

Summary of Minutes of Meeting of Islands District Council

Date : 22 June 2015 (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 the Permanent Secretary for Transport and Housing (Housing) cum Director of Housing to Islands District Council

The Director of Housing briefly introduced the long term housing strategy (LTHS) of the Government, i.e. increasing and optimising the public housing resource supply, the housing supply target, increasing the supply of subsidised sale flats and maintaining a stable residential property market through increasing land supply and implementation of demand-side management measures where necessary.

A member gave his opinions as follows:

- (a) He welcomed the relaunch of the Home Ownership Scheme (HOS) and the introduction of the Green Form Subsidised Home Ownership Pilot Scheme (GSH). He hoped that the Government would relaunch the Tenants Purchase Scheme (TPS) so that public housing tenants could achieve home ownership at reasonable prices.
- (b) He considered that there was room for improvement in the maintenance and repair of public housing. He cited Yat Tung Estates as an example. The water seepage problem of a pavement-covering canopy was not fixed after more than a year, and the flooring of the estate playground was worn out just after half a year. The split type air-conditioners on the ground floor lobbies were always out of order. He hoped the staff and contractors would follow up quickly.

The Vice-chairlady gave her views as follows:

- (a) She welcomed the introduction of LTHS to cater for the public's housing needs and hoped that public housing flats would be put up for sale.

- (b) The Government should look for a solution in the light of an aging workforce and labour shortage in the construction industry, or the total housing supply target of 480 000 units set for the coming ten years might be affected.
- (c) As the new developments in Tung Chung New Town Extension would be completed in 2023 at the earliest and reclamation work in Tung Chung East took time for implementation, the land in Tung Chung southwest could be used for housing development if the Government recovered land and conducted town planning according to the policy. She urged the Government to take forward the housing development projects in Mui Wo and Tung Chung and focus its resources on less controversial projects to increase housing supply as soon as possible.
- (d) The subsidising of the six outlying islands ferry operators was inappropriate. The fares kept rising despite a drop in oil price and the ferry terminal facilities were old without enough berths. The District Council had requested the Secretary for Transport and Housing (STH) to meet the members time and again but no positive reply was received.

A member asked when the Government would announce the details of GSH and whether the two public housing developments in Tung Chung to be completed in 2016 and 2018 would be incorporated in GSH and if other sites in Tung Chung would be identified for subsidised housing projects.

A member said that the singleton public housing applicants were always housed to Tai O or Peng Chau as there were no one-person flats in Ngan Wan Estate. He hoped HOS flats would be provided in Mui Wo. As parking spaces were provided in proportion to the number of flats, the new population intake would bring pressure on the parking facilities of Mui Wo.

A member said that the residents of Nga Ning Court, which was built on the hillside, had to climb over 300 steps or walk a steep road of 700 metres to return home as no transportation was available. Residents demanded strongly for provision of lifts or escalators to link the housing blocks. He was appreciative of the management service of Nga Ning Court and the low crime rate.

A member said that four public housing blocks were being built in Area 56, Tung Chung North providing 3 600 flats for about 10 000 residents. There was a residential site in Area 54 reserved for middle-class private housing. He asked whether the department had any plans to develop subsidised or public housing there.

A member said that some public housing blocks built in Cheung Chau in the 1980s only comprised four storeys. In light of tight housing supply, the department might consider redeveloping the blocks or building additional storeys. Regarding the proposal of lift provision, she said it was possible to provide lifts for one of the public housing estates in Cheung Chau though it might take long time to complete, but not possible for the other estate as land was not available. She proposed to use electric vehicles to facilitate residents' movement.

A member said plenty of agricultural land in the New Territories and the Islands District was left idle. He asked if the Government would use the land for developing small houses as the land cost would be lower than in urban areas.

A member supported the long term housing strategy. The land in the Islands District could be used for housing development but since water-borne transport formed the backbone of traffic in the district, community infrastructure and road networks should be taken into account in the development programmes.

A member was concerned about the vacancy situation of the parking spaces in Lung Tin Estate. More than 40 parking spaces were unoccupied for a long period while the parking facilities in Tai O were always in short supply. The high parking rates in Lung Tin Estate had driven the tenants to use the parking spaces in the district.

The Director of Housing responded as follows:

Tenants Purchase Scheme (TPS) and Green Form Subsidised Home Ownership Pilot Scheme (GSH)

- (a) The Government would not consider re-launching TPS due to management problems arising from the scheme in the past. It understood that people with Green Form status might consider achieving home ownership if their financial condition permitted, hence the GSH was introduced. The public housing project on the San Po Kong Flatted Factory site was selected for GSH. The department was now preparing the land lease and deed of mutual covenant with relevant departments for flat pre-sale in the latter half of 2016.

Construction of subsidised housing

- (b) For identifying land in Tung Chung for housing development, land was needed in different government programmes and facilities and the Housing Authority (HA) had been maintaining close liaison with

relevant government departments for housing development. The community would be consulted on any proposal for using land for public housing.

- (c) The comments about developable land in Tung Chung southwest would be relayed to the Development Bureau (DEVB) as land development was under its purview.
- (d) The comments about idle villages would also be relayed to DEVB.
- (e) HA would, in collaboration with DEVB and the Labour and Welfare Bureau, provide training with Construction Industry Council for local workers of trades (e.g. welding) plagued by serious labour shortage.

Transport and community infrastructure in the Islands District

- (f) The comments about transport infrastructure would be relayed to the Transport Department.
- (g) The sites allocated to the department in recent years were small in size which could only be used to provide one or two blocks at most, and with the portions set aside for cultural, recreation, welfare or transport facilities, the residential flats constructed would be fewer in number.

Parking spaces and barrier-free access facilities

- (h) Parking facilities were provided in public housing projects according to transport requirements and the Hong Kong Planning Standards and Guidelines to meet residents' needs.
- (i) The department had kept monitoring the use of non-residential property and improvement measures were taken to attain a high occupancy rate of parking spaces of about 90% on average. The vacancy of parking spaces in Lung Tin Estate would be examined.
- (j) The barrier-free access facilities (e.g. lifts) in some older estates might not be up to the present day requirement. HA had invested over \$1 billion over the past five years to retrofit or install additional escalators or lifts as part of a regular programme. Opinions were welcome for the improvement works.

II. Progress report on North Lantau Hospital

A representative of the North Lantau Hospital (NLTH) briefed the meeting on the annual action plan of Kowloon West Cluster 2015/16 which was uploaded to the webpage of the Hospital Authority.

A member was appreciative of the representative attending the meeting regularly to report the latest situation. The hospital would introduce more healthcare services in the third quarter of this year and he asked about the additional quota for general outpatient services and the anticipated time for implementation.

A member lauded the service of the hospital and asked whether other specialist outpatient services such as renal service and urology would be introduced as it was inconvenient for the elders to travel a long way to consult Princess Margaret Hospital (PMH).

The representative responded as follows:

- (a) He was pleased that the hospital services were recognised.
- (b) The Chief Executive stated in the Policy Address 2015 that he planned to increase the general out-patient clinic episodic quota in all 18 districts and NLTH would have an annual increase of 5 000 quota for episodic diseases. The quota would be increased gradually when the newly recruited doctors reported duty in August.
- (c) In view of the tight manpower situation, the Hospital Authority would focus its resources on the specialist services with greater demand, including surgery, medicine, orthopaedics, psychiatry etc. The quota for the above specialist outpatient services would be increased in 2015-16 to reduce the waiting time. Where the manpower and resource permitted, the hospital would expand its services, e.g. gynaecology, paediatrics and urology.

The Vice-chairlady enquired whether some of the 5 000 additional annual quota would be reserved as daily quota as many residents reflected that it was difficult to make advance appointment by telephone. She was also worried about the impact of Middle East respiratory syndrome (MERS) on the hospital. Due to proximity to the Airport, she asked whether the hospital would receive suspected MERS cases detected in the Airport, its quarantine arrangements as well as the handling of suspected MERS cases detected in the district.

A member enquired about the existing quota of the general out-patient department of the hospital, the time for raising the quota and whether the extra quota would be allocated to patients of chronic diseases or reserved for those with telephone appointment or in the form of daily quota.

The representative of the NLTH responded as follows:

- (a) The 5 000 additional annual quota would be reserved for patients of episodic diseases, excluding that for chronic disease patients. Each year 40 000 or 50 000 patients consulted the general out-patient department of the hospital. Improvement would be made gradually.
- (b) Patients highly suspected of carrying MERS would be transferred direct to PMH's Infectious Disease Centre. NLTH was fully equipped to handle suspected MERS cases and conduct tests for MERS at the early stage. Patients tested positive would be transferred to PMH immediately.

III. Amendments to the Approved Chek Lap Kok Outline Zoning Plan No. S/I-CLK/12

A representative of the Planning Department (PlanD) gave a briefing with the aid of PowerPoint presentation.

A member said that the Airport Authority Hong Kong (AA) bypassed the Legislative Council (LegCo) and presented the three-runway system (3RS) project to Town Planning Board (TPB) for consultation and he expressed regret at the adoption of the approach. The supervisory role of LegCo was undermined, and the legal issue of airspace management and technicalities concerning flight direction remained unresolved. Since the environmental permit had been issued, there was little TPB could do. He did not agree to the amendments to the Outline Zoning Plan (OZP).

Another member shared his view. The financial arrangement plan was an attempt to bypass LegCo and that was unusual. Recent incidents showed that the Government took forward projects regardless of public opinions would have disastrous consequences. She hoped the Chief Executive and his team would pay heed to public views and the affected people's concerns sincerely. She also hoped that the PlanD and AA would address the concerns of members and the public over the 3RS project, especially its financial arrangement, and that the LegCo would be allowed to exercise its powers.

A member said that there should be no delay to implement the 3RS project and was afraid the third runway could not come into operation in 2023 as scheduled given that four judicial reviews were underway. In the previous year, the Civil Aviation Department (CAD) and AA had explained that the problem facing the two-runway system was inadequate ground space for landing and taking off of aircrafts, not airspace management. The Islands District Council (IDC) had sufficient discussion regarding the 3RS project. Under 3RS, the new north runway would be in use during night-time to reduce the noise impacts on Tung Chung residents. He hoped AA would continue to follow up on the financial arrangement and other issues of 3RS and increase its transparency. The LegCo had set up a Subcommittee and he hoped the government departments would respect the LegCo and District Councils and keep members informed of the progress.

The Vice-chairlady advised that IDC members had said time and again that 3RS would generate enormous economic benefits by enhancing Hong Kong's competitiveness and creating more job opportunities. She supported the early implementation of the project. AA had held over 200 public forums and she believed AA would ensure that 3RS would meet the requirements of the environmental impact assessment (EIA). The use and management of airspace in Pearl River Delta (PRD) region had no conflict with 3RS, and the Central Government had all along given its full support. Under the operation of the new north runway, the flight paths would be far away from densely populated districts in new towns and Lantau West. The amendments to the OZP would stimulate the development of economy and judicial reviews would cause delay to the project and lead to higher construction cost. Hong Kong would be in danger of being marginalised if the project was held back. She supported the amendments to the OZP and encouraged the residents to voice their views during the consultation period.

A member said that AA and the relevant government departments had explained the 3RS many times to allay members' concerns. He cited the Hong Kong-Zhuhai-Macao Bridge (HZMB) as an example to illustrate that a delay of the 3RS project would cause cost overruns and hinder the overall development of Hong Kong. He supported the amendments to the OZP.

A member was a legal consultant of New World Development Company Limited and he declared interests. He said that 3RS was of paramount importance to Hong Kong's development, and he hoped that even though the public had divided views over the financial arrangement plan, they should not obstruct the entire project. He supported the amendments to the OZP and hoped the 3RS project could be implemented smoothly.

A representative of the PlanD was pleased that a majority of members supported the amendments. The EIA report had been approved, and the amendments were made basing on the findings of the technical assessment and in accordance with the policy of the Executive Council. The department noted the concerns of the community and LegCo about the financial arrangement.

A representative of AA responded as follows:

- (a) The 3RS project was of paramount importance to Hong Kong. AA agreed to be under the supervision of LegCo. Apart from the LegCo's endorsement of the formation of a Subcommittee in May 2015, the Government would set up an advisory committee to collect public opinions on the 3RS project. AA would co-operate with the Subcommittee and advisory committee.
- (b) The financial arrangement of AA was based on a joint contribution and user-pay principle. AA would fund the project through three channels: (1) bank loans; (2) the airport's operational surplus; and (3) fees and charges imposed on airport users. AA believed that as around 70% of airport passengers were non-Hong Kong residents, the user-pay principle made good sense. In response to the Government's enquiry whether it would adjust downwards the airport construction fee for departing passengers, AA would discuss with the independent financial consultant and submit its proposal in due course.

A representative of THB said that the Airport Expansion Project Coordination Office of the Bureau would gather and coordinate the views of various parties for discussion by the Subcommittee and thus there was no such thing as to bypass the LegCo's scrutiny. Given the scale, cost and complexity of the 3RS project, the Bureau would monitor the work of AA to ensure that the project would be delivered in a timely manner and public interests were protected.

Chairman enquired whether members agreed to amend the OZP.

A member said that the consultation on the amendments would conclude on 8 July of the year and members could submit their views to TPB during the consultation period. She queried whether members had to give their stance at the meeting. She had reservations about the amendments and hoped that AA and relevant government departments would provide more information.

When asked, 19 members gave support for the amendments and two expressed reservations.

IV. Question on development of Lantau Island leading to imbalance in transport ancillary facilities

A representative of the Transport Department responded as follows:

- (a) The department would formulate detailed plans with relevant bureaux and government departments to pursue the conservation intent and rationalise the traffic facilities and public transport on Lantau Island to tie in with the timetable of development projects.
- (b) When Ngong Ping 360 closed for maintenance on May 1, the Labour Day holiday, the demand for bus and ferry services increased. A survey by the Department showed that the demand for bus service had doubled that day, and New Lantao Bus Company Ltd (Lantao Bus) increased the service of routes 3M, 11 and 23 three or four times.
- (c) The Department was informed prior to service suspension and had requested Lantao Bus in advance to increase bus service.

The representative of the Transport Department said that the New World First Ferry Services (First Ferry) had increased the service between Central and Mui Wo to meet the demand. Generally speaking, the demand was sufficiently coped with. During the period from May 17 to 31, the ferries running along the Central - Mui Wo route were less than 80% full even at peak times.

A representative of First Ferry said that extra fast ferries were deployed on the Labour Day Holiday with four more sailings between Central and Mui Wo on morning peak and two more on evening peak.

A representative of Lantao Bus said the number of bus passengers on May 1 was several times more than other holidays. Extra buses had been deployed to handle the crowd and the operation was generally smooth.

A member said that South Lantau Road was seriously damaged due to wear and tear. He was dissatisfied that over 10 improvement works were outstanding because no excavation permit was issued. Illegal roadside parking on South Lantau was rampant and on the day of Dragon Boat Festival, over 200 vehicles were found

parking illegally in Tai O. Imbalance in transport facilities also made the locals feel frustrated. He hoped the relevant departments would send more staff to inspect and improve the road condition to ensure public safety. Contractors should be contacted to prune trees if they obstructed the vision of drivers.

The Vice-chairlady said that Transport Department, public transport operators and District Council members should explore measures proactively to address the traffic congestion on South Lantau Road, particularly during festivals and public holidays. Inadequate transport infrastructure would deter visitors.

A member said that long-term solutions should be found to the issue of imbalanced transport infrastructure on South Lantau Road. Short-term measures were proposed by Lantau Development Advisory Committee, including extension of Ngong Ping 360 to Tai O. Any improvement of a particular transport infrastructure might have impact on road capacity. He considered that improvement should be made to the transport network comprehensively. South Lantau road, Keung Shan Road and Tai O Road were not standard roads and were badly in need of repair. With the completion of the airport's third runway, Lantau would become a focal point for tourist diversion. He hoped the Government would formulate medium or long-term options to address the traffic problem on Lantau Island and enhance the tourist handling capacity.

A member was critical of the outlying ferry services. She cited the Easter Holiday as an example to illustrate unsatisfactory deployment of vessels and lack of information for passengers. As summer holiday was approaching, she suggested the ferry operators to provide information regularly about the number of visitors visiting the islands and the peak times of ferries for passengers to arrange their schedule and diversion of people. For the Central - Cheung Chau route, she found that passengers had to wait at the Cheung Chau Pier and could not board the fast vessels immediately after berthing. She hoped the First Ferry would improve the embarkation arrangement.

A representative of DEVB responded as follows:

- (a) The Chief Executive announced in the Policy Address 2014 the establishment of the Lantau Development Advisory Committee to capitalise on the benefits brought by major infrastructure projects in the area and the synergy between Hong Kong and PRD. The Committee comprised LegCo members, representatives of Heung Yee Kuk, District Council members, representatives of the industry, professional bodies and academia and the locals.

- (b) The Traffic and Transport Subcommittee of Lantau Development Advisory Committee would study with the Transport Department and other relevant departments the traffic problems on Lantau in the short, medium and long term. Traffic issues such as ferry services, road condition and parking facilities had been discussed and follow-up actions were taken accordingly.
- (c) The long term development strategy of Lantau Island involved a multi-faceted perspective as well as the future development of Hong Kong. Careful planning and community support were required.

A member was pleased that Lantau Bus had deployed extra buses during holidays to meet the heavy demand but a journey to and from urban areas took up to two hours and was not cost-effective. A holistic approach should be adopted in planning the transport infrastructure on Lantau Island, taking into account the future development (e.g. 3RS, extension of Tung Chung New Town and the completion of HZMB). South Lantau could also be developed into a resort in the extension of Tung Chung New Town if there was a good transport infrastructure network. He proposed to build a coastal road from Tung Chung to Tai O to reduce the travelling time to 15 minutes, and the proposal for a coastal road and a south-north corridor running from Mui Wo to Tai Ho and Tung Chung was put forward more than 20 years ago.

A member said that the proposal to build a coastal road from Tung Chung to Tai O was far-fetched. The Government should make it a priority to improve South Lantau Road, Keung Shan Road and Tai O Road, e.g. road widening, improving the narrow road bends and road repair.

A member hoped that DEVB would consult the four Rural Committees about the development strategy of Lantau Island, especially the transport infrastructure. The Rural Committee members knew the road condition of the district well and could give advice on the feasibility of the strategies and measures proposed. The sailings of Fortune Ferry from Tai O to Tung Chung only took half an hour and the Transport Department should study the feasibility of deploying more ferries to meet the demand and relieve the traffic problem of South Lantau.

Another member hoped that Lantau Bus would reschedule the departure time of the first route No.1 bus during public holiday from 6:30 a.m. to 6 a.m. or 6:15 a.m. for people to go to work.

The representative of Lantau Bus said member's proposal would be studied, and he agreed that the road bend problem had to be addressed for larger vehicles to pass through.

The representative of DEVB said that to take forward the development and planning of Lantau, the bureau had conducted relevant works and planning studies, e.g. Tai O and Mui Wo improvement works and the recreational and tourism development of Lantau. The study on the extension of Ngong Ping cable car system to Tai O would commence in the near future. The District Council members and stakeholders would be consulted.

V. Question on Barrier-free access outside Visitors' Car Park of Fu Tung Plaza Basement

A member hoped that The Link Management Limited (The Link) would improve the facilities and provide a standard barrier-free access along the slope outside the car park of Fu Tung Plaza Basement.

The Vice-chairlady was dissatisfied that The Link had not sent any representative to the meeting. She had relayed to The Link that the access was uneven for wheelchair users. She had conducted a site visit with a disabled person and found that The Link just paved the road surface with cement and the bricks protruded were left unattended as that part of the road was not under its management but HA. She criticised inadequate communication between The Link and HA.

VI. Question on progress of Tai O Twin Bridges works

A representative of the Civil Engineering and Development Department (CEDD) said that the Department understood the concerns of the public and District Council members over the construction of Po Chu Tam and Yim Tin Footbridges (twin bridges). The purpose of the twin bridges was to improve the connectivity of Tai O and alleviate the crowdedness of the town centre. The twin bridges were Stage 2 of improvement work at Tai O under the Tai O Facelift project. As the construction work was to be carried out within the relevant conservation area, an EIA had to be made for issuance of an environmental permit under the Environmental Impact Assessment Ordinance (the Ordinance). The EIA was being made. The CEDD would maintain close liaison with the locals, Rural Committee and District Council and keep them informed of the progress. The Department appreciated the support of Tai O community for the Tai O Facelift Project.

A member gave his opinions as follows:

- (a) Having been in discussion for so long, they knew just now that the work would be carried out within the relevant conservation area. He did not think the project was complicated or would affect the ecological system. There were no mangroves or valuable living things and he did not understand why the site was listed as conservation area. He hoped the Government would not delay implementing the project on the pretext of its location.
- (b) Sun Kei Bridge was built with the funds of Tai O residents who were also responsible for the maintenance and repair. After being built for 30 years, the bridge was in need of repair to ensure public safety. He requested the CEDD to send an engineer to inspect the bridge and give advice on maintenance work.
- (c) The bridge was the main access for residents, and if there was a bridge accident, who was to be liable. He hoped the twin bridges would be built as soon as possible and the residents could use them if problems were found in Sun Kei Bridge.
- (d) Revitalisation of Tai O involved \$0.62 billion, including the construction of twin bridges. He hoped the CEDD would not delay implementing the project. The entrance plaza work had no conflict with the twin bridges project and both projects could proceed at the same time.

A member supported his view. The member said Sun Kei Bridge was made of wood and mold or fungus was found on the wooden structure. Rumour was that the twin bridges were too splendid and the relevant government departments were reluctant to bear the maintenance responsibility, hence the delay of the project. As the whole of Tai O was zoned conservation area, he was worried that the project would be shelved if it did not begin as soon as possible.

A member said that EIA was being made for the twin bridges but neither the District Council members of Tai O nor the Rural Committee members had any idea about that. This reflected inadequate communication between the government departments and the district organisations. A small number of Tai O residents opposed the work of the entrance plaza. He hoped the CEDD would maintain timely and efficient communication with the district and not just communicate at half-year or yearly interval.

The representative of CEDD responded as follows:

- (a) The vicinity of Tai O was zoned conservation area in the latest plan of TPB. According to the Ordinance, dredging works conducted less than 500 metres from a conservation area would require an environmental permit and as dredging works are required for the columns of the bridges, EIA had to be made.
- (b) The Department understood the concerns of the members and residents and would conduct a site visit.
- (c) An EIA would be made as stipulated by the Ordinance and communication with the locals and members of the Rural Committees and the District Council would be strengthened.
- (d) The Department would discuss with the relevant departments about the management and maintenance of the twin bridges.

VII. Question on arrangements concerning burial declarations

A representative of the Food and Environmental Hygiene Department (FEHD) responded as follows:

- (a) FEHD did not require applicants to make declaration at its offices. Applicants were required to produce the original and a photocopy of the statutory declaration by the legal representative or next of kin of the deceased to prove that the deceased was an indigenous villager or a bona fide resident of Cheung Chau for a continuous period of not less than 10 years or his/her minor child for the purpose to ascertain the eligibility for burial or deposit of cremated ashes in urn graves in Cheung Chau Cemetery.
- (b) Applicants had to produce a certificate issued by Cheung Chau Rural Committee to ascertain the eligibility of the deceased. FEHD did not require the guarantors to make a declaration.
- (c) FEHD would accept the declaration made by applicants at the Home Affairs Department (HAD).

A representative of Islands District Office (ISDO) said that members of the public might make a sworn declaration with a prescribed form at the public enquiry service centres of the HAD.

A member received a complaint from a resident who said a staff member of a district office told him a declaration made at the district office could not be executed in lieu of that of FEHD. The member hoped that frontline staff would understand fully the work of the two departments. He asked whether the required documents could be submitted by burial service contractors. The representative of the FEHD said that authorisation letters of the applicants would be required.

VIII. Question on public recreational facilities in Discovery Bay

The representative of District Lands Office/Islands (DLO/Is) responded as follows:

- (a) Eleven public recreational facilities in Discovery Bay would be open to public, including bicycle lanes, hiking trails, a beach, a central park, toilet of the central park, a multi-purpose hall, a recreation deck, seafront plaza, south promenade, north promenade and a piazza. Information of the above recreational facilities had been submitted by the developer to the Lands Department for consolidation and verification.
- (b) The information about bicycle lanes and hiking trails was handled and verified in priority in response to a question raised by a member. The layout plan was tabled.
- (c) The verification of information about the beach was also conducted.
- (d) The information of the facilities in the private development would be uploaded onto the website of the Lands Department. The information of the above three facilities had been uploaded and that of the remaining facilities would be uploaded after verification.

A member was deeply disappointed at the performance of the Lands Department over the past ten years. The issue had been raised in the Director of Audit's Report in 2002 and the LegCo members had discussed the public recreational facilities and the list of replacement recreational facilities. Nevertheless, the Lands Department did not keep the information or was slow to verify it after submission by

the developer. Eleven years had passed and only the information of three facilities was provided by the department. She considered that the Department was extremely inefficient and it was unbelievable that such things would happen within the Government. She queried whether the District Lands Officer/Islands had read her letter or relevant documents or the staff had discharged duty properly. She was dissatisfied that the DLO only made responses in respect of three of the 11 facilities. She queried whether the DLO had followed up on the issue of premium, leading to substantial waste of public money.

The representative of DLO/Is said that information about four or five public recreational facilities would be uploaded when the website was updated in July, while the remaining facilities involving more issues and more complicated would be dealt with as quickly as possible for uploading.

The member continued that she had had a meeting with the District Office and DLO the previous month and found that the latter always committed mistakes. The matter had been in discussion for over ten years and the Lands Department was slow in pursuing. The development project in Discovery Bay would be completed soon but the DLO had not provided information about the open space and recreational facilities, and the Department should not send a staff member who was new in the office to attend the meeting. She believed the District Lands Officer/Islands had received her letters but no reply was given. She criticised the senior officers of the Lands Department for serious dereliction of duty.

The representative of DLO/Is replied that the developer needed not open the golfcourse for public use and the OZP made no specification about opening the golfcourse to the public.

The member said that according to an email of the PlanD dated 4 July 2014, the above public facility should be open to the public and the Lands Department should not say the developer needed not open it to the public without knowing the details.

The representative of DLO/Is said she would follow up the matter with the PlanD after the meeting.

IX. Question on preventive measures against Middle East Respiratory Syndrome

A representative of the Department of Health (DH) briefed on the precautionary measures against Middle East respiratory syndrome (MERS).

The Vice-chairlady was concerned that the residents of Tung Chung would come into contact with tourists frequently because of its proximity to the airport. She proposed the Government to step up publicity on the latest development and the precautionary and preventive measures to allay public worries. The first reported case in Tsing Yi had caused public panic. She suggested the Government to disseminate information to the community through local health organisations if there was a recurrence.

X. Question on Tung Chung New Town Extension Study

A representative of the PlanD responded as follows:

- (a) The Stage 3 public engagement for Tung Chung New Town Extension Study was conducted between August and October the previous year and 4 000 submissions were received. The public was generally in support of the planning and development of MTR station. The study team would retain the stations in Tung Chung East and West and proceed with the next stage of work on that basis.
- (b) The study team was aware of the importance of the traffic infrastructure and was in close liaison with the Transport Department on the development of a public transport interchange and a new road network.
- (c) Adequate open space would be provided according to the Hong Kong Planning Standards and Guidelines to meet public need, including a town park and seafront plaza.
- (d) The next stage of work involved EIA. The opinions collected during Stage 3 public engagement would be taken into account in the amendments to the proposed development plan. The papers would be presented to the relevant panel of the LegCo for endorsement and the Finance Committee for obtaining funding approval. The detailed study and design for the infrastructure was expected to begin in 2016 for completion of the extension project in 2030.

A member said that the residents had reflected many times in different stages of public consultation their demand for new stations in Tung Chung East and West. He enquired about the anticipated date of completion of the stations.

The representative of the PlanD replied that according to the Railway Development Strategy 2014, the preliminary timing for the commissioning of the Tung Chung West Station was between 2020 and 2024 whereas the timetable for Tung Chung East Station was not available until after further investigation. There were views that the completion of the railway and infrastructure should tie in with the population intake.

XI. Question on Tung Chung New Town Extension Project

A representative of the PlanD said that the Director of Housing had briefed on the development at Area 54, Tung Chung. The sites zoned “residential” in the OZP were subject to a plot ratio of 5.0, which would be in harmony with the density of the peripheral developments. A terrace design would be provided to ensure that the future development would commensurate with the appearance and design of the existing town planning.

A member gave his opinions as follows:

- (a) According to the explanatory note of Tung Chung New Town Area OZP No. S/I-TCTC/20, the sites at Areas 54 and 55 were intended for medium-rise private residential developments and Area 56 was for public housing. He hoped the future development projects would be implemented in accordance with the above stipulations.
- (b) While the developments were subject to a plot ratio of 5.0, there was no stipulation on the maximum building height. He hoped the Government would consult the community in the planning of Area 54.
- (c) According to the pre-revised development plan, the developments at Area 53A would be subject to a maximum plot ratio of 3.0 and a maximum building height of 45 metres. Since the development plan was no legal document, the Government was free to amend the plot ratio and building restrictions. In fact the PlanD had attempted to amend the planning of Area 53A the previous year and the consultation exercise was conducted in haste. The residents considered that the density and building height of the hotel were unsuitable.
- (d) It was stipulated in the development plan that Area 54 was subject to a maximum building height of 95 metres. He hoped the Government

would conduct consultation with stakeholders properly before any amendment was made.

- (e) He understood the necessity for development but opposing voices should be taken into account. The Government should devise an option which would be acceptable to everyone.

The representative of the PlanD said that although the development plan was no legal document, it would be adopted as guidelines in land grant or land sale. The building height of a public housing development and the structures on the two adjacent sites at Area 56 complied with the requirement of the development plan, with the buildings at a lower level than prescribed. If the future developments at Area 54 involved amendments to the OZP or development plan, consultation would be conducted under the prevailing mechanism.

XII. Question on management and use of Yat Tung Estate Car Park

A representative of the Lands Department said that the land lease of Yat Tung Estate had no provisions on the number of fixed monthly parking spaces or the ratio of parking spaces for monthly parking to hourly parking, apart from stating that parking spaces should be provided for the use of residential and commercial tenants and bona fide visitors.

A representative of the Transport Department said No.3 Carpark was included as part of the development of Yat Tung Estate and the design of Chung Yan Road and Yat Tung Street had taken into account the vehicular flow brought about by the carpark. Since No.3 Carpark was not under the management of the Department but The Link, it would not conduct any study or consultation for the opening of the carpark.

A representative of the Housing Department had nothing to add to the responses made by the two departments' representatives.

A member was told by residents of Yat Tung Estate that The Link had recently changed the mode of management by increasing the number of fixed monthly parking spaces. The Link intended to open No.3 carpark which had been vacant for years to the public. As the respective numbers of monthly and hourly parking spaces and their relative ratio were not subject to the provisions of the land lease, The Link could designate all the 1 753 parking spaces as monthly parking spaces for non-residents' use. He was concerned about the interests of residents in the use of

parking spaces and the impact on the capacity of Chung Yat Road, Yat Tung Street and the roundabout at the entrance after the opening of the carpark.

A member referred to a written reply by The Link which stated that the land lease allowed the use of private car parking spaces by residential and commercial tenants and bona fide visitors of Yat Tung Estate. She enquired about the definition of bona fide visitors and the way of verifying the identity of users.

The representative of the Lands Department clarified that the department would only give response regarding the provisions of the land lease while the Deed of Mutual Covenant (DMC) was entered into by the Housing Department and The Link. The land lease had no provisions about the respective numbers of parking spaces on monthly, hourly, fixed or floating basis, and he believed The Link had the mechanism in place to deal with the leasing and allocation of different types of parking spaces.

The representative of the Transport Department said Yan Chung Road and Yat Tung Street were the only accesses to No.3 Carpark and the planning of Yat Tung Estate had already taken into account and assessed fully the impact on the road utilisation rate as a result of the traffic brought about by the carpark. The Department therefore would not conduct assessment and consultation this time.

A member enquired about the definition of bona fide visitors to ensure that The Link operated the carpark legally according to the provisions of the land lease.

A member relayed the concerns of residents that The Link continued to convert the floating monthly parking spaces on the lower level into fixed parking spaces at a higher rent, which was tantamount to a rent increase. He asked the Housing Department whether the DMC had any stipulations concerning the designation of parking spaces. He also proposed to change the two-way lane in front of No.2 Carpark to one way so that the vehicles parked in No.2 Carpark had to exit through No.3 Carpark to relieve traffic congestion at the roundabout. He hoped the Transport Department would assess the impact on the traffic at the bus terminal in Yat Tung Estate if the proposal was implemented.

A member said that both the Housing Department and Transport Department should have a discussion with The Link if the latter decided to open No.3 Carpark to the public so as to ensure smooth traffic flow and public safety.

A representative of the Housing Department said that if The Link provided parking spaces for people other than residential tenants, commercial tenants and bona fide visitors, it was required to apply to the Lands Department for waivers. As the

Manager under the DMC, HA would co-ordinate with The Link on estate management but was unsuitable to intervene its commercial decisions on the use and operation of the carparks.

A member stated that as a listing company, The Link should fulfil its social responsibility and the management should be open and transparent. It should not just reply the questions and enquiries of members in writing. The company should verify the identity of monthly parking space users and HA, as the Manager under the DMC, should monitor the operation of carparks to ensure no violation of the provisions of the DMC and to protect the interests of residential tenants, commercial tenants and bona fide visitors in the use of parking spaces.

The District Lands Officer/Islands said the provisions of the land lease relating to bona fide visitors had been in force for many years, and the Lands Department had not received any complaint about non-bona fide visitors using the Carparks of Yat Tung Estate. If any complaint was received, the Department would deal with it in accordance with the land lease.

The Vice-chairlady was concerned about the safety of the carpark as it had not been in use for over ten years and whether Yan Chung Road and Yat Tung Road had the capacity to cope with the traffic flow. As The Link had decided to use the carpark, she urged the relevant department and property management company to work together to divert the traffic and ensure the safety of residents and road users.

A member considered that people visiting Yat Tung Estate or making purchases there were bona fide visitors. The designation of fixed parking spaces in Yat Tung Estate Carpark would cause inconvenience to hourly parking users.

A member said he had already raised the issue at the meeting of the Estate Management Advisory Committee.

Another member hoped that the Lands Department and Housing Department would provide the relevant provisions of the land lease and DMC after the meeting so that they could respond to public enquiries.

XIII. Question on progress of relocation of Hong Kong Jockey Club Yat Tung Estate Off-course Betting Centre

A representative of the Hong Kong Jockey Club (HKJC) responded as follows:

- (a) The HKJC was open-minded towards the relocation of Yat Tung Estate Off-course Betting Centre. As the present location was unsatisfactory, members and residents urged HKJC to look for a suitable site expeditiously.
- (b) The ISDO had been assisting HKJC in looking for alternative premises in Tung Chung area but given the robust rental market, there were not many shop premises big enough on offer. HKJC would discuss with The Link monthly to follow up on the progress.
- (c) HKJC identified four shop premises in Yat Tung Shopping Centre but their tenancies had not expired. Two premises were shortlisted and HKJC advised The Link its interest in leasing.

Another representative of HKJC said the lease of the betting centre would be renewed when it expired to ensure smooth operation. The tenancy arrangement would be flexibly dealt with with the consent of both parties.

A member asked whether the HKJC had obtained The Link's consent to move the betting centre when a suitable shop premises was found without having to wait for the tenancy to expire. He also asked whether it looked for sites outside Yat Tung Estate.

Another member said that the existing location was not satisfactory because of its proximity to schools and kindergartens and he was appreciated of the efforts of HKJC in making improvements and their search for sites for relocation. He asked whether the HKJC could relocate the betting centre after the commencement of the tenancy.

A member hoped the HKJC would follow up the matter proactively as he was afraid the influence of gambling on students.

The Vice-chairlady noticed that HKJC had been looking for sites extensively over the years and that it was determined to relocate the betting centre. She hoped HKJC would maintain close liaison with The Link to address the problem and to avoid public misconception that HKJC was driving other shop tenants away.

A member said there were a basket of factors that had to be taken into account in looking for a site for setting up a betting centre. Difficulties were encountered in the site search, but he hoped HKJC and the relevant department would

work together proactively and relocate the betting centre to meet the local demand.

The representative of the HKJC responded as follows:

- (a) HKJC and The Link had reached a consensus that the tenancy would be dealt with flexibly if an alternative site was found inside the shopping centre. It was now of utmost importance to relocate the betting centre as the law required.
- (b) HKJC had looked for sites in Tung Chung area, including carparks. As the developments in Area 39 would be completed in a few years, the HKJC mainly considered the two shops in Yat Tung Shopping Centre. It had expressed its leasing interest to The Link.
- (c) Regarding the concerns that relocation might drive other tenants away, he believed The Link would balance the interests of various parties. Members were welcome to join the site visit in July.

District Officer (Islands) said there were difficulties in looking for alternative sites for relocation. The relevant departments had studied the feasibility of relocating the betting centre at Area 39 or on government land in Tung Chung but there were constraints in the availability of sites.

XIV. Transport Department Traffic and Transport Working Plan 2015-2016

The Vice-chairlady said she had conducted site visit on South Lantau Road and Keung Shan Road with parties concerned and a number of improvement proposals were made. She enquired about the progress and when route 37H and 37M buses would start operation.

A member said that the buses travelling between Tung Chung and Tuen Mun and Yuen Long were very crowded especially during peak hours. Passengers waiting at Tung Chung Swimming Pool stop could hardly get on the buses.

Another member said water seeped from the newly built cantilevered shelter at Cheung Chau Pier and requested the Architectural Services Department and Transport Department to take follow-up actions.

A member asked whether her proposal to provide double-deck bicycle racks in the bicycle parking spaces behind the Cheung Chau Municipal Services Building

would be adopted and how the work progress was.

A member asked about the separate queuing arrangement for residents' buses for residents and non-residents in Discovery Bay and whether such arrangement was legal.

The representative of Transport Department responded as follows:

- (a) The Transport Department would follow up on the road improvement proposals. The projects listed in the Paper were expected to be completed within the current year.
- (b) Route 37H and 37M buses would start operation in the third and fourth quarter respectively. Regarding the bus services from Tung Chung to Tuen Mun and Yuen Long, the Department would maintain liaison with Long Win Bus Company and conduct survey on the demand and performance of bus service. A special bus route E34P was deployed during morning peak hours running between Tin Shui Wai and Tung Chung.
- (c) The Department would follow up on the seepage problem of the cantilevered shelter at Cheung Chau Pier.
- (d) He believed the separate queuing arrangement for Discovery Bay residents' bus service was introduced to reduce waiting time. The Department and the management company would explore ways to solve the problem.
- (e) A reply would be given in due course regarding the use of double-deck bicycle racks in Cheung Chau.

A member said the Transport Department had given warnings to the developer for displaying posters about resident bus stops but the problem remained unresolved.

The representative of the Transport Department said the matter might be resolved if the developer enhanced the bus service during holidays.

The member complained that there was no difference in the mode of operation between residents' buses and franchised bus service and anyone could get on the residents' buses.

XV. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2015/16

A member said the maintenance work in Yat Tung (I) Estate was slow and he urged the Housing Department to follow up promptly.

The representative of the Housing Department said he had told frontline staff that the management and maintenance of public estates were equally important and he would follow up after the meeting.

Islands District Council Secretariat
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