

(Gist Translation)

**Summary of Minutes of Meeting of Islands District Council**

Date : 24 June 2013 (Monday)  
Time : 2:00 p.m.  
Venue : Conference Room, Islands District Council, 14/F., Harbour Building,  
38 Pier Road, Central, Hong Kong.

I. Visit of Director of Highways to Islands District Council

The Director of Highways briefly introduced the organizational structure of the Highways Department, the progress of the Hong Kong-Zhuhai-Macao Bridge works within the Hong Kong boundary, Railway Development Strategy 2000, the new policy “Making it easier to get around” and its latest progress, and road improvement and maintenance works in the Islands District.

A member asked whether the construction of Tung Chung West MTR Station would be implemented as late as 2023. He said that the existing population of Tung Chung West was more than 40,000 people. It would increase to 50,000 to 60,000 in 2018 and should be adequate to support the construction of the station. He further asked whether it was the Government or the MTR Corporation to decide the site of the station and kick-start its study. He also enquired about the progress of the Hong Kong-Zhuhai-Macao Bridge works and the impact of industrial accidents on the works.

A member hoped that the width of Keung Shan Road could be widened to that of a standard road, as Tai O was a major tourist destination. He was appreciative of the laying of anti-skid dressing works carried out by the Department at Tung Chung Road, which had in fact reduced the number of accidents occurred. Residents and bus drivers recently hoped that the same could be carried out at Tung Chung Road North.

A member said that the lack of adequate population was the reason given by the Government in not supporting the construction of a second highway to Tai O in the past. If tourists were counted in, he said, the number would then be adequate. With the construction of a second highway, investment, employment and population would be boosted. He gave the torrential rain of June 2008 as an example to illustrate the need of a coastal highway. He also hoped that the Government would pro-actively consider the proposal of a bridge linking Sha Lo Wan and the Hong Kong International Airport.

A member said that transportation and ancillary facilities in the Islands district were not satisfactory, despite the district being a major tourist area. She gave some examples on Cheung Chau and requested improvements be made.

The Vice-chairlady said that roads of Lantau South should be widened to the usual standard of 7.3 metres to ensure safety. She hoped that works on Tuen Mun-Chek Lap Kok Link could begin the soonest possible. She proposed the proper planning of roads so as to attract tourists and investors to Lantau Island and Tung Chung. She hoped that government departments and policy bureaux concerned would co-ordinate their efforts in the planning of Lantau Island and Tung Chung. She asked about the schedule of implementation of the three projects under “Making it easier to get around” programme in the Islands District. Finally, she said that noise pollution of road works was very serious at the road section of Tat Tung Road Swimming Pool and the steep road between Tung Chung Crescent and Fu Tung Estate at late nights and in early mornings.

A member said that although it might be difficult to widen the whole South Lantau Road within a short period of time, some bends should be improved shortly. He also hoped that the Highways Department would expeditiously follow up on the proposal of setting up bus stops at Lo Uk Tsuen and Shan Shek Wan.

A member hoped that the Highways Department would take up the responsibility of maintaining the gateway of Cheung Chau Pier, as it was located on the road surface which the Department was responsible for maintenance.

A member hoped that the Highways Department would be mindful of the road safety of Cheung Tung Road as three fatal traffic accidents had occurred there in the past year.

The Director of Highways responded as follows:

- (a) The planning of Tung Chung West MTR Station depended on the population of Tung Chung West and development of that area. The consultant of Railway Development Strategy 2000 was collating opinions gathered in the public participation process. A report was expected at the end of the current year and the Government would inform the public the way ahead in 2014.
- (b) The entire project of Hong Kong-Zhuhai-Macao Bridge and the construction of the Hong Kong Boundary Facilities were scheduled to complete in 2016. The south section of Tuen Mun-Chek Lap Kok Link was scheduled to complete in 2016 and the north section in 2018.
- (c) The width of 7.3 metres was only one of the standards for roads, and different standards would be adopted for different types of roads. The Highways Department would tie in with the Transport Department in conducting works to improve road safety. Five of the eight improvement works in widening bends along Keung Shan Road had been completed, and the other three would follow. The Highways Department would study the proposal of laying anti-skid dressing at Tung Chung Road sections.
- (d) The proposals of construction of Lantau Circuit Highways, a coastal highway linking Tai O and Tung Chung, and a highway linking Sha Lo Wan and Hong Kong International airport would be related to the Transport Department.
- (e) The Highways Department would need to consider the suitability of materials to be used in paving blocks and railings on Cheung Chau. While paving blocks were appealing in outlook, better methods of laying were being studied to make them more long lasting.
- (f) The Government had taken into account the issue of bringing in pedestrian and vehicular flows into Tung Chung in its planning of the Tung Chung area. The public transportation service area of the Hong

Kong Boundary Facilities would as much as possible extend to Tung Chung and the airport island. The Government would continue to study methods of enhancing transport ancillary facilities.

- (g) The three projects under “Making it easier to get around” programme in the Islands District would be expeditiously implemented. Feasibility studies were being conducted and were expected to be completed within a year. It would take another year for design and tendering, and a further two years for construction.
- (h) The Highways Department and the Environmental Protection Department would study the issue of noise pollution caused by the road repairs works in Tung Chung. The Highways Department was experimenting with the use of thermal machinery in road repairs. If it was successful, the method would be used in repairing other sections of Tat Tung Road.
- (i) Planning was being conducted on the setting up of a bus stop at South Lantau Road.
- (j) Generally speaking, the maintenance of structures and gateways of piers would be responsible by department(s) concerned, and the Highways Department would only be responsible for road repairs and maintenance. The Department would give reply in due course to the member’s request on the gateway of Peng Chau Pier.
- (k) The geographical features of Cheung Tung Road posed much difficulty in widening the road. The Department and the Transport Department would study methods to bring improvements.

## II. Question on enhancing first-aid facilities of ferry vessels

The representative of the Marine Department said that first-aid facilities were a necessary requirement on ferries, and the requirements were similar to those of the Labour Department on factories. The master and the chief engineer on ferries had to possess first-aid certificates. For first-aid facilities listed in the enquiry, special

training would be necessary in using them and some of facilities were quite costly. The Marine Department had to consult the industry about the proposal.

The representative of Hong Kong and Kowloon Ferry Limited reiterated that masters and chief engineers of ferries had to be holders of first-aid certificates.

The member who raised the enquiry said that he was not requesting the provision of the facilities on all ferries. However, an automatic defibrillator would be very helpful in case a passenger had a heart attack. He hoped that the first-aid facilities proposed would be provided gradually.

### III. Question on a fatal traffic accident at Cheung Tung Road involving a cyclist

The representative of the Hong Kong Police Force (HKPF) gave some figures on traffic accidents at Cheung Tung Road from April 2010 to May 2013. He said that the police would regularly conduct law enforcement actions at various roads. A multi-prong approach would be applied to enhance road safety, education and law enforcement actions included. He also said that the attitude and skills of drivers were often a major factor in traffic accidents.

A member said that Cheung Tung Road was not a standard road and she proposed improvement be made from the angle of road design. She also proposed the setting up of passing bays and more safety warnings.

### IV. Question on the improvement work after the fire at Tai O stilted houses

A member expressed his appreciation to various government departments for their work during and after the fire. He proposed the improvement of street hydrants and provision of larger pipes in Tai O.

The representative of the Fire Services Department gave an account of the Department's actions in putting out the fire. He also explained the fire hazards of stilted houses. Improvement to water supply facilities in Tai O stilted houses area was being studied with the Water Services Department in order to deal with future

scenarios more effectively. He also stressed the importance of fire precautions and the Department would conduct education in this respect.

V. Question on increase of patrol policemen on Cheung Chau

The representative of the HKPF said that the police was aware of the increase in number of tourists on Cheung Chau, especially during weekends and holidays. To ensure road safety and that there would be adequate manpower to deal with cases of seeking assistance, the police would conduct high profile patrol in the vicinity of the pier and at places where tourists often frequented. Traffic control would also be conducted to prevent traffic accidents. The police would constantly monitor the number of cases of seeking police assistance, the crime trend of the area and traffic violations. It would seek additional resources when necessary and deploy manpower flexibly to carry out police duties on Cheung Chau.

VI. Motion on upholding the core value of rule of law of Hong Kong

A member said that “Occupy Central” movement was initiated because there was a lack of progress in political reform. The Government, therefore, should try to bring improvements in this aspect.

A member supported the motion. He said that in no circumstances should the rule of law be jeopardized, and be used as a means to achieve some people’s objectives.

Another member supported the motion, and added that the “Occupy Central” movement, if staged, would affect residents of Islands District in their daily movement.

A member supported the motion on the grounds that the protest would seriously affect our economy and livelihood.

The Vice-chairlady supported the motion, citing serious impact on residents of Islands District and immense loss in economic interest of Hong Kong as a whole.

A member said that while he understood the demand for universal suffrage, he disagreed with staging the movement of “Occupy Central” as the means.

A member said that some people would submit application for judicial review on some issues on the ground of rule of law, but would ignore the same principle on this issue as it suited them.

A member said that she did not believe the “Occupy Central” movement would lead to violence.

The Chairman asked members to vote on the motion by show of hands. Nineteen members voted in favour of and none voted against the motion. Two members abstained from voting. The Islands District Council thus passed the motion.

## VII. Tung Chung New Town Extension Study – Stage Two Public Engagement

A member said that he spoke on behalf of Association of School Heads of Islands District. The Association held the view that in the planning of Tung Chung, the Government should not build too many new schools as the population of school children was declining in the area. There was already excessive supply of school places, and the future situation was expected to deteriorate. The Association hoped that the government would make good use of existing school places in its planning of future demand.

A member said that the proposal of breezeway in Tung Chung Area 39 was mentioned in past planning. He asked whether the reclamation in Tung Chung West being proposed would affect the planning of the said breezeway. He also asked whether the construction of Tung Chung West MTR Station could be implemented only after all consultation and environmental impact assessment (EIA) of Tung Chung New Town Extension Study were completed, and he also enquired when the EIA report would be finished.

A member proposed that land be reserved to link the MTR station in Tung Chung East being proposed and the Tung Chung North area. He also proposed that land be set aside for the establishment of international primary school, post-secondary

college or prevocational school. He also advised that commercial elements had to be taken into consideration in planning of land use, so as to provide employment.

A member hoped that the Government would provide suitable ancillary facilities in the planning of Tung Chung West. He was concerned of the height and density of buildings in the area around Tung Chung Battery. As reclamation would have impact on the fishery industry, he thus asked whether there would be compensation for those affected. He objected to the construction of high-rise buildings in Ma Wan Chung on the ground of possible poor ventilation effects. He also urged the authorities concerned to be mindful of the impact on safety of existing buildings during the construction of the proposed new MTR station and reclamation. Land should also be set aside to provide passageway for villagers and vehicles for Shek Mun Kap area in future planning. He also advised that cultural and recreational facilities be provided for Tung Chung old villages.

A member said that there were substantial discrepancies in the planning of Tung Chung West and Tung Chung North. He worried that the high-rise buildings in front of Ma Wan Chung Village would create ventilation problems. Reclamation might also have impact on water current and might result in rubbishes being trapped in the Village. As there would be a population of nearly 100 000 people in Tung Chung West, more land should be set aside for cultural, recreational and religious facilities purposes, bearing in mind of a substantial number of residents of South Asian origins living in the area.

The Vice-chairlady concurred with the planning principles, but she was not satisfied that no traffic network linking the rural areas in Tung Chung would be provided, and that a substantial amount of land was planned as green belt. The planning of Tung Chung should be conducted as a whole, instead of dividing it into East and West. An ideal city should be suitable for employment, commerce, entertainment and education, and thus facilities had to be provided in all those aspects. She was also concerned of the effects of high-rise buildings in Ma Wan Chung. She proposed the usage of unfarmed land be altered for residential and social facilities purposes in order to reduce the scale of reclamation. She also proposed the construction of a sports centre in Tung Chung Area 39. She hoped that usage of land in Tung Chung East be clarified as large scale reclamation would be involved. To tie in with future development in the area, she said that municipal services building and government office building should be constructed. As Tung Chung was surrounded by

high hills, she enquired the possibility of “removing hills” so as to bring about better ventilation.

A member said that the consultation papers of the Stage Two Public Engagement were an improvement of those of the Stage One. He was pleased that considerations of natural environment, cultural heritage, community, economic opportunities and transportation network had been taken into account. However, linkage with Tung Chung “old communities” should be enhanced. He had reservation about the 14 hectares of reclamation in Tung Chung West. As the residential area would extend into Tung Chung West and resumption of land would be involved, he proposed widening the scope of land resumption to avoid reclamation.

The representative of the Planning Department responded as follows:

- (a) Planning of schools was conducted with reference to Hong Kong Planning Standards and Guidelines and after initial discussions with Education Bureau. However, the decision was not final. Proposal related to post-secondary college and international school would also be studied.
- (b) After initial assessment, the Consultant believed that the reclamation area in the proposal would not produce undesirable effects on ventilation in the area. The Department would continue to monitor the need for a breezeway.
- (c) For the connection between the reclamation area in Tung Chung East and Caribbean Coast, the research team would ensure the accessibility of the new MTR station and the availability of ancillary facilities in the area. Fifteen hectares of land had been reserved for commercial usages in order to provide employment opportunities.
- (d) The plot ratios of five and three times were adopted in the proposal for land in the Tung Chung West reclamation area. Initial study suggested that reclamation would not produce undesirable effects on the hydrographic conditions of Tung Chung Bay. The proposal of revitalization of Ma Wan Chung would be studied in the next stage. The Government would always monitor the safety of buildings in the

vicinity of works being conducted.

- (e) Land had already been reserved for the construction of a sports centre in Tung Chung Area 39, and the Planning Department would relate members' request for the early implementation of the project to the Leisure and Cultural Services Department. In respect of community, recreational and religious facilities in Tung Chung West or further inland, discussions would be conducted with departments/bureaux concerned.
- (f) The proposal of creating favourable conditions for employment, commerce, entertainment and education had been taken into account in the planning of Tung Chung New Town.
- (g) The Planning Department would study with departments concerned on how to strengthen the transportation between the airport and Tung Chung New Town.
- (h) Factors such as ecological effects and noise pollution had to be taken into account in respect of the proposal to "remove hills". Areas coloured green in the brochure might not be suitable for residential purpose, as they were country parks and slopes.
- (i) The Planning Department would study issues of social and ancillary facilities, and pro-actively follow up on proposals raised by members.

The representative of the Civil and Engineering Development Department (CEDD) responded as follows:

- (a) The EIA was conducted in accordance with the requirements of the Environmental Impact Assessment Ordinance. The study of impacts on ecology had been completed and more detailed studies would be conducted further, based on land usage proposals.
- (b) Initial study had been conducted with assistance of the Environmental Protection Department in respect of air quality of Tung Chung. On whether the area would be able to handle the population growth as

proposed, results were positive. However, more detailed studies would be conducted.

- (c) The site selection of the Tung Chung West MTR Station was conducted jointly by the CEDD, the Highways Department and the MTR Corporation. However, there had yet been a timetable for its construction.
- (d) Detailed technical assessment would be conducted in formulating land usage and road network linking the development area.
- (e) Assessment and monitoring of building safety would be conducted before and during reclamation works so that nearby buildings would not be affected.

The representative of the Planning Department added that one of the main principles in the current planning exercise was to give due respect for indigenous residents. The boundary of V-Zone would be proposed after further studies.

#### VIII. Progress Report on North Lantau Hospital

A member asked when 24-hour accident and emergency (A&E) services could be provided at North Lantau Hospital.

A member enquired about the arrangements of transfer of patients of specialist clinics from other hospitals.

The representative of Hospital Authority expressed regret that 24-hour A&E services could not be provided at North Lantau Hospital at the beginning as there would be manpower constraints. Arrangements of transfer of patients of specialist clinics were being discussed between hospitals, and availability of quota and the patient's condition were the main considerations. In the initial stage, simpler cases would be taken over. When operation had smoothened, more complex cases would also be transferred.

The Vice-chairlady commended on the work of the North Lantau Hospital

team. She also proposed the provision of smaller ambulances to suit the countryside roads.

IX. The Three-Runway System at the Hong Kong International Airport and the Flight Tracks

A member hoped that information in layman's terms could be provided so that members of the public would find them easier to understand. He also enquired about the effects on Chinese White Dolphins and whether social impact assessment would be conducted.

A member said that Peng Chau and Discovery Bay areas were badly affected by noise pollution caused by airplanes taking off in the winter season. She proposed to the Civil Aviation Department to change the taking-off point to the middle of the West New Territories. She also proposed that the new flight track of 07direction be used earlier to reduce noise pollution caused at night to the areas mentioned above.

A member said that airplanes using the south runway to depart in the southwest direction did not fully follow the established flight track, thus causing noise pollution to residents of Sha Lo Wan.

A representative of the Airport Authority said that all feasible mitigation measures would be taken to reduce impacts on Chinese White Dolphins. There was no precedent of social impact assessment conducted locally, nor was there any coordinated by government overseas. Thus a consultant had been commissioned to study overseas cases to be used as references for future work.

In response to the proposal of using 07 direction flight track, another representative of the Airport Authority said that the mountainous terrain of Hong Kong posed constraints to adjustment of flight tracks. Airplanes taking off at night were mostly cargo planes and many airlines had turned to use newer types of planes which were environmentally friendly and quieter, in order to save fuel costs. Thus the problem would continue to be improved.

The Vice-chairlady supported the construction of the third runway, but

urged for a satisfactory EIA. The development of the three-runway system and Stage 2 Public Engagement for Tung Chung New Town Extension Study were important to the future of Tung Chung. She thus urged for a well coordinated interdepartmental effort in overall planning.

X. Home Ownership Scheme Development at the Government Land adjacent to Mui Wo Fire Station

A member worried whether there would be adequate school places and transport facilities to cope with the increase in population brought about by the Home Ownership Scheme Development at issue. She also worried that the new building(s) would be too high and proposed the Housing Department to conduct consultation with Mui Wo residents.

A member was pleased with the Housing Department for accepting the proposal of increasing plot ratio. He enquired the reason for the implementation of works as late as 2015.

A member believed that existing facilities were adequate to cope with the future increase in population. If there were needs in the future, more facilities could be provided and the school building of New Territories Heung Yee Kuk Southern District Secondary School could be used.

The representative of the Housing Department said that existing facilities were adequate to cope with the future increase in population. Works would begin in 2015 because the Department had to go through the planning procedure and change the land use. The Department had taken into account various factors in determining the height of building(s).

A few more members expressed their support for the project as there was a strong demand for housing in Hong Kong. Different views were put forward on whether there was a need to consult the local residents. A member proposed the posting of layout plans in the area for members of the public's viewing.

The representative of the Housing Department said that upon learning the views of members of the District Council in the February meeting, the Department

subsequently conducted discussion with other departments and planning on the usage of land adjacent to Mui WO Fire Station. As the time schedule was tight, he hoped that the IDC would support the proposal, so that the project could be implemented as soon as possible. The Department believed that the IDC represented local opinions. And if consultation with local residents had to be conducted, he hoped that the IDC would put forward the request formally.

XI. Conversion of Tin Lee House in Lung Tin Estate into a Home Ownership Scheme Block

A member said that the Tai O Rural Committee did not object to the conversion plan but he proposed that the Government should provide assistance to families which had financial difficulties in moving homes.

The representative of the Housing Department said that the Department had all along maintained close contacts with tenants, and convenience would be provided to those in need as far as possible.

XII. Annual District Plan 2013/2014 - Planning

A member hoped that the Planning Department would adopt an all-round approach in its work. Factors other than environmental protection, such as economic opportunities, transport network, conservation of natural environment and cultural heritage, enhancing the community, should all be taken into account to achieve fairness.

A member enquired about the contents of Approved South Lantau Coast Outline Zoning Plan and Tong Fuk Village Layout Plan respectively.

The representative of the Planning Department said that the Approved South Lantau Coast Outline Zoning Plan was being amended as application for change of usage of some private land had been approved, and the amendment of Tong Fuk Village Layout Plan was nearing completion.

A member said that land for small houses was almost used up in various places in Mui Wo. He hoped that more land would be allocated for the purpose.

A member hoped that in formulating the outline zoning plans (OZP) of Luk Wu and Keung Shan, house lots of the village of indigenous residents would be planned as village type development zone (“V” Zone) so as to facilitate small house applications in the future. He also enquired the reason for objecting applications for small houses in Sha Lo Wan which were far away from NDF25.

The representative of the Planning Department said that the Department attached great importance to local opinions. Rural committee concerned would be informed once amendments to OZPs were completed. With respect to “V” Zone of Luk Wu and Keung Shan, the Department would formulate the OZP based on local geographical conditions and would consult the rural committee and district council concerned. Some applications for small houses in Sha Lo Wan were put on hold as the construction of the third runway was still pending.

### XIII. Transport Department Traffic and Transport Working Plan 2013-2014

A member asked why Discovery Bay ferry services were not included in the subsidy scheme provided by the Government.

A member and the Vice-chairlady hoped that the Transport Department would include taxi and mini-bus services into its working plan.

A member said that requiring seats to be fixedly installed on ferries was not convenient for passengers.

A member reflected that there were not adequate seats on Cheung Chau ferries.

A member drew the Department’s attention to the accessibility of venues for retail businesses in the proposed plan to add floors to piers for outlying islands’ ferries.

The representative of the Transport Department responded as follows:

- (a) The proposals with regard to the introduction of taxi and mini-bus services were being studied.
- (b) The reason for Discovery Bay ferry services not included in the subsidy scheme provided by the Government had been explained at previous meetings.
- (c) The advice on accessibility of added pier floors would be studied.

XIV. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2013/14

A member proposed that the Housing department should step up patrol, inspection and prosecution against illegal keeping of dogs, smoking and hawking in housing estates.

A member urged the Department to expedite the provision of barrier-free access to the two housing estates on Cheung Chau.

Islands District Council Secretariat  
September 2013