an amphitheatre could be incorporated within an open space site in TCW subject to future detailed design. For the suggested facilities that require policy support such as wet market, flea market, religious facilities, etc., specific requests have been transferred to relevant bureau/departments for consideration.
- 2.4.9 With regard to the existing Tung Chung Community Services Complex, the affected organisations have been advised to seek policy support from the relevant government bureau/department regarding re-provisioning arrangement. Alternatively, floor space has been reserved within the R2 site for the provision of GIC facilities as required by the Government which may include in-situ re-provisioning of the affected facilities within the Tung Chung Community Services Complex, subject to policy support from relevant government bureau/department.
- 2.4.10 Regarding requests for sports facilities, according to the RODP, a 3ha standard sports ground, which was strongly requested by Tung Chung residents, is proposed at TCE. This can be used for different sports activities including rugby and football as confirmed with LCSD.

Religious facilities

- 2.4.11 There were concerns on the impact of the proposed R2 development in TCW on the site of Tao Yan Church of the Evangelical Lutheran Church of Hong Kong, located near Wong Nai Uk Village in Tung Chung. The Church requested that Tao Yan Church should be remained at the current site to maintain its service.
- 2.4.12 The Prajna Dhyana Temple indicated its plan to slightly expand the temple premises to cover two pieces of government land. The Catholic Diocese of Hong Kong expressed the urgent need to have a Catholic church in Tung Chung to cater for the local Catholic community, adding that continuous negotiation had been undertaken with the Government.
- 2.4.13 A request to reserve some private land at Nim Yuen, Lam Che and Shek Lau Po for “IC” uses, including religious uses to promote Tibetan Buddhism and other related activities such as Tibetan medicine and arts in Hong Kong was also received.

Responses

- 2.4.14 The religious organisations have been advised to consult the relevant bureau and obtain policy support for their proposals separately.

Education Facilities

- 2.4.15 The Association of School Heads of Islands District raised grave concerns on the provision of primary and secondary schools in both TCE and TCW and requested for a critical review of the provision taking into account the latest school plans allocation in Tung Chung.
- 2.4.16 There were requests for specific tertiary education facilities, including a university to provide training for local people; an aviation-training centre in Tung Chung, a centre on vocation education and training, such as a Youth College, under Vocational Training Council by grouping several lots in TCE, with an approximate area of 19,000m².
- 2.4.17 There were diverse opinions on development of international schools. The Association of School Heads of Islands District specifically objected to the provision of an international school in Tung Chung, but some other organizations supported the provision.

Responses

- 2.4.18 In response to the comments received about school provisions in Tung Chung, further discussion with the Education Bureau (EDB) has been made. As advised by EDB upon review of the existing and planned provision of school places in Tung Chung, the provision of primary schools and secondary schools has been revised and six primary and two secondary schools are reserved in the RODP.

2.4.19 On the other hand, in response to the support received from public comments, the proposals for post-secondary education facilities and other school uses are retained in TCE.

Proposed Marina in Tung Chung East

2.4.20 The public generally supported the idea that the marina in TCE can enhance the vibrancy of the area. However, Green Groups suggested that the need of the marina should be carefully evaluated, taking into account its impact on Chinese White Dolphins arising from an increase in marine traffic in Tung Chung and its surrounding waters. Green Groups considered that the marina should be withdrawn if the environmental impact is significant. Public opined that the marina should be open for public use instead of being a “members only” facility. There was also an opinion objecting to the provision of a marina as it was regarded as an exclusive club activity, but there was support on the provision of a sheltered water area by the Government for local vessels, as it could help meet the growing demand of sheltered and safe berthing spaces in Hong Kong, which could also be used by other marine users.

2.4.21 Some suggested that the capacity of proposed marina should be limited to 300 vessels, while others suggested integrating the marina into the pedestrian walkway networks so that the promenade and scenic view of the water area and the Airport could be best utilised.

Responses

2.4.22 The proposed marina is intended to be open for public access but the exact operation will be examined in detail with the relevant bureau/department in future. Marine traffic impact arising from the implementation of the proposed marina will be fully assessed. The proposed marina has been included in the EIA Report and the assessment concluded that the marine traffic due to marina is insignificant. It is also intended that the design of the proposed marina should be integrated into the pedestrian walkway networks with the scenic view of the water area and the airport maintained.

2.5 Transport and Infrastructure

2.5.1 In general, the public opined that the transport and infrastructure network and connectivity in Tung Chung should be improved. There were also public concerns that the increase in population in Tung Chung would generate extra burden on the road networks and the MTR services and it was necessary to provide adequate transport facilities in the future development of the New Town. It was also necessary to review and increase frequency of public transport services including bus and ferry services and to increase modes of transport. There were suggestions for the provision of environmentally-friendly transport systems such as electric buses, electric cars and bicycle sharing system in Tung Chung.

- 2.5.2 There were also requests to improve connectivity from the town centre area to the villages in TCW, as well as to the Three Villages (Pak Mong, Ngau Kwu Long and Tai Ho San Tsuen) and Tai Ho.

Responses

- 2.5.3 A comprehensive road network and two new railway stations have been planned with the Tung Chung New Town Extension to provide internal and external connections of the New Town. Technical assessments have been conducted and confirmed that the capacity of the road and railway networks in the area are sufficient to cater for the additional population from Tung Chung Extension and also from other nearby developments on Lantau. The requests for increasing the frequency and types of transport and provision environmentally-friendly transport systems have been transferred to the relevant bureau/departments for consideration and further study.
- 2.5.4 The RODP also makes provision for road connections to the villages in TCW and there is also proposal to provide road connection to Ma Wan Chung with the provision of car parking spaces to facilitate revitalization of Ma Wan Chung Village. As for the Three Villages slip road from future Tai Ho Interchange, linking with Cheung Tung Road, has been proposed to improve connectivity. The request for improving village road and village sewerage has been transferred to relevant bureau/ departments for further consideration.

Railway Transport

- 2.5.5 The public urged for assessment on the capacity of the MTR Tung Chung Line and strengthening of the current system to handle the increase in transport demand from Tung Chung residents and visitors. The public supported the two proposed railway stations in TCE and TCW. Other suggestions included extension of Tung Chung Line northward to a new Siu Ho Wan Station; and to explore railway linkage between Tung Chung and the Airport Island. MTRC considered that a public transport interchange (PTI) should be planned as close as possible to the proposed railway station in TCE and within the Metro Core area, in order to encourage the use of railway and facilitate a seamless connection between railway and other modes of transport.

Responses

- 2.5.6 Extension of Tung Chung Line to TCW and the provision of two new railway stations in TCE and TCW respectively have been planned in the RODP to support existing and future developments of Tung Chung. Technical assessments have been conducted which confirmed that with the increase train frequency and completion of the modification of existing infrastructure, the capacity of the railway network even at the critical section is still sufficient to cater for the additional population from Tung Chung New Town Extension.

- 2.5.7 The locations of railway stations are proposed with consideration of various constraints such as alignment, available land and engineering feasibility. High-density developments are planned within the catchment of the new railway stations under the TOD concept such that majority of the population could be served by the mass transit services. The proposed station at TCW is also surrounded by existing high-density public housing developments including the existing Yat Tung Estate and the public housing development being constructed at Area 39. Commercial uses are also planned adjacent to the railway stations to serve as major office node and to provide regional and local retail facilities. PTIs are planned adjacent to the new railway stations in both TCE and TCW to enhance connectivity within the New Town Extension area.
- 2.5.8 The feasibility of adding a new station at Siu Ho Wan to the existing Tung Chung Line and the suggestion of linking the Airport Express with Tung Chung and the Airport will be reviewed under separate studies.

Road Network

- 2.5.9 The provision of Tai Ho Interchange and Road P1 to improve the connectivity of Tung Chung was supported. There were suggestions to provide road linkage to Tai Ho Bay, to link up Cheung Tung Road with Tai Ho Interchange and the existing pedestrian and cycling underpass from Tai Ho access point to the shoreline of Tung Chung East for leisure activities.
- 2.5.10 There were also some specific road extension proposals: a new road at Chung Yat Street should be provided to improve traffic circulation in particular emergency vehicular access to the area; widening of Cheung Tung Road into four lanes; widening and improving the coverage of local pedestrian paths, and building cycling paths and promenades to link up different parts of Tung Chung.
- 2.5.11 Regarding road safety, there were suggestions to develop a road layout with safety elements such as speed management, street design techniques and enhancement measures of safety to deal with possible at-grade crossings.
- 2.5.12 Notwithstanding the road proposals, there was suggestion to minimise land reserved for roads so that more greenery walkways could be provided.

Responses

- 2.5.13 A comprehensive road network, cycling paths, greenery walkway system, and waterfront promenade linking various parts of Tung Chung including the New Town Extension area and villages in TCW have been proposed in the RODP. These networks will serve as long-term improvement to connectivity within the entire Tung Chung. Slip road from future Tai Ho Interchange, linking with Cheung Tung Road, has been proposed to improve connectivity. Other requests for improvement to existing roads,

such as Chung Yat Street, Cheung Tung Road and local pedestrian paths have been transferred to relevant departments for consideration.

- 2.5.14 The findings of the ecological survey have been taken into account in proposing the road alignment in TCW. The proposed road network in TCW has been included in the EIA Report undertaken for the New Town Extension to ensure the impact of road construction in areas near Tung Chung Stream will be acceptable.
- 2.5.15 Detailed design of the roads with consideration on road safety will be carried out in the Design and Construction phase of the project.

Cycling

- 2.5.16 There were requests on improving the cycle track network in Tung Chung to cater for the needs of local residents, tourists and professional/sports cyclists in the area. The existing cycle track network should be linked up so that the use of bicycles could be further promoted. There were also suggestions to connect cycling tracks to both TCW and TCE and to adopt extensive traffic calming design features for cyclists. There should not be any restrictions for cyclists to use Cheung Tung Road and strict speed limits should be set for all users for safety reason. There were also suggestions to allow professional cyclists to have shared use of the roads with other road users and to avoid conflict of usage between drivers and cyclists. Ancillary facilities for cycling, such as cycle parking spaces and rental kiosks, should be provided.

Responses

- 2.5.17 Comprehensive cycling network has been planned within the New Town Extension area to encourage the use of cycling and to improve connectivity. However, improvements to existing cycling facilities, including linking up the existing cycle tracks and unrestricted use of Cheung Tung Road for cyclists are subject to many existing constraints. Nevertheless, such suggestions have been transferred to the relevant departments for consideration.
- 2.5.18 The future cycle track network in Tung Chung will be designed in compliance with relevant standards. The appropriate width and safety features will be further studied and enhanced. With regards to a proposed cycling lane for professional cyclist (a cycle lane next to vehicular road with no physical barrier as currently used in some countries), discussions with the relevant department indicated that such idea is not yet applicable to Hong Kong at this stage due to different legislations, safety standards and driving culture.

2.6 Land Use

- 2.6.1 The public opined that in planning the land uses, a balance should be struck among specific needs of different groups, in particular in serving

the needs of local residents and tourists. During the PE3 Forum, the Expert Panel also expressed opinions that a balance among different development needs should be struck in planning for different land uses in the area.

Responses

- 2.6.2 In the formulation of the RODP, due consideration has been made to designate land uses and provide community facilities in a comprehensive and balance manner, in terms of the types and locations of such facilities. The provision of Government and community facilities and open space in the RODP has also been planned in accordance with HKPSG and taking into account public comments received in PE3. The RODP has also made provision to improve linkage within the whole New Town including connecting between TCE and the existing Town Centre area with TCW.

Tung Chung Town Centre

- 2.6.3 Suggestions on land uses within the town centre area included: Areas 1, 2 and 3 should be used as transport interchange and parking areas for coaches; Area 52 to be used as public leisure space; the waterfront area could be used for commercial, recreational, cultural and educational purposes; extension of the covered walkway from the town centre to Tung Chung North and other new development areas and to improve public access to waterfront events; and to provide more diversified forms of open space.

Responses

- 2.6.4 In tandem with proposing GIC facilities to serve the New Town Extension, the existing provision of GIC facilities and the sites reserved for GIC uses within the Town Centre area have been reviewed. For example, the suitability of Area 1 for the development of a civic centre has been critically reviewed, taking into account advice and requirements of relevant departments and public comments received during PE3. Some GIC sites within the Town Centre area which are no longer required for GIC uses are considered to be rezoned for other appropriate uses. Other comments and suggestions related to the existing Town Centre area have been transferred to relevant departments for consideration and follow up action.

Tung Chung East

- 2.6.5 The concept of TOD in TCE was supported. There were other suggestions including more leisure spaces with local characteristics; a balance provision of land for educational use; and better utilization of underground space for development.

Responses

- 2.6.6 Open spaces have been planned in accordance with HKPSG and such open spaces would be subject to detailed design by relevant implementation agents. Regarding the provision of education facilities in TCE, please see responses above. Besides, in the RODP, there would be an efficient use of underground area for uses such as car park serving the residential and commercial uses in order to reduce building bulk and enhance ventilation.

Tung Chung West

- 2.6.7 The public comments received on TCW mainly related to the designation of areas for conservation purposes and the CA and GB zonings. Green Groups suggested zoning the fung shui woodland as CA or GB. There was suggestion to designate the areas on the bank of Tung Chung Stream near Fong Yuen and Shek Mun Kap as CA and GB to protect the natural environment and the habitats for butterflies. Concerns on the conservation zoning of private land was noted and some suggested designating the conservation area as a park to be managed by the Leisure and Cultural Services Department (LCSD) under the Pleasure Ground Ordinance and a park managed by the Agriculture, Fisheries and Conservation Department (AFCD) under the Country Park Ordinance, through land swap or resumption with compensation.
- 2.6.8 However, Tung Chung Rural Committee (TCRC) objected to designating GB and CA zonings along the bank of Tung Chung Stream, and at the village area around Lam Che and Nim Yuen. TCRC suggested changing the land use of two sites around Lam Che and Nim Yuen from GB and R4 to Government, Institution or Communities (G/IC). Some villagers requested that suitable compensation should be paid if private land was to be zoned for conservation purpose.
- 2.6.9 Some Green Groups were against excessive residential development in TCW, which might bring adverse environmental and ecological impacts on Tung Chung Stream and Tung Chung Bay. They considered residential developments incompatible with the physical and ecological setting of Tung Chung Valley and would violate the principles of the Convention on Biological Diversity.
- 2.6.10 There were suggestions to designate the R3 site at Shek Mun Kap as Natural Park; relocating the residential development near Prajna Dhyana Temple to the other side of Tung Chung Stream in order to maintain an adequate distance and alleviate the potential impacts on lighting and air ventilation; relocating the public housing development to area near the proposed railway station; and re-planning of TCW with emphasis on both the natural environment and village traditions.
- 2.6.11 As for village development, Wong Nai Uk Village requested for expansion of the Village Type Development (V) zone to meet their future small house demand. Mok Ka Village also criticised that the village boundary shown in the RODP was incorrect, and requested to extend the village

boundary. However, the proposed revitalization of provision of road and car parking to the village were generally supported.

- 2.6.12 There were other specific comments on land uses in TCW, such as to use abandoned farmlands as green spaces or for community and residential purposes. Mok Ka Village opposed to any development near the village and suggested moving the R3 site eastward and that the agricultural land in the village should be preserved. The proposed land uses around Prajna Dhyana Temple in Shek Mun Kap was generally appreciated in submissions from the temple and its followers. TCRC expressed grave concern on the future use of the piece of land in front of Hau Wong Temple. They indicated that the land should be used for traditional festival celebrations and/or religious functions. There was also a request for designating the area around Hau Wong Temple for commercial use.
- 2.6.13 There were some specific comments on/objections to the R2 site near the proposed town park because of the hilly terrain. Instead, it was considered that Area 23, which was designated for open space and education use should be retained for high-density residential use. Wong Nai Uk Village was concerned that the R2 site near Wong Nai Uk would create possible walled effect as the village would be surrounded by North Lantau Hospital, Yat Tung Estate and the proposed R2 development.
- 2.6.14 Some commented that the proposed development intensities in TCW were too low and proposed that the PR for R3 sites along Tung Chung Stream should be from 1.5 to 3.5. It was also proposed to rezone the R4 sites near the TCW railway station to R3 in view of the proximity to the railway station, and to rezone the area at the western side of the estuary of Tung Chung Stream for GIC or recreation uses. Other proposal included to delete all non-building areas in TCW as there had already been CA and GB proposed for air ventilation in the area.
- 2.6.15 Some private land owners opposed the GB zoning of areas around Nim Yuen Village as it acted against the villagers' will and development plans and it was proposed to rezone the concerned private lots and the R4 site at Nim Yuen for institution or community use. Some other private land owners also objected to zoning of their land holdings near Tung Chung Bay and put forward revised land use proposals within area around the railway station in TCW, which involved the designation of OU (Mixed use) zoning and a R3 site, which is considered in line with the TOD concept.

Responses

- 2.6.16 Land uses in TCW in the RODP are proposed taken into consideration various factors, including urban planning, local demand for housing/infrastructure/facilities, the sensitive natural environment, findings of ecological survey, environmental impact, departmental requirements as well as comments received in the various stages of public engagement activities. The proposals aim to strike a balance between

these various requirements and considerations. Land ownership is not a relevant consideration in designating appropriate land uses for the area.

2.6.17 As mentioned above, ecological surveys have been conducted in formulating the land uses proposals in the RODP. Ecologically sensitive areas and habitats such as Tung Chung Stream and its riparian zones and Tung Chung Bay have been identified with a view to protecting them from any development or impacts from development nearby. Appropriate conservation and protection considerations have been included in the proposed zonings (e.g. CA, CPA and GB). Regarding concerns on zoning for the fung shui woods, appropriate zonings are designated basing on the habitat map prepared in the course of the Study and in consultation with AFCD on the ecological conditions and value of the woodlands.

2.6.18 While ecologically sensitive areas are designated with appropriate conservation zonings, the areas with lower ecological value are identified for residential uses in TCW to optimize the use of land resources. In response to the public comments, area to the north of Ngau Au Village, which was originally proposed as “GB” in the draft RODP, has been rezoned for low-density residential use to optimize the use of land of comparatively lower ecological value for an acceptable degree of development in Tung Chung Valley compatible with the natural environment and rural setting of the area have been taken in to account.

2.6.19 Furthermore, existing villages together with areas suitable for village expansion are designated “V”. In designating the “V” zone, considerations including the existing ‘Village Environs’ (VE), outstanding small house applications, 10-year small house demand forecast, the topography and the natural environment have been taken into account.

2.6.20 Regarding the proposal of setting up a Nature Park on the proposed “R3” site north of Shek Mun Kap, it is considered that the R3 site is one of the limited available flat land in TCW suitable for residential development and is located at an area with a relatively lower ecological value. The proposed R3 zoning of the site is therefore retained.

2.6.21 Regarding the comments on land uses in areas of Lam Che, Nim Yuen and Mok Ka, and the suggestions to designate some of these areas for institution or community uses, as noted in responses above, areas with relatively less ecological value in TCW are identified for low-density residential development to optimize the use of land resources. The provision of community uses has also been planned in accordance with the HKPSG and government requirements taking into account needs of different groups and location requirements.

2.6.22 In response to some public comments requesting to increase the development intensity in the area, further review has been made and a slight increase in PR for the R4 sites from 0.75 to 1 is considered acceptable and compatible with the rural context of the locality. However, further increase in PR is considered not suitable in view of the natural

environment of the area and being close to ecologically sensitive area. For areas around Nim Yuen and Lam Che which mainly consists of fung shui woods, shrubland and grassland, it is considered that the “GB” zone should be retained for conservation purpose.

- 2.6.23 As for the comments regarding the R2 site near the proposed town park and the land uses adjacent to the site, review has also been done which concludes that the R2 site which is government land located closer to the existing Town Centre area is suitable for medium-density residential use. In the RODP, the site opposite the R2 site has also been revised for residential use taking into account its location and topography. With an elongated shape and being located adjacent to the low-rise Man Wan Chung Village, the site is designated for medium-density development with a PR of 2 and a building height of 55mPD.
- 2.6.24 The area in front of Hau Wong Temple is reserved for open space use and no development is anticipated. For future design of this open space, an open view should be maintained and allowance should be made for the site to be used for holding traditional functions of Tung Chung. Regarding the proposal for commercial use of area around Hau Wong Temple, three commercial sites are designated in the area taking into account the advantage of being located close to the proposed railway station in TCW. The sites are to provide local retail facilities serving residents in the area.

2.7 Economic Development

- 2.7.1 The recommended commercial development under the draft RODP, taken into account the nearby developments on Lantau, was generally appreciated by the public. Some also stressed that nearby developments, such as the North Commercial District (NCD) of the HKIA, would bring economic development opportunities and should be taken into account in the planning of economic development in Tung Chung. The public requested that local job opportunities to be provided should match with the skills of the labour available in Tung Chung. There were also suggestions for industrial uses, such as those related to technology development, and business related to the environment to be developed in Tung Chung.

Responses

- 2.7.2 Relevant parties and organisations of nearby developments on Lantau have been consulted, and their comments have been taken into account in formulating the economic development in the RODP of Tung Chung. The current provision of commercial facilities in Tung Chung are planned to be complementary, but not competing with that to be provided in nearby projects, such as NCD in HKIA and HKBCF of HZMB. Sufficient and diverse job opportunities with diverse skills have been proposed to meet needs of residents. Furthermore, site has been reserved for the development of post secondary institution which may include vocational training to help young people to be equipped with appropriate skills that are required in the area.

Tourism

2.7.3 The public was concerned on tourism development in Tung Chung and conflict between livelihood of local residents and tourist activities. There were suggestions on measures to enhance tourist attraction, to preserve sites with historical and cultural values, improve the natural shorelines and linkage to the waterfront. There were also suggestions to promote eco-tourism by preserving the natural scenery and development of “ecology and heritage park.

Responses

2.7.4 The protection of sites with historic and cultural values is one of the key development principles in formulating the RODP. Local tourism is also encouraged, for example, through the revitalisation of the Ma Wan Chung Village. Passive eco-tourism is also allowed in TCW where a River Park is proposed to encourage appreciation of Tung Chung stream.

2.7.5 As for conflicts between tourist activities and daily living of local residents, the RODP has made provision for both regional and local retail facilities. In particular, street shops are encouraged to be provided along pedestrian corridors to enhance street vibrancy and at the same time serve local retail needs.

Local Economy

2.7.6 Public comments urged for development of local economy. There were supports for the increase of commercial floor space and provision of waterfront retail and street shops. The proposed provision of street shops and local retail facilities providing a variety of affordable goods, instead of big shopping mall and chained stores, was generally supported in the public comments. Products with characteristics of the local area could be sold at local retail areas while job opportunities could be offered to Tung Chung residents which also help diversify job opportunities.

2.7.7 There were other specific comments and proposals on provision of retail uses, such as public wet markets, flea markets and cooked food centres. There was suggestion for an underground shopping mall to better utilise the available space and widen the retail opportunities. Some proposed the development of local agriculture and flea markets to establish a diversified economy in Tung Chung. Other suggested the Government to resume agricultural land and lease to farmers who were eligible to apply for the Agricultural Land Rehabilitation Scheme.

2.7.8 There was a suggestion to designate land for vessel maintenance, scientific research centres or other high value-added positions in Tung Chung which help develop Hong Kong into a “knowledge economy”. It was also suggested to develop the waterfront area for local economy.

- 2.7.9 MTRC suggested to allow retail uses on the future footbridges between the Metro Core Area and the proposed TCE railway station to create more commercial floor space and employment opportunities. MTRC also suggested topside development within the railway station site to maximise development potential and land resources.

Responses

- 2.7.10 The community's demand for local shopping areas and provision of affordable goods for local residents is fully aware. As mentioned above, the RODP has made provision for both regional and local retail facilities. In particular, street shops are encouraged to be provided along pedestrian corridors to enhance street vibrancy and at the same time serve local retail needs. In addition, three "C" sites are planned near the proposed railway station in TCW which are intended to serve as local shopping centre for residents nearby. Commercial facilities are also allowed within public and private residential sites to provide local retail facilities. Regarding the request for public wet market, it is understood that wet markets will be provided by HD in the public housing developments under construction in Area 39 and Area 56. Further provision would be considered in new public housing sites within the New Town Extension area during detailed planning stage. As for flea markets, such proposal could be considered within the open space in the form of bazaar activities. The suggestion has been transferred to relevant department for further consideration. As for MTRC's suggestion for retail uses on footbridges connecting the railway station in TCE, it would be considered in detailed stage of the railway station and Metro Core Area. The RODP has made no provision of topside development above the railway station at TCE in view of various constraints. Its feasibility is subject to further assessment.
- 2.7.11 As for agricultural activities, they could be continued in various zoning where agricultural activities are always permitted. The suggestion for resumption of agricultural land for the Agricultural Land Rehabilitation Scheme is also transferred to relevant department for consideration.
- 2.7.12 Regarding the proposal to designate land for vessel maintenance, scientific research centres or other high value-added positions in Tung Chung, since the New Town Extension is primarily intended for residential use with the provision of commercial development, the provision of industrial uses is considered not compatible with the existing and planned developments in the New Town.

2.8 Housing Development

- 2.8.1 The public generally appreciated a balance provision of public and private housing in Tung Chung. Some considered that the land allocated for private housing development was more than that for public housing which appeared unfair and suggested to increase number of medium-size private housing flats without increasing the plot ratio of those sites. Others suggested increasing the amount of private housing in TCW.

Responses

- 2.8.2 To keep in line with the direction of territorial housing strategy, the mix of public and private housings in the RODP is proposed in accordance with the recommendation of the Long Term Housing Strategy, i.e. public: private ratio of 60:40 for new developments. Nevertheless, HD will in the detailed design stage to consider the appropriate types of public housing including public rental housing and home ownership scheme to be developed in sites reserved for public housing development in the RODP.

2.9 Other Comments

- 2.9.1 There were comments on the arrangement of the Public Forum held on 11 October 2014 and suggestions for holding more Public Forums at different venues and arranging of additional PE3 activities and to be provided more information such as the demographic data of Tung Chung and technical data related to the environment to facilitate public comment.
- 2.9.2 There are comments about the high living cost, transport fares, etc. in Tung Chung, and requests to cancel the Tsing Ma Control Area and waive the fees for North Lantau Highway to lower the cost of travelling and attract visitors to the area.
- 2.9.3 There were also requests from villages outside the proposed New Town Extension Area (e.g. villages of San Tau and Tai Ho) that Tung Chung New Town Extension should include proposals to address needs of their villages such as providing road connectivity and village sewerage.

Responses

- 2.9.4 During the two and a half months period of PE3, extensive engagement activities including series of meetings with a wide range of stakeholders with different background were carried out. Relevant information including the consultation digest with the draft RODP has been prepared. Information of the Study and a summary of preliminary technical assessments are also available for public information in the Study website. A large amount of valuable comments and suggestions were received during PE3. These comments and suggestions provide an extremely useful basis for the refinement of the RODP and carrying out of associated technical assessments including the EIA Report prepared under the statutory provision of the EIAO. The relevant assessment information will also be made available at an appropriate stage when they are completed.
- 2.9.5 Other comments and suggestions including living cost, transport fares and improvement to villages outside the New Town Extension area have also been transferred to other departments for consideration.