

(Translation)

Minutes of Meeting of Islands District Council

Date : 12 February 2018 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr CHOW Yuk-tong, SBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

Mr YUNG Chi-ming, BBS
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Mr WONG Man-hon
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr TANG Ka-piu, Bill, JP
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi

Attendance by Invitation

Mr LAM Sai-hung , JP	Director of Civil Engineering and Development, Civil Engineering and Development Department
Ms LEUNG Tik-yan	Senior Engineer/Public Relations, Civil Engineering and Development Department
Mr SIU Yee-lin, Richard	Senior Town Planner/Islands & District Planning Officer/ Islands, Planning Department
Ms KWOK Sze-wan, Cynthia	Engineer/Islands, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Mr LIN Tang-tai	Senior Engineer/Planning Policy, Water Supplies Department
Mr WONG Kwok-chuen	Engineer/Resources Planning 2, Water Supplies Department

Mr TANG Hoi-kwan, Edwin
Ms CHAN Wai-yan, Vivian

Ms SZETO Hau-yan, Esther
Mr CHAN Fai
Ms LAW Lai-chun, Gladys

Ms LEUNG Chiu-mei
Mr C S WAN

Mr Terry YIU

Chief Officer (Licensing Authority), Home Affairs Department
Senior Administrative Officer (Nature Conservation),
Environmental Protection Department
Property Service Manager/Service, Housing Department
Senior Maintenance Surveyor/HKI, Housing Department
Senior Executive Officer (Planning),
Leisure and Cultural Services Department
District Engineer/Islands, Highways Department
Chief Electrical Engineer,
The Hongkong Electric Company Limited
Assistant Public Affairs Manager (Stakeholder Engagement),
The Hongkong Electric Company Limited

In Attendance

Mr LI Ping-wai, Anthony, JP
Mr AU Sheung-man, Benjamin
Ms CHONG Yan-ye, Belinda
Mr FONG Kai-kit, Frankie
Ms CHAN Hing-kwan, Patty
Mr WONG Kwok-fai, Alfred

Ms TAM Yin-ping, Donna

Ms LEE Sin-man
Mr LI Kin-nga, Denis
Mr WONG Tat-ming
Ms NG Ting-yan

Mr HO Ka-fei, Kelvin
Ms CHAN Shan-shan, Susan

Mr CHAN Chun

Mr YUEN King-ho

Mr MOK Ying-kit, Kenneth

Mr KWAN Yau-kee

Ms HO Sau-fan, Fanny

Mr CHAU Chun-wing, Tomy

District Officer (Islands), Islands District Office
Assistant District Officer (Islands)1, Islands District Office
Assistant District Officer (Islands)2, Islands District Office
Senior Liaison Officer (1), Islands District Office
Senior Liaison Officer (2), Islands District Office
Chief Engineer/Lantau 1,
Civil Engineering and Development Department
District Planning Officer (Sai Kung and Islands),
Planning Department
Senior Housing Manager/HKI&MC, Housing Department
District Lands Officer/Islands, Lands Department
Administrative Assistant (Lands/Islands), Lands Department
Acting Assistant District Social Welfare Officer (Central
Western, Southern and Islands), Social Welfare Department
Acting District Commander (Lantau), Hong Kong Police Force
Acting Deputy District Commander (Marine Port),
Hong Kong Police Force
Police Community Relations Officer (Lantau District),
Hong Kong Police Force
Police Community Relations Officer (Marine Port District),
Hong Kong Police Force
Chief Transport Officer/NT South West,
Transport Department
District Environmental Hygiene Superintendent (Islands),
Food and Environmental Hygiene Department
Chief Leisure Manager (New Territories West),
Leisure and Cultural Services Department
District Leisure Manager (Islands),
Leisure and Cultural Services Department

Secretary

Ms Candy CHAN

Senior Executive Officer (District Council),
Islands District Office

Absent with Apology

Mr WONG Hon-kuen, Ken

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Welcoming remarks

The Chairman welcomed Members and representatives of the government departments to the meeting and introduced the following representatives of the government departments who attended the meeting:

- (a) Mr HO Ka-fei, Kelvin, Acting District Commander (Lantau) and Ms CHAN Shan-shan, Susan, Acting Deputy District Commander (Marine Port) of Hong Kong Police Force (HKPF), the latter attending the meeting in place of Mr Richard Brinsley Sheridan;
- (b) Ms NG Ting-yan, Acting Assistant District Social Welfare Officer (Central Western, Southern and Islands) of Social Welfare Department (SWD) who attended the meeting in place of Mr LAM Ding-fung; and
- (c) Ms LEE Sin-man, Senior Housing Manager (Hong Kong Islands, Islands 2 & Management Control) of Housing Department (HD) who attended the meeting in place of Mrs CHEUNG LO Pik-yuk, Helen.

2. Members noted that Mr Ken WONG was unable to attend the meeting due to other commitment.

I. Visit of the Director of Civil Engineering and Development to Islands District Council

3. The Chairman welcomed Mr LAM Sai-hung, JP, Director of Civil Engineering and Development (CEDD) to the meeting for exchange with Members. He was also pleased to welcome Ms LEUNG Tik-yan, Senior Engineer/Public Relations.

4. Mr LAM Sai-hung outlined the main duties of CEDD in Islands District with the aid of PowerPoint and short film.

5. The Vice-Chairman Mr Randy YU expressed his views as follows:

- (a) CEDD was one of the departments that took a proactive stance and was willing to listen to public opinions. It was responsible for handling a great number of works on Lantau Island. For instance, emergency repairs were carried out quickly by CEDD at the pier of Tai Long

Village, Lantau within a month after it was damaged in July last year, and it had now resumed service. He was grateful that CEDD cared about what the public needed most and adopted a proactive approach to solve problems.

- (b) He enquired about the implementation timetable and progress of the design of Tai O improvement work Phase II. The residents were extremely concerned about the progress of the project of Yim Tin and Po Chue Tam Footbridges, which were in strong demand by the elderly people in San Ki Pang especially after a recent incident in which an ambulance could not access the said area to take an elderly to hospital. As far as he knew, the preliminary design requirement of the department was that the two bridges could accommodate mini-ambulances so that the residents, especially the elderly, of San Ki Pang could get to hospital more quickly and conveniently. In the event of a fire, speedy rescue services could be provided.

6. Mr Bill TANG expressed his views as follows:

- (a) With the successive launching of works under Tung Chung New Town Extension (TCNTE) project, the number of housing developments would keep on increasing. He was concerned whether the basic transport infrastructure could meet the demand. In Hong Kong, land and housing planning was prioritised over transport infrastructure development, giving rise to keen competition among districts for resources to upgrade their transport infrastructure.
- (b) He enquired whether the transport infrastructure in Tung Chung East (TCE) and Tung Chung West (TCW) (e.g. TCW Extension and TCE station) would be completed at the same time. In its written reply to Paper IDC 5/2018, the Transport and Housing Bureau (THB) stated that the Mass Transit Railway Corporation Limited (MTRCL) had submitted a proposal in January this year. With the imminent commencement of reclamation works at TCE and continued development of TCW, he was afraid TCW Extension and TCE station might not be completed in time by 2024. He hoped the Director would respond whether the development project and transport infrastructure could be completed at the same time.

7. Mr Eric KWOK expressed his views as follows:

- (a) CEDD had a number of development projects in Tung Chung North. In the next 10 years, the population of Tung Chung would increase from about more than 90 000 to 200 000 ~ 300 000. According to information, there were trains from opposing directions crossing the Tsing Ma Bridge every 2 minutes. When the Hong Kong International Airport (HKIA) was built in 1990, in the light of financial considerations, Tsing Ma Bridge was scaled down from the original

4 tracks to dual-track, hence causing the above bottleneck. Yat Tung Estate now had a population of about 90 000. With the new town development, the population of Tung Chung was expected to increase by about 150 000. The surging population in Tung Chung would have to rely on the mass transit system. He was doubtful whether Tung Chung Line could meet the demand; if MTRCL could not increase the train frequency, he questioned how the Government addressed the bottleneck problem for Tung Chung people commuting to urban areas.

- (b) Even though the Government built a bridge or tunnel, it would take 8 or 10 years to complete. He had time and again suggested to the Government at the meetings to explore the feasibility of providing fast ferry service in Tung Chung and comprehensive ancillary facilities at Tung Chung Development Pier (e.g. shuttle bus service between Tung Chung bus terminus and MTR station) as well as new ferry services (for Tung Chung-Tsing Yi, Tsim Sha Tsui, Hung Hom and Central, etc.) to address the bottleneck problem and meet the demand of growing population.
- (c) Hong Kong-Zhuhai-Macao Bridge (HZMB) might come into service in the third quarter of this year. Information revealed that the daily traffic volume would be about 7 000 to 10 000 vehicles but there was no road widening or other traffic diversion arrangement in Tung Chung Town Centre and Yat Tung Estate to tie in with the commissioning of HZMB. The traffic in Tung Chung Town Centre was beset by a whole host of problems, e.g. the roads were narrow and there was not enough space for buses to make a U-turn. He inquired what measures the department would be in place to divert the increased traffic flow in Tung Chung upon the commissioning of HZMB.
- (d) He supported the principle of "Development in the North, Conservation for the South" enshrined in the Sustainable Lantau Blueprint (the Blueprint). The Director said just now that there was a need to maintain a balance between conservation and development, but loopholes existed in the current planning and "conservation for the south" became "destruction in the south". Unlawful land filling and dumping often occurred in South Lantau, leading to the destruction of wetland or private agricultural land. The South Lantau Coast Outline Zoning Plan (OZP) was not endowed with any enforcement power in respect of the coastal protection areas and green belts. With a surplus of \$180 billion, he suggested the Government set up a conservation fund for Lantau in the amount of about \$20 billion to buy private land with conservation value (such as Shui Hau, Pui O, Tai O, etc.) to keep in line with the Policy Address and the principle of "conservation for the south". He proposed that administrative measures be taken to tackle the problems which had caused damages to the land in South Lantau.

8. Mr Holden CHOW expressed his views as follows:
- (a) He gave praises to CEDD which was a government department handling district issues with flexibility. According to the reply of the Government to the Legislative Council (LegCo), TCNTE area was expected to have the first population intake in 2023 whereas TCE station would only be completed in 2026 at the earliest, i.e. with a time lag of 3 years. He had said repeatedly that he was averse to seeing that the MTR station would be completed years after the population intake as it would arouse public discontent. He opined that the construction of TCE station should be speeded up to tie in with the population intake in the extension area.
  - (b) The reclamation works for TCNTE had commenced. The population of Tung Chung would grow to about 250 000 to 270 000 in the future. Regarding the external traffic on North Lantau, as Mr Eric KWOK had just mentioned, given that there were no other major trunk roads connecting to urban areas, a bottleneck occurred along Tsing Ma Bridge. He recently learned that the Government conducted a study on Route 11 which covered the whole Northwest New Territories (NWNT), linking Tuen Mun and Yuen Long, then connecting North Lantau Highway, and heading the urban areas via Lantau Link and Tsing Ma Bridge. He opined that the scope of study covering NWNT (i.e. Tuen Mun and Yuen Long) was not comprehensive enough. He had proposed time and again that the study should also cover the traffic flow on North Lantau. Otherwise, the whole picture could not be reflected in the study. If all traffic converged to Tsing Ma Bridge, there would be a serious traffic jam.
  - (c) It was revealed in the “Hong Kong 2030+: Towards a planning vision and strategy transcending 2030” that a transport network was proposed by the Government to connect Lantau with the artificial island of East Lantau Metropolis (ELM) and further to Hong Kong Island or Kowloon, but the construction of the transport network could start only upon the completion of the reclamation work for ELM. He considered the pace to be too slow. Owing to the rapid population growth in Tung Chung, he hoped that the construction of the above transport network could be speeded up.
9. Mr KWONG Koon-wan said that regarding the Dangerous Hillside (DH) Order, CEDD was going to invite tenders for carrying out improvement works for around 20 private slopes in his constituency to help around 120 private slope owners carry out the works specified in the Orders. He was grateful that CEDD helped the owners in need carry out repairs but the cost involved was enormous and the owners were concerned about the cost involved. They hoped that they would be informed early of the amount they had to bear. He hoped CEDD would complete the tender process quickly for early commencement of the works. He asked whether the owners could be informed of the initial estimated costs after completion of the tender process

or site investigation work. He hoped CEDD and Buildings Department (BD) would follow up on the above issue after the meeting.

10. Mr WONG Man-hon expressed his views as follows:

- (a) He supported CEDD to take forward the development programmes in Islands District. On the improvement works in Mui Wo, the residents supported the provision of cycle tracks in Mui Wo villages but the cycle tracks should be new ones rather than being built on the existing village roads. He also hoped Phase II of the programme could commence as soon as possible.
- (b) Construction works were launched in Islands District extensively but the road surfaces of South Lantau Road (the section between Mui Wo and Tai O) were uneven. It might present danger to drivers who drove accidentally over the potholes in carriageways. He hoped CEDD would repair the road section as soon as possible to provide a safe and proper carriageway for drivers.
- (c) The facilities of Man Kwok Tsui Pier in Mui Wo were old and the pier was not of deep water enough for berthing. There had been an incident in which a police launch could not dock at the pier in low tide to convey the body of an elderly. The matter was resolved after a great deal of hubbub. He asked why the pier was not included in the Pier Improvement Programme (PIP) and would like to know the timetable for improvement works to be carried out in the pier so that police launches could dock to convey the injured when necessary. To his knowledge, there was no population in Yi O but there were residents staying in Man Kwok Tsui. He questioned why Yi O was accorded priority for inclusion in the PIP. He hoped the department would review the situation and upgrade Man Kwok Tsui Pier the soonest possible.

11. Mr LOU Cheuk-wing expressed his views as follows:

- (a) Of a number of projects launched by CEDD in Tai O, the slope work progressed satisfactorily but the Tai O revitalisation project only made slow progress. Phase 2 was not yet completed after its commencement in 2007. He hoped it could be completed by the end of the year. The twin bridges proposal was still at the design stage and he hoped that the tender exercise or the work could begin within the year.
- (b) Regarding conservation for the south, he opined that the external transportation of Tai O should be improved to shorten the travel time so that fewer people would move out. Besides, stilt houses with historical value drew hordes of tourists and should be conserved. However, materials of poor quality had been used in the construction of the passageways of stilt houses, and there were many places with safety

problem. Hence, he hoped that the passageways could be included in the “conservation for the south” scheme to prevent accident.

12. Ms YU Lai-fan raised concerns over the PIP. Two of the proposed piers under the first phase of the programme were located on Lamma Island, one was Pak Kwok Tsuen Pier and another was Yung Shue Wan Pier. The Director said that the PIP would take forward gradually in 2019 and 2020. She enquired about the result of the study on the piers and the timetable for improvement works. The residents had been concerned about the safety of the piers for years. Yung Shue Wan Pier was special in that part of its front part and the dock were used as a ferry pier which was maintained by the Transport Department (TD), while the other part was an extension area of the pier. The two typhoon attacks last year had caused damage to the boarding area of the pier. In addition, the strong wind and waves recently had made mooring difficult. Now that Yung Shue Wan Pier was included in PIP, she hoped CEDD and TD would find ways to better connect the public pier and ferry pier for the safety of residents.

13. Mr CHEUNG Fu said that the Government now proposed “conservation for the south” which involved lots of private land. He considered the conservation of private land as unreasonable, and asked how much government resources would be devoted to “conservation for the south”. He agreed to the proposal of Mr Eric KWOK for setting up a conservation fund for Lantau and devoting more resources for conservation.

14. Mr LAM Sai-hung made a consolidated response as follows:

#### Sustainable Lantau Office

(a) The Sustainable Lantau Office (SLO) was established on 1 December last year, modelling on the Energising Kowloon East Office in operation, and was a one-stop service office. As different areas of work relating to Lantau were taken up by different departments concerned, SLO hoped to act as a bridge between the community and departments. For instance, matters under the ambit of TD could be raised to SLO for a one-stop service.

#### Rail service

(b) Tung Chung now had a population of about 80 000, and TCNTE project was estimated to bring an additional 120 000 people. The total population of Tung Chung would grow to about 268 000 upon the completion of the extension in TCE and TCW. He understood Members’ concerns over the traffic condition, especially the rail service in Lantau. Tung Chung Line could be roughly divided into Lantau section and urban section with Tsing Yi as the divider. The urban section was more congested at the moment. The signal upgrading works were being carried out by the MTRCL and the carrying capacity was expected to increase by 10% upon the completion of the upgrading works.



- (c) MTRCL submitted the proposal of the TCW Extension and TCE station last month. CEDD was much concerned about the progress and would convey Members' views to THB for exploring the feasibility of fast-tracking part of the process in a hope of early commencement and completion of the project.

(Post-meeting note: With reference to the proposal of MTRCL concerning TCW Extension and TCE station, CEDD had relayed to Highways Department (HyD) and MTRCL the public aspirations for early completion of the works. CEDD would be in close liaison with HyD and MTRCL to ensure that the rail system would meet the public need.)

#### Traffic arrangement on Lantau

- (d) Regarding traffic arrangement, a study was being conducted on the internal and external traffic conditions of Lantau and traffic improvements for Lantau, Tung Chung and other areas, etc. Apart from land transport, CEDD would explore the feasibility of water transport and put forward proposals to reduce reliance on land transport.

#### Po Chu Tam and Yim Tin bridges, Tai O

- (e) CEDD had commissioned a consultant firm to undertake the bridge design. The department was now in discussion with TD on the detailed design and future arrangements and would confirm the work schedule as soon as possible.

#### Collaboration on land development and traffic

- (f) Although different bureaux and departments had their own policy areas, SLO of CEDD hoped that one-stop service could be provided as far as possible to give support and co-ordinate matters.

#### Traffic implications of HZMB within Tung Chung Town Centre

- (g) After the commissioning of HZMB, the vehicles would normally travel to the artificial island from North Lantau Highway through viaducts. There would be about 600 parking spaces on the island. Planning was being made by TD for the public transport services on HZMB, e.g. bus and light bus routes as well as "A" route bus services passing the artificial island to take tourists and passengers to the urban areas and Tung Chung.

#### Conservation efforts

- (h) The Chief Executive requested the bureaux and departments concerned to study the feasibility of stepping up monitoring and enforcement actions under the prevailing Ordinances as part of conservation work. CEDD would also examine carefully the feasibility of other conservation proposals and the resources required.

- (i) On conservation, an ecological study was being conducted on Pui O, Shui Hau and Tai O. The Task Force on Lantau Conservation under the Lantau Development Advisory Committee would continue to meet with the local community and environmental groups to discuss and explore conservation options. The Government recognised and respected the rights of private land owners.

#### Private slope maintenance

- (j) CEDD understood that residents wished to be informed as early as possible the amount of costs to be borne by them. The staff of the Geotechnical Engineering Office (GEO) would contact Mr KWONG after the meeting to discuss the issue with a view to allaying residents' concerns.

(Post-meeting note: The staff of GEO met with Mr KWONG on 15 February in Cheung Chau and explained to him that the maintenance works carried out on private slopes in connection with DH orders were matters under the purview of BD. Mr KWONG was informed the means of contact with the responsible officer of BD by email on 23 February.)

#### Cycle tracks in Mui Wo

- (k) Residents were concerned that the construction of cycle tracks on existing roads or footpaths would pose safety concerns. The department noted their views and would explore other feasible options and canvass their views to refine the proposal.

#### Uneven road surface on South Lantau Road

- (l) The departments concerned would be asked to follow up on the matter promptly.

(Post-meeting note: CEDD referred the case of uneven road surface on South Lantau Road to HyD for follow-up as soon as possible.)

#### Pier improvement programme

- (m) PIP Committee, on the basis of a set of objective criteria, preliminarily selected 10 improvement items under the first phase of PIP. If the programme proceeded smoothly, it might consider launching the next phase. Members' views would be relayed to the Committee for studying the feasibility of implementing minor improvement works for other piers.

(Post-meeting note: CEDD had relayed to PIP Committee about Members' aspiration for inclusion of Man Kwok Tsui Pier, Mui Wo in PIP. As the pier was

managed and maintained by Home Affairs Department (HAD), Members' views on the present condition of the pier would be conveyed to HAD for consideration.)

- (n) CEDD would study with the consultants and TD on the ways to enhance connectivity between Yung Shue Wan public pier and ferry pier.

(Post-meeting note: CEDD had exchanged views with TD on enhancement of connectivity between Yung Shue Wan public pier and ferry pier. Consultants had also been commissioned by CEDD to conduct a technical study on the improvement works for Yung Shue Wan public pier, including the technical feasibility of enhancement of the access road linking up the main street with Yung Shue Wan public pier and ferry pier, e.g. construction of a cover and widening of footpath, etc.)

#### Passageways of stilt houses in Tai O

- (o) Regarding the passageways of stilt houses in Tai O, CEDD would consider working in partnership with the local community to promote local culture while ensuring the safety of pedestrians.

(Ms Sammi FU, Mr Eric KWOK and Mr Holden CHOW joined the meeting at 2.05 p.m., 2.10 p.m. and 2.25 p.m. respectively.)

## II. Confirmation of the Minutes of Meeting held on 18 December 2017

15. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments and Members, and had been distributed to Members for perusal before the meeting.

16. The captioned minutes were confirmed unanimously without amendment.

## III. Draft Siu Ho Wan Outline Zoning Plan S/I-SHW/B (Paper IDC 3/2018)

17. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung and Islands) and Mr SIU Yee-lin, Richard, Senior Town Planner/Islands of Planning Department (PlanD) to the meeting to give a briefing.

18. Mr Richard SIU presented the paper with the aid of PowerPoint.

19. Mr Holden CHOW expressed his views as follows:

- (a) To his knowledge, the community facilities in the developments, in general, were planned according to Hong Kong Planning Standards and Guidelines (HKPSG). According to the paper, the proposed development aimed to provide about 14 000 residential units, accommodating about 37 800 people. He enquired whether the development included community facilities such as residential care home for the elderly (RCHE) and child care centre. Taking the example of the project at the Queen's Hill, Fanling recently approved by the Finance Committee of LegCo, the project was estimated to accommodate about 34 000 people but only around 150 residential care places and 100 child care places were provided. He and many LegCo members did not think the number of places could meet the needs of more than 30 000 persons. He hoped PlanD would adjust the planning standards for new developments.
- (b) He enquired about the meaning of the "three 30-classroom schools," and "a total number of 24 kindergarten classrooms" as stated in Paragraph 6.3.3 of the paper.

20. Mr Bill TANG expressed his views as follows:

- (a) He opined that the railway depot was 30 hectares in area and the housing development would be in large scale if the site was to be used for residential purpose. Owing to the constraints, PlanD restricted the building height to 15-22 storeys. Noting that North Lantau was situated within the area exposed to aircraft noise, he asked whether the proposed development lay within the Noise Exposure Forecast (NEF) contours and what protection would be offered for the affected residents, and whether any special measures or objective statistics would be applied to assess the projected aircraft noises during the landings and take-offs.
- (b) On the aspect of roads, assuming that the future 37 800 residents would use North Lantau Highway directly when going out, he was concerned over the pressure on Cheung Tung Road. The road was narrow, and the Islands District Council (IDC) had time and again requested to widen it. He enquired whether the development in Siu Ho Wan would increase the usage of Cheung Tung Road.
- (c) Given that community facilities were planned according to the population, he asked what district, be it Islands or Tsuen Wan District, the future population of Siu Ho Wan would belong to.
- (d) If things ran smoothly, he enquired about the earliest date of construction and whether development right of the land would be granted to MTRCL for development.

21. Mr Eric KWOK said the Director of CEDD mentioned right now that there would be an increase of population of 140 000-150 000 in TCNTE area whereas the Siu Ho Wan project would add almost 40 000 people. Nevertheless, the paper did not mention traffic diversion issue. He asked whether the departments concerned would study the carrying capacity of the traffic of Tung Chung North. In addition, since the population catchment of Siu Ho Wan area covered HKIA (including the Skycity that was being put to tender). Apart from resident population, there were tourists and working population in Tung Chung. He suggested that the school facilities in Siu Ho Wan drew reference from the operation of Vocational Training Council (VTC) to provide technical courses for pilots and maintenance technicians and professional training in logistics and entertainment industries to cater for the actual needs and reduce the number of people working across districts and thus ease traffic congestion.

22. Ms Amy YUNG expressed her views as follows:

- (a) She was concerned that the newly completed 14 000 residential units and 37 800 residents would increase the traffic pressure. Tung Chung MTR Line had already reached the service capacity and it would be difficult to increase frequency to meet the needs of future increase of residents. In view of the surging population in Siu Ho Wan and TCW, she enquired how the relevant departments would divert people flow and address the traffic problem.
- (b) Some Members were concerned that the Siu Ho Wan project would cause traffic congestion on Cheung Tung Road. She was doubtful about it. She pointed out that the reclamation area of Siu Ho Wan was situated in the northwest of northern Lantau while Cheung Tung Road was in the southeast, with North Lantau Highway running in between, thus there would be no impact. If a direct access was provided between the toll booth of Discovery Bay Tunnel and Siu Ho Wan MTR station, the use of Cheung Tung Road would decrease and traffic congestion could be eased. She hoped the department would provide further clarification to avoid unnecessary misunderstandings.

23. Mr Bill TANG said that with reference to the correlation among Cheung Tung Road, Siu Ho Wan and TCNT development mentioned in Page 4 of the Explanatory Statement of the paper, he hoped that further clarification would be provided as to whether the Siu Ho Wan project would result in an increase in vehicular traffic and hence leading to traffic congestion on Cheung Tung Road.

24. Ms Donna TAM made a consolidated response as follows:

- (a) The new OZP prepared by PlanD aimed to provide statutory planning control over the area which was not covered by any statutory plan and to make optimal use of the development potential of the land along the rail line. Siu Ho Wan was a depot and considerations could be given

to develop the site for residential and commercial uses to meet the demand. Therefore, an OZP was prepared to reflect the statutory planning intentions, and the future development would be in line with the OZP and the relevant Ordinance.

- (b) She noted Members' concerns over traffic and environmental issues and the demand for community facilities. Regarding community facilities, PlanD would take into account the overall population under TCNTE project and Siu Ho Wan project and provide community facilities as appropriate, including the elderly care and child care facilities according to prevailing HKPSG and the requirements of various departments. As the depot site was still at the preliminary planning stage, no formal layout plan or details of development were available at the moment. PlanD had consulted Social Welfare Department (SWD) earlier in respect of the requirement for community facilities (including RCHE and child care centre). Floor area was reserved for provision of community facilities in the development. Upon further implementation, the exact floor area of the facilities and number of beds, etc. would be provided having regard to the prevailing circumstances and requirement.
- (c) For education facilities, they were provided in terms of the number of classrooms under HKPSG. According to the current planning, three school sites (with a total of 30 classrooms for each school) were reserved and a total of 24 kindergarten classrooms were provided.
- (d) She understood that Members were gravely concerned about the traffic in the district. Technical assessments including traffic impact assessment (TIA)(e.g. road and rail transport) were undertaken by MTRCL for Siu Ho Wan depot site during the preparation of the OZP to tie in with the Government's long-term vision. The departments concerned opined preliminarily that the traffic flow brought about by the development and the proposed mitigation measures were acceptable. She learned that MTRCL planned to upgrade the signaling system to cater for the traffic increase on Tung Chung Line and other urban lines. The assessments also took into account the overall development of North Lantau. For Cheung Tung Road, MTRCL proposed that the site entrance be linked to the Tai Ho public interchange to be built so that Cheung Tung Road would not be directly affected. There would be a road linking up Tai Ho public interchange and Cheung Tung Road and hence the traffic could be improved.
- (e) As the project was still at the preliminary planning stage, there was only a planning framework and no construction timetable or implementation details were available at the moment. According to the proposal submitted by MTRCL, the first population intake was expected in 2026-27 at the earliest.

- (f) For environmental issues, according to information, the Siu Ho Wan depot site was situated to the south of the NEF 25 contours and the exposure level for aircraft noise was acceptable. The developer was required to submit relevant technical assessments, including TIA and environmental impact assessment (EIA) reports to the Town Planning Board (TPB) for consideration and approval before proceeding with the development. The EIA (including noise assessment and proposed mitigation measures) had been submitted by MTRCL pursuant to the Environmental Impact Assessment Ordinance and approval was granted by the Director of Environmental Protection.
- (g) On district council election constituency, the site fell within the boundary of IDC.
- (h) Land had been reserved in TCNTE area for building post-secondary institutes similar to VTC to provide professional training to local young people (e.g. airport job training) to enable them to work in the district where they lived.

25. Mr Holden CHOW understood that the project was still at the preliminary planning stage and that PlanD was now working on land use zoning and the floor area first, without specifying the number of elderly care places. He emphasised that in the past (as in the case of Queen's Hill, Fanling), the number of places could not be revised, not even by the district council (DC) or LegCo after it was planned according to the projected population. Therefore, he hoped PlanD would inform DC early after planning the number of community facility places on the basis of the known floor area to allow DC to discuss and assess the situation, lest no amendment could be made afterwards.

26. Mr Bill TANG expressed his views as follows:

- (a) He supported designating more sites for building RCHEs and social welfare facilities, with the mode of operation to be discussed further later. The community facilities were now exempted from gross floor area. In order to make optimal use of land to provide more residential care homes, he proposed to seek the advice of Labour and Welfare Bureau, rather than simply determining on the basis of planned population.
- (b) Given that the site was situated outside the coverage of NEF 25 contours and there were no other residential buildings, he enquired why the buildings were restricted to 22 storeys in the area. If 30 storeys were allowed, the extra storeys could be used as residential care homes.
- (c) He asked again to which district council the residents of the district belonged.

27. Ms Donna TAM responded as follows:

- (a) The relevant area fell within the coverage of IDC, so the residents belonged to Islands District, not Tsuen Wan District.
- (b) She agreed that community facilities should be planned as soon as possible. PlanD had discussed with SWD during the preparation of OZP. Adequate floor area should be reserved amid population growth for provision of social welfare facilities, not limiting to those set out in HKPSG. Upon implementation of the development project, PlanD, acting on the advice of SWD, would designate the reserved floor area to the developer or government department for provision of social welfare facilities.
- (c) Social welfare facilities were now excluded from the proposed floor area. In other words, they were exempted from gross floor area to ensure greater flexibility in the provision to meet the needs of local residents. Further details would be submitted to TPB and adequate consultation would be conducted in the future.
- (d) As the site was situated close to the airport, and with the height restriction in respect of flight paths, the proposed building height almost reached the uppermost level. As to whether the launch of the third runway would lead to changes to the flight paths and hence relaxation of the building height restriction, further technical assessment would be conducted at the next stage.

28. Mr Bill TANG was concerned whether the building height restriction would be relaxed after the launch of the third runway. He hoped that the department would keep tab on the information concerning Civil Aviation Department and airport development to avoid the opening of airspace after handing over the land to the developer, which could then build taller buildings and reap profits. Regarding the places of social welfare facilities raised by Mr Holden CHOW and him, the places were allocated according to the order on the Central Waiting List for Hong Kong and the facilities did not just serve the district where they was situated. As the development of such facilities in developed areas might give rise to conflict, PlanD should have a clear idea about the demand of Hong Kong through SWD during planning to make optimal use of land appropriately.

29. Mr Eric KWOK agreed to the content in Page 2 of the paper that the development should blend with the natural rural environment of Tai Ho and an open-air design should be adopted for low-rise low-density buildings to be compatible with the surrounding environment. He opposed increasing the building height and obstructing the scenery of Tai Ho. He supported the design concept proposed by PlanD.

30. The Chairman hoped that PlanD would consider the views of Members.



IV. Question on vehicle prohibited zones on Cheung Chau  
(Paper IDC 4/2018)

31. The chairman welcomed Ms KWOK Sze-wan, Cynthia, Engineer/Islands of TD to the meeting to respond to the question.

32. Mr YUNG Chi-ming presented the question briefly.

33. Ms Cynthia KWOK responded as follows:

- (a) For opening of road sections proposed by Members (Diagram 2), Kin San Lane was a permitted route for operation of village vehicles while Tai Choi Yuen Road was additional routes for pedestrian-controlled village vehicles. For other proposed road sections, TD had conducted an on-site visit and found that the width of Wo Shun Lane, Lung Tsai Tsuen Road and Hillside Road, etc. were enough, and were not appropriate for regular operation of village vehicles. For the sake of road safety, the above road sections were not recommended to be included as permitted routes for operation of village vehicles.
- (b) According to the department observation, the current permitted routes in Cheung Chau for operation of village vehicles were suitable for the vehicles' regular use, and no revision was required at the moment. TD hoped that a site visit would be conducted with Members to get a better idea about the needs of the industry and residents and discuss the actual road conditions.
- (c) If, for actual operational needs, some village vehicles were required to operate outside the permitted routes or permitted hours, the vehicle owners should submit application to TD where necessary. Each application would be considered on a case by case basis, taking into consideration the condition of individual road sections, e.g. their width and gradient as well as impacts on other road users, the environment, residents and tourists. The relevant government departments and local community would also be consulted. Each application would be considered with regard to the views collected and restrictions on area and time would be imposed on the vehicles concerned according to the circumstances.

34. Mr YUNG Chi-ming said that a lot of road widening works had been completed in recent years on Cheung Chau, and the roads were suitable for operation of village vehicles. Following the rapid development near Lung Tsai Tsuen, Kin San Lane, Pak She San Tsuen and Wo Shun Lane, a number of projects, including building maintenance, redevelopment of old buildings and new developments were underway, and village vehicles were used for transporting construction materials. The current permitted routes for operation of village vehicles had been set down for over 10 years, and Cheung Chau had seen drastic changes these years. The road traffic and

population had been growing, and the route was becoming outdated. He suggested the department, Member of the constituency and the industry conducting a site visit and reviewing the current permitted route to open appropriate road sections for operation of village vehicles as appropriate.

35. Mr KWONG Koon-wan supported Mr YUNG Chi-ming's proposal. TD considered that Lung Tsai Tsuen Road and part of Hillside Road were too narrow to be used by village vehicles. He proposed village vehicles with good driving record be allowed to operate on the road sections so that workers could use village vehicles to transport construction materials. According to the plan provided by TD two years ago, the road sections delineated for use of village vehicles were classified either as "area to the north for use of village vehicles" or "area to the west for use of village vehicles". He asked whether the latest permitted route covered the road sections of Sai Tai Road, Peak Road West and Tai Kwai Wan, and hoped that details of the permitted route for village vehicles and pedestrian-controlled village vehicles would be provided.

36. Ms LEE Kwai-chun said that many properties in Lung Tsai Tsuen were in need of maintenance or conversion but as village vehicles were not permitted to enter the road, construction workers had to use handcarts to transport construction materials, hence pushing up the transport costs and causing obstruction to the road. The situation would be improved if village vehicles were permitted to use the road sections. She hoped TD would look into the matter thoroughly and not reject the applications for prohibited zone permit for no reason.

37. Ms Cynthia KWOK said she would contact Members later for a site visit. Any village vehicles which were required to operate outside permitted routes for actual operational needs could apply to the department for a prohibited zone permit. The roads on Cheung Chau were share used by pedestrians and vehicles. TD would consider the road conditions when processing the applications to minimise the impacts on residents. A plan showing areas permitting entry by village vehicles would be provided to Members in due course.

38. Mr KWONG Koon-wan opined that the representative of TD had not been well-prepared for the subject matter and that was why the plan showing areas permitting entry by village vehicles could only be provided after the meeting. He was disappointed about it. According to the plan provided by the department two years ago, Peak Road West, Sai Tai Road built 20 years ago, and Tai Kwai Wan road section with a refuse and waste collection centre were roads forbidding entry by village vehicles. He hoped an updated plan could be provided and that the department would review the roads allowing passage of village vehicles as soon as possible and provide information to the industry to prevent village vehicle drivers from breaking the law and hence increasing the prosecution work of the Police.

39. Mr YUNG Chi-ming said some people in the industry had reflected that despite several attempts for applying for a prohibited zone permit, their applications failed and the reasons were not yet known. He asked how the prohibited zone permits were applied, and whether TD provided the application form or the applicant

applied for a permit in writing himself. To his knowledge, some vehicles had to transport the elderly via Sai Tai Road and applications had been made for opening of this road section. He was unable to attend last meeting due to commitment and had entrusted other members to request the department to remove the illegally-parked bicycles near the Cheung Chau pier pursuant to the Summary Offences Ordinance (Cap. 228). He enquired about the progress of review.

40. Ms YU Lai-fan said the residents of Lamma Island were also dissatisfied with the arrangement for the use of prohibited zone by village vehicles. Over 10 years ago, the industry had to apply to the department for a prohibited zone permit in order to carry out works on Lamma Island, and a temporary permit would be issued until the completion of the works. Similar to Cheung Chau, the roads on Lamma Island were for shared use by pedestrians and vehicles. The residents relied on village vehicles as a means of transport, but over these years no improvement had been made to the roads to facilitate the use of village vehicles. She criticised that TD only issued prohibited zone permit to government vehicles but not to private applicants. To meet business operational needs, some members of the industry had to enter the prohibited zones illegally. The vehicles entering the prohibited zones illegally would have to drive at high speed for fear of being spotted and prosecuted. As the vehicles entering the prohibited zones illegally were always speeding, it would be difficult for the Police to enforce the law. She hoped the policy would be reviewed.

41. Mr KWONG Koon-wan said that to his knowledge, village vehicles carrying people were allowed to enter Sai Tai Road while those carrying cargoes were not. He hoped TD would review the arrangement.

42. Ms Cynthia KWOK said that the pilot scheme on stepping up clearance operation against illegally-parked bicycles was under review. The department would follow up and report the progress timely.

43. The Chairman requested TD to arrange a site visit with the Members concerned and share ideas to reach a consensus on the options used as soon as possible.

V. Question on progress of Tung Chung West Extension  
(Paper IDC 5/2018)

44. The Chairman said that neither THB nor MTRCL had arranged representatives to attend the meeting but they had provided written replies for Members' perusal.

45. Mr Bill TANG presented the question. He was not pleased that neither THB nor MTRCL had arranged representatives to attend the meeting. According to its written reply, MTRCL had submitted a proposal on TCW Extension (TCE station) in late January this year. He hoped the Chairman would invite THB and MTRCL in

writing to attend the IDC meeting to explain the content of the proposal and gather Members' views.

46. Mr Holden CHOW said that both the TCW Extension and TCE station were very important to Islands District and he was disappointed that THB and MTRCL did not arrange representatives to attend the meeting.

47. Mr Eric KWOK said that back in 2000, the Government proposed to build a MTR station at Yat Tung Estate, Tung Chung but it broke the promise and lost the trust of people. He was displeased that THB said in its written reply that the delivery of the project depended on the findings of subsequent detailed engineering, environmental and financial studies as well as the passenger demand assessment and the resource capability. This raised questions about discrimination against Tung Chung Estate residents. He pointed out that Yat Tung Estate now had a population of more than 40 000 and with the imminent population intake of Mun Tung Estate, Ying Tung Estate and the Home Ownership Scheme development adjoining North Lantau Hospital, the population would be on an increase, but THB stated that the delivery of the project depended on the passenger demand assessment and resource capability. He found it infuriating. He hoped the Chairman would issue a letter to THB to reflect Members' concerns.

48. The Chairman said he would convey Members' views to THB.

(Post-meeting note: The Chairman sent a letter to THB on 5 March this year.)

VI. Question on water and electricity supply on Po Toi Island  
(Paper IDC 6/2018)

49. The Chairman welcomed Mr LIN Tang-tai, Senior Engineer/Planning Policy and Mr WONG Kwok-chuen, Engineer/Resources Planning of the Water Supplies Department (WSD); Mr C S WAN, Chief Electrical Engineer and Mr Terry YIU, Assistant Public Affairs Manager (Stakeholder Engagement) of The Hongkong Electric Company Limited (HKE); and Ms CHONG Yan-ye, Belinda, Assistant District Officer (Islands)<sup>2</sup> of IsDO to the meeting to respond to the question. The written reply of the Environment Bureau (ENB) had been distributed to Members for perusal prior to the meeting.

50. Mr Bill TANG introduced the question.

51. Mr WONG Kwok-chuen said that the feasibility study of using groundwater as a supplementary water source for Po Toi Island had been completed. The study results revealed that an abandoned well, which was located few tens of metres from Po Toi Island public toilet, in the condition of not affecting the groundwater level, could provide about 3 to 4 cubic metres of groundwater per day as supplementary water source for the residents. This amount of water was equivalent to the daily domestic water consumption of about 20 residents. Water quality test indicated that the groundwater could be used for potable purpose after boiling. The above findings

were reported to the Tourism, Agriculture, Fisheries and Environmental Hygiene Committee of IDC in July last year, as well as IsDO.

52. Mr C S WAN said that approval was given by the Government in early 2017 for HKE to conduct an in-depth feasibility study on Po Toi Island solar power project and the land survey and EIA, etc. commenced in late 2017. The preparation for planning application in relation to land use was underway.

53. Ms Belinda CHONG said that regarding the proposal of providing solar-powered lamp posts on Po Toi Island, IsDO had installed a solar-powered lamp post outside the public toilet on Po Toi Island in December last year, and would review its effectiveness in the subsequent year after installation (i.e. till late this year) to consider whether it would be suitable to install more solar-powered lamp posts. On the other hand, IsDO had not received any request for additional lighting at the public pier on Po Toi Island pier so far. If the public requested for additional lighting at the public pier, it would be referred to CEDD for consideration.

54. Mr Bill TANG raised his views as follows:

Solar-powered lamp post

- (a) Given that solar-powered lamp posts had been installed on Tung Ping Chau for years, he started requesting for the installation of solar-powered lamp posts on Po Toi Island around two years ago, until a solar-powered lamp post was finally installed last year and its effectiveness would be observed for one year. He enquired whether more solar-powered lamp posts could be installed as soon as possible to reduce reliance on diesel generators to supply electricity for public lighting. He pointed out that at present residents had to purchase and arrange for the transport of diesel to Po Toi Island. The use of solar-powered lamp posts could benefit the residents and would be a win-win arrangement.
- (b) Regarding the lighting facilities at the public pier, he requested CEDD to consider installing solar-powered lighting facilities on the roof instead of lamp posts powered by the diesel generators. When HKE developed renewable energy in the future, he hoped that electricity would be reserved for residents' use instead of reserving it mostly for public lighting. He hoped IsDO would assist to follow up on the matter.
- (c) He enquired whether HKE could provide the timetable of developing renewable energy and the estimated power output. He hoped that a site visit could be conducted with the representative of HKE in March or April this year.

Groundwater study

- (d) He enquired whether there would be any plans for follow up after WSD completed the groundwater study, for example, how to supply

groundwater for potable use, and whether installation of water pumps and water filters as well as pipe connection would be carried out for each household.

55. Ms Amy YUNG enquired of IsDO about the current population of and the number of visitors to Po Toi Island, and whether the growth was expected to pick up in the coming 5 years, which would lead to the need for significant development of facilities on the island.

56. Mr WONG Kwok-chuen responded that the department had preliminarily discussed with IsDO the findings of the study of the consultants, and provided technical advice to IsDO on the use of the well water. Since the well was far away from the dwellings, a number of problems on the operation had to be studied, for example, a low water consumption might lead to long stagnation time of the well water in the pipe, which was unfavourable to the water quality. WSD would continue to provide technical advice to IsDO on the matter.

57. Mr C S WAN responded that the study was progressing well and if everything went smoothly, it was expected that the report could be issued in late this year. On electricity output, the feasibility study was underway and HKE would be able to evaluate the extent and effectiveness of the solar power system after learning the Government's requirements in the land application and completing the EIA. The proposed solar power system aimed at providing electricity supply facilities to meet the daily need of current permanent residents on Po Toi Island to reduce the reliance on diesel generators.

58. Mr Terry YIU added that HKE planned to conduct a briefing for residents in early March this year, including the works progress and the future location of the facility. He hoped that Mr Bill TANG would attend the briefing and conduct a site inspection. HKE would discuss the relevant arrangement with Members in due course.

59. Ms Belinda CHONG responded that as advised by the engineers of HAD, the current location of the solar-powered lamp post installed was surrounded by hills, and it was proposed that a year be given to observe the effectiveness of the solar-powered lamp post. Subject to the effectiveness, IsDO would explore installing more solar-powered lamp posts. Regarding the request for solar-powered lighting at the public pier, it would be relayed to the relevant departments. On the usual population, as far as IsDO understood, there were about 10 to 20 usual residents on the island. As for the number of visitors, IsDO did not have relevant figures and was not aware of any other departments having the relevant statistics.

60. Mr Anthony LI supplemented the following:

- (a) On lamp posts, IsDO had been following up with HAD in the hope of installing solar-powered lamp posts on Po Toi Island as soon as possible. HAD proposed that the solar-powered lamp posts be tested on the efficiency on different days and at different times of the year and

in different sunshine duration before deciding on the implementation of the whole project. IsDO would liaise with HAD to shorten the testing period as far as possible for early implementation of the project.

- (b) On groundwater, according to the findings of the consultancy study of WSD, there was a groundwater source (well water) near the public toilet on Po Toi Island, which was sufficient to serve as a supplementary water supply for about 20 residents. However, the question was how to turn the well water into a backup water source for use by residents. With 2 raw water supply systems on Po Toi Island at present, there was basically no problem with water supply during rainy seasons. In case water was lacking during dry seasons, IsDO would arrange water vessels to transport potable water to the island for the residents' use. Nevertheless, given the small population and low water consumption, IsDO had to conduct regular check and ask the residents to turn on the water tap to get water running (in particular during rainy seasons) to avoid natural water remaining stagnant in the water pipe for a long time which affected the water quality. Further separating the source of water supply would reduce water consumption of individual systems, thereby affecting the flow and quality of the natural water in use and the additional well water. Since the groundwater was sourced from a remote location, the installation of electricity generators for water pumping would involve technical difficulties.

61. Mr Bill TANG proposed that where necessary, the matter could be brought up for discussion at the meeting of the Working Group on treated water supply to remote areas in Islands District.

VII. Question on the policy of development of home-stay lodgings in rural areas  
(Paper IDC 7/2018)

62. The Chairman welcomed Mr TANG Hoi-kwan, Edwin, Chief Officer (LA) of HAD and Ms CHAN Wai-yan, Vivian, Senior Administrative Officer (Nature Conservation) of the Environmental Protection Department (EPD) to the meeting to respond to the question. The written reply of the Tourism Commission under the Commerce and Economic Development Bureau (CEDB) had been distributed to Members for perusal prior to the meeting.

63. Mr Bill TANG introduced the question.

64. Mr Edwin TANG responded as follows:

- (a) The operation of hotels and guesthouses in Hong Kong was governed by the Hotel and Guesthouse Accommodation Ordinance (Cap. 349). According to the Ordinance, the occupier, proprietor or tenant of any premises who provided short-term charged accommodation of less than 28 days had to apply for a licence from the Office of the Licensing

Authority (OLA) of HAD. The operation of holiday flats (including “homestay-like” guesthouses) in rural areas in the New Territories (NT) or on outlying islands was also subject to the regulation of the Ordinance if the mode of operation fell within the definition of “hotel” and “guesthouse” thereunder.

- (b) OLA would take into account the uniqueness of rural areas and the design of NT village houses and process the applications for licences of holiday flats in a flexible and pragmatic manner, with some licensing requirements relatively less stringent than those for general guesthouses in the urban areas. For each application, staff were deployed for site inspection, assessment and vetting, and to specify the building and fire safety requirements applicable and will consider alternative options that could achieve the same safety standards.
- (c) He understood that Mr TANG did not just enquire about the places of accommodation but the overall development of home-stay lodgings programme in rural areas. However, the Ordinance only regulated premises providing short-term charged accommodation through a licensing system. The development of home-stay lodgings or associated activities such as promotion of cultivation and rural cultures near those premises as well as development of rural economy fell outside the regulatory regime of the Ordinance.
- (d) He cited the Lai Chi Wo case as an example in which some NT village houses were restored for holiday flats to facilitate the development of the proposed “Hakka Life Experience Village”. The Lai Chi Wo case involved a group of NT village houses and uses other than accommodation such as agricultural re-cultivation, etc. The entire project, as proposed by the applicant, was submitted by the Plan Department to the Town Planning Board (TPB) for approval, and the approval process involved the ambits of various policy bureaux/departments, who would advise on various aspects such as the accommodation, associated transport facilities, daily operation and related activities for consideration by the TPB. OLA was only responsible for the issuance of guesthouse licence in respect of the holiday flats at a later stage of the project.

65. Ms Vivian CHAN said that the Chief Executive announced in the 2017 Policy Address that a Countryside Conservation Office (CCO) would be established to co-ordinate conservation projects that would promote sustainable development of remote countryside, and \$1 billion had been earmarked for such conservation and revitalisation efforts, as well as minor improvement works. Countryside conservation projects would be implemented at Lai Chi Wo and Sha Lo Tung as pilot sites. Upon the official establishment of CCO, assistance would be provided by EPD as far as possible to organisations interested in providing home-stay lodgings in remote rural areas, such as co-ordination of licence applications.



66. Mr Bill TANG raised his views as follows:

- (a) He learnt from news that some camping vehicles on Lantau Island were prosecuted but not convicted by Court, indicating that the judge held his point of view on whether the prevailing Ordinance was applicable to all situations. The Ordinance was enacted for regulatory and not for development purpose. He expressed regret that CEDB and ENB did not attend the meeting at the request. A few months ago, the Secretary for Home Affairs, in response to a question of LegCo members, indicated that consideration might be given to formulate a policy for development of home-stay lodgings. He queried whether the bureau attempted to please the public or considered that the continuous use of the Ordinance was more appropriate than taking forward development after the study. He enquired whether the Government had formulated the way forward for development of home-stay lodgings.

(Post-meeting note of HAD: As mentioned at the meeting, applications for licences of home-stay lodgings were not ruled out under the existing Ordinance, but “development of home-stay lodgings” was beyond the regulatory scope of the Ordinance.)

- (b) Representative of EPD just now indicated that if any organisation was interested in providing home-stay lodgings in remote rural areas, they could request assistance from the department when necessary. He enquired about the definition of “remote rural areas”, whether places with water and electricity supply were considered as remote rural areas, and how accommodation could be provided in country parks for rental to visitors. He enquired whether CCO would provide special assistance to holiday houses or home-stay lodgings in certain rural areas and formulate relevant policies.

67. Ms Vivian CHAN responded as follows:

- (a) CCO had not been officially established yet. It was anticipated that preparation for setting up CCO would only commence in the next fiscal year when resources were secured. Upon its establishment, CCO would commence conservation work at the 2 priority areas of Lai Chi Wo and Sha Lo Tung first.
- (b) Regarding the operation of holiday houses in country parks, the applications would be processed according to established mechanism. Residents who planned to convert existing village houses into holiday houses might apply to HAD for licence.

68. The Chairman hoped the relevant departments would consider and study Members' views.

VIII. Question on population intake arrangement for Ying Tung Estate, Tung Chung  
(Paper IDC 8/2018)

69. The Chairman welcomed Ms SZETO Hau-yan, Esther, Property Service Manager/Service of HD and Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal prior to the meeting.

70. Mr Holden CHOW introduced the question.

71. Ms Esther SZETO responded as follows:

Allocation and intake arrangement

- (a) To tie in with the population intake of Ying Tung Estate, HD performed advance allocation between November 2017 and January 2018 by issuing letters to applicants to notify of their housing offers in advance of physical intake.
- (b) When handling the formalities of advance allocation, the staff of Ying Tung Estate Property Service Management Office (PSMO) would provide the prospective tenants with basic information of Ying Tung Estate, including estate location, types and fittings of the flats, estate and transport facilities, etc. Prospective tenants were required to signify their intention to accept or reject the housing offer at the advance allocation stage so that the time required for the formal intake formalities could be shortened.
- (c) Construction works of Ying Tung Estate had been generally completed. Upon obtaining of the Occupation Permit (OP), HD would inform prospective tenants in writing to complete the intake formalities at Ying Tung Estate PSMO. It was anticipated that the first batch of prospective tenants could collect the keys about 3 weeks after the issuance of OP.

Special measures during the early stage of intake

- (d) HD arranged estate-based decoration contractors to assist tenants in carrying out fitting-out works. Tenants might also ask their relatives and friends or other decoration contractors to carry out the fitting-out.
- (e) A temporary refuse collection point (RCP) would be provided in the estate to facilitate residents and decoration contractors in disposing of soil fill, wastes and cardboard boxes, etc. generated during course of the fitting-out works. In completing the intake formalities, residents would be asked to pay the debris handling charges (DHC) according to the flat size. Residents who had not carried out fitting-out works could apply for refund of the DRC. The department would arrange

cleansing contractor to conduct flat inspection, and the refund would be made after verifying that no fitting-out works were carried out.

- (f) Moreover, to tie in with the resident intake, HD would arrange additional security guards and cleansing workers on need basis to provide assistance to tenants in using the loading and unloading areas and lifts, and remove refuse from each floor timely to keep passageways free of obstruction and maintain environmental hygiene.
- (g) On law and order, HD and Lantau Police District had since October 2017 made preparation and discussed on prevention of crime, setting up of temporary police posts in the estate, maintain order and security of the estate, as well as the arrangement of crowd control, pedestrian flow and road control, etc., with a view to enhancing the intake of Ying Tung Estate.
- (h) On community service, Hong Kong Sheng Kung Hui Tung Chung Integrated Services (SKH) would set up a integrated service centre in Ying Tung Estate. While fitting-out of the centre was not yet completed, SKH had set up a telephone hotline to exclusively serve Ying Tung Estate residents. In addition, SKH planned to organise briefings on community services (such as information about community resources, employment and education for children, etc.) and guided tour of Tung Chung to help the residents to adapt to living in Tung Chung and Ying Tung Estate.

Opening dates of kindergarten, market and shopping centre

- (i) Ying Tung Estate would be equipped with a 6-classroom kindergarten, 18 retail stores, and a market with 40 dry and wet goods stalls under management of a single operator.

Construction works of the estate were generally completed. Upon obtaining the Occupation Permit (OP), the department would inform the tenants concerned. Since the vetting of licence application for the kindergarten and fitting-out works took time, the opening date was yet to be confirmed. After completion of leasing formalities, market and retail stores would normally take 2 to 3 months to proceed with fitting-out works and hence open for business.

72. Mr Kenneth MOK said that there were a total of 15 bus routes in the vicinity of Ying Tung Estate plying Tung Chung and other districts. Details were set out in TD's written reply. To tie in with the intake of Ying Tung Estate, under the Bus Route Planning Programme 2017-2018, an overnight route no. N37 was launched plying between Tung Chung Station and Tung Chung North, and the frequency of Long Win Bus routes no. S64P and E32A would be increased to cater for passenger demand. Moreover, in the Bus Route Planning Programme 2018-2019, TD proposed the launch of Citybus route no. E23A to ply between southern Tsz Wan Shan and the airport via Tung Chung North, and Citybus route no. S52A plying between Tung

Chung North and the airport. After the intake of Ying Tung Estate, the department and bus companies would monitor closely the change in bus service demand, and make appropriate arrangement for bus service where necessary according to the actual situation.

73. Mr Holden CHOW said that since TD was committed to launch an overnight route no. N37 to ply between Ying Tung Estate and Tung Chung Town Centre, he enquired whether the launch date was confirmed. Moreover, while the buses of overnight routes no. N31 and N21A travelled between Ying Tung Estate and the urban areas, they ran via Ying Hei Road but did not stop at the Ying Tung Estate bus terminus, which was inconvenient for Ying Tung Estate residents. He requested the department to review the arrangement.

74. Mr Kenneth MOK said that TD would liaise with the bus company to determine the launch date of overnight route no. N37 as early as possible to tie in with the intake of Ying Tung Estate. The department noted Members' views on overnight routes no. N31 and N21A and a review would be conducted.

75. Mr Eric KWOK enquired when Ying Tung Estate market would come into service.

76. Ms Esther SZETO said that after obtaining the OP, HD would inform the market operator to arrange for fitting-out works. According to the current progress, Ying Tung Estate market was expected to start operation in mid-2018.

(Mr Bill TANG and Mr CHEUNG Fu left the meeting at around 4:50 p.m.)

IX. Question on request for Housing Department to replace metal gates for residents of Fu Tung Estate  
(Paper IDC 9/2018)

77. The Chairman welcomed Mr CHAN Fai, Senior Maintenance Surveyor/HKI of HD to the meeting to respond to the question.

78. Mr Holden CHOW introduced the question.

79. Mr CHAN Fai said that the Hong Kong Housing Authority (HA) was extremely concerned about estate security and committed to providing effective security facilities for the residents. In 2014, the Building Committee of HA agreed that old-type see-through collapsible gates of households be replaced in a 5-year programme, starting in 2015/16. Since old-type see-through collapsible gates had been in use for over 30 years, spare parts were unavailable in the market. To make better use of resources and enhance the living standard of residents, HA decided to replace the old gates for the households concerned. As the replacement programme did not cover collapsible gates installed in Harmony blocks and non-standard blocks of public rental housing (PRH) estates, Fu Tung Estate which

used collapsible gates (Harmony type) was not covered in the programme. Nevertheless, since Fu Tung Estate had a history of over 20 years, some of the gates' parts might have been aged or worn out. If the gates were aged or repairs were required, the residents might ask the staff of the estate office to inspect and arrange appropriate repairs according to the actual situation. Over the past few years, several requests for assistance had been received concerning the gates not operating smoothly. Most of the problem could be solved by applying lubricant and no replacement was needed. If residents were worried that someone would open the lock through the gap at lower part of the gate, HA would deploy staff to install 6 metal strips the bottom part of the gate near the lock free of charge to deter any such situation. Since the implementation of enhancement work, HD had not received any complaints about the security of gate over the past 5 or 6 years. Residents who wished to install metal strips might contact the staff of the estate office and HA follow up.

80. Mr Holden CHOW said that the current old-type see-through collapsible gates replacement programme did not cover Fu Tung Estate. He enquired whether HA would consider extending the replacement programme to cover the gates in Harmony blocks of PRH estates and other types of gates. He asked about the number of minor repairs conducted for gates in Fu Tung Estate.

(Post-meeting note: In the past 2 years, Fu Tung Estate PSMO received a total of 266 requests for minor repairs of gates.)

81. Mr CHAN Fai said that the replacement of old-type see-through collapsible gates was a 5-year programme, which was expected to be completed in 2019/20. HA would then consider whether to extend the programme to other types of gates such as those in Harmony blocks of PRH estates in due course. If the gates were aged or had other problems, the residents might ask HA to deploy staff for follow-up. The number of requests received for installing metal strips would be provided after the meeting.

(Post-meeting note: Since the gate improvement works were launched in 2005-06, Fu Tung Estate PSMO had received a total of 629 requests for installing metal strips.)

X. Question on provision of additional outdoor basketball courts in Tung Chung  
(Paper IDC 10/2018)

82. The Chairman welcomed Ms LAW Lai-chun, Gladys, Senior Executive Officer (Planning) of the Leisure and Cultural Services Department (LCSD) to the meeting to respond to the question. The written reply of LCSD had been distributed to Members for perusal prior to the meeting.

83. Mr Holden CHOW introduced the question.

84. Ms Gladys LAW briefly presented the written reply.

85. Mr Holden CHOW learnt that LCSD would build a sports centre in Tung Chung Area 39. He hoped that basketball courts would be provided in the sports centre to meet the need of Tung Chung residents. He enquired when the sports centre in Tung Chung Area 39 was expected to be completed.

86. Ms Gladys LAW replied that to tie in with the future development in Tung Chung, the 2017 Policy Address announced that LCSD would develop a sport centre in Tung Chung Area 39 and would complete the technical feasibility study within 5 years (i.e. by 2022) in preparation for the implementation of works in the future. When planning for the facilities of the sports centre, LCSD would adopt the proposal of Members and Tung Chung residents concerning basketball courts to meet the demand of Tung Chung residents.

87. Mr Holden CHOW hoped that the department would commence the works soonest after completing the feasibility study.

XI. Question on Guaranteed Downtown Prices of Airport Authority Hong Kong  
(Paper IDC 11/2018)

88. The Chairman said that the Airport Authority Hong Kong (AAHK) was unable to arrange representative to the meeting but had provided a written reply for Members' perusal.

89. Mr KWONG Koon-wan introduced the question. He was disappointed that AAHK did not arrange representative to the meeting and considered that its written reply had not fully responded to his question. Regarding the number of surveys, paragraph 2 of the written reply stated that "as the timing for conducting relevant survey was key to its effectiveness, disclosure of such details related to timing and frequency of the surveys were not appropriate". He could not understand how the timing of surveys would affect their effectiveness, and hoped the Secretariat would request AAHK to further explain the relationship between the two. Moreover, AAHK did not respond whether penalty was imposed on retailers for lease violation. According to paragraph 3 of the written reply, among some 7 000 items surveyed, around 80% were priced the same or lower than those in the outlets in the main commercial areas. He enquired whether it indicated that around 20% of the items violated the requirements of Guaranteed Downtown Prices. He opined that the consumer interests of Hong Kong people and tourists could not be safeguarded if penalty was not imposed. He agreed with AAHK that the conditions of future tenders should specify that relevant performance and records under the Guaranteed Downtown Prices scheme would be taken into consideration during tender evaluation. He opined that the past performance of retailers should weigh 10% or above in the evaluation.

90. The Chairman asked the Secretariat to reflect Members' views to AAHK.

(Post-meeting note: Supplementary information provided by AAHK after the meeting had been distributed to Members for perusal.)

XII. Motion on submitting reports on meetings with statutory bodies or non-governmental organisations by IDC representatives  
(Paper IDC 12/2018)

91. The Chairman said that the motion was raised by Ms Amy YUNG and seconded by Mr Eric KWOK.

92. Ms Amy YUNG presented the motion.

93. Mr WONG Man-hon said that the motion of Ms YUNG required representatives to report to DC in writing the matters discussed within 7 days after the meeting. He was nominated as member of two committees and committee members were required to sign a pledge that any information obtained in their capacity as members of the relevant committees should be kept strictly confidential.

94. Mr KWONG Koon-wan said he was a member of the Building Safety Loan Scheme Vetting Committee and the content of meeting minutes had to be kept strictly confidential. He therefore could not submit a written report on the content the committee meeting. He did not completely oppose the motion, but some Members might attend a number of meetings on behalf of DC and information about some of these meetings had to be kept confidential. He opined that there was a need to clarify which meetings should be reported, the time limit for reporting and the content of the report.

95. Ms Amy YUNG said that if a Member attended a meeting in his personal capacity, there would be no need to report to DC, and if the content of the meeting had to be kept confidential, no report should be made. The motion referred to open meetings which Members, in their capacity as IDC Members, attended and voice their views or obtained information about the relevant organisations during the meeting, then a report was warranted. Taking the Customer Liaison Group of Hongkong Post as an example. Islands District was a remote area and the postal service and relevant policy should be considered on a case-by-case basis. As an IDC Member, they were expected to express their views to the departments concerned. On the time limit for reporting, she had no intention to set a deadline and just proposed a period of 7 days. Members could submit a written report or a brief report according to the time required. She also cited an example that Mr KWONG Koon-wan representing Islands District in a cycling competition might like to share his experiences from the events and observations for future reference of Islands District's representative teams. In conclusion, she raised the motion with an aim to improving information dissemination, promoting transparency and strengthening communication and accountability.

96. Mr CHAN Lin-wai said that the motion raised by Ms Amy YUNG was justifiable, so were the opinions of other Members. Summing up the views of Members, he put forward a revised motion as follows:

“If Members are nominated by Islands District Council to attend the meetings of statutory bodies or non-governmental

organisations on its behalf, and matters of concern to the whole Islands District were discussed during the meeting, they should remind the bodies/organisations concerned that Islands District Council should be consulted.”

The above revised motion was seconded by Mr FAN Chi-ping.

97. The Vice-Chairman Mr Randy YU said that Ms Amy YUNG had explained the reason for raising the motion and that the motion did not cover meetings that Members attend in their personal capacity. He concurred with Mr CHAN Lin-wai. Taking the Hospital Governing Committee of North Lantau Hospital he sat on as an example, many regular reports were tabled at the committee meeting and if everything had to be reported to the DC, it might be time-consuming. He opined that for matters of concern to the whole Islands District, DC might invite the relevant organisations to give a briefing to Members. If the organisations failed to make it and the matters were relevant to Islands District, the Member could then report the details to DC in due course.

98. Mr Holden CHOW wished to have the motion clarified to avoid misunderstanding. According to his understanding, if a Member was nominated to attend an event or a meeting on behalf of DC, a brief report should be made on the event or meeting. However, if the Member was invited to the meeting in his personal or other capacity rather than through the nomination by DC, he asked whether the Member had to report to DC.

99. Ms Amy YUNG said that her motion referred to the meetings that Members were nominated by DC to attend rather than those which they attended in their personal capacity. She opined that if Members attend on behalf of Islands District, they should report to or brief DC on the content of the meetings, otherwise DC would not know whether the Members were suitable persons to represent it. She had once attended a meeting in other capacity and noticed that the representative of Islands District left the meeting after the meal. She queried whether the behaviour of that Member made him/her suitable for representing Islands District.

100. Ms YU Lai-fan said that she had, on behalf of DC, attended the meeting of the Customer Liaison Group of Hongkong Post for years and had requested Hongkong Post many times to attend the meeting of DC to promote the postal services. She had also asked it to disseminate information about postal services to Members via IDC Secretariat. If Members wanted to raise opinions about postal services, they could do so at the DC or committee meeting and Hongkong Post would arrange representative to introduce their services at the meeting. She suggested that if Members attended a meeting on behalf of Islands District in the future, they should inform other Members through the IDC Secretariat so that any Members wanted to raise opinions or questions could ask the representative to do so at the meeting on their behalf.

101. Ms LEE Kwai-chun said that Members could request IDC Secretariat to write to the departments concerned to obtain the minutes of meeting if necessary.



102. Mr CHAN Lin-wai said that the amendment he proposed could address the concern of Ms YUNG. He read out the revised motion again. The departments concerned should arrange representatives to explain to IDC where matters of importance were concerned.

103. Mr FAN Chi-ping supported the amended motion raised by Mr CHAN Lin-wai.

104. Ms Amy YUNG said the motion she raised concerned bilateral communication. Since other Members did not know the content of the meeting, she considered the best way was to strengthen communication. Besides reporting to DC the content of the meeting, the Member should also convey the opinions of Islands District to the relevant statutory bodies or non-governmental organisations. She opined that the Member should convey opinions proactively instead of waiting until matters relating to Islands District were raised. Islands District was large in area and had a big population. Even without remuneration, the Member representing Islands District should speak in the interests of the residents and fight for their rights. The amended motion of Mr CHAN Lin-wai concerned unilateral communication since it only sought to obtain information affecting Islands District. With the continuing development of infrastructure in Islands District, Members should raise opinions proactively at the meeting of the relevant bodies or organisations to strengthen bilateral communication.

105. Mr KWONG Koon-wan said that if the conditions were unclear, he was afraid Members would be reprimanded for any omissions. Unless it was set out clearly what kinds of meeting had to be reported, he would not support the original or revised motion.

106. Mr Holden CHOW said Ms Amy YUNG had explained that the motion she raised just concerned Members who were nominated to attend meetings on behalf of IDC. In this case, they had the duty to convey the proposals or opinions of IDC. The meetings that Members attended in their personal capacity were excluded. However, if Members were required to report to IDC within 7 days after the meeting, he was afraid that they might fail to comply with the requirement or omit any details and thus get punishment. He suggested that at the beginning, the proposal could be implemented by encouraging Members to follow and adapt and if the encouragement tactic was not effective, consideration would be given about whether making it as a requirement.

107. The Chairman said that the revised motion of Mr CHAN Lin-wai was justifiable. If matters of importance were discussed at the meeting, it was reasonable that the Member should report to DC. If irrelevant matters were reported, it would be a waste of time. Besides, it was believed that the government departments would arrange representatives to attend the DC meeting for consultation where important matters were concerned.

108. Ms Amy YUNG extended her gratitude to Members for their valuable opinions and appreciated that careful consideration had been given in the hope of reaching a consensus. During the discussion just now, Members opined that those meetings which they attended in their own capacity or which required to be kept confidential should be excluded from the reporting list. She requested to withdraw the motion for further discussion at the next meeting to reach a consensus. On the other hand, she hoped that the Chairman would nominate competent people to represent Islands District and express views on the special circumstances within the district, and inform other DC Members the important policies affecting Islands District. If any Members had any opinion on the issue, they could raise it at the next meeting for discussion.

109. Mr Holden CHOW opined that Members wanted to have more time to study the related matters and hoped that the reasons for withdrawal of the motion should be put on record.

110. The Chairman gave consent to the withdrawal of the motion. The issue could be raised at the next meeting for further discussion if necessary.

XIII. Question on additional elected seats for District Councils  
(Paper IDC 13/2018)

111. The Vice-Chairman Mr Randy YU declared that he had not attended the regular meeting of the Chairmen and Vice-Chairmen of 18 District Councils held in July 2017.

112. The Chairman said that he was personally involved in the issue and asked the Vice-Chairman to preside over the discussion of the agenda item.

113. Ms Amy YUNG presented the question.

114. The Vice-Chairman Mr Randy YU said that the Constitutional and Mainland Affairs Bureau (CMAB) indicated that no representative could be arranged to attend the meeting but had provided a written reply, which had been distributed to Members for perusal before the meeting.

115. The Chairman Mr CHOW Yuk-tong said he had emailed Ms YUNG on 1 September last year and explained that he had, in the capacity of the Chairman of Lamma Island (South) Rural Committee (RC), made a request to the Secretary for Constitutional and Mainland Affairs jointly with the RC chairmen of seven other districts in Islands District for addition of elected seats on IDC. Some RC Chairmen read the news and hoped that a submission would be made to the Bureau in the name of the Chairmen of 8 RCs. He had not received any comment from other Members at that time. In the past, joint submissions were frequently made to the Government by the Chairmen of RCs of 8 districts on important matters in Islands District. At the regular meeting of the Chairmen and Vice-Chairmen of 18 District Councils in July 2017, CMAB explained briefly that the number of seats for DC would be

reviewed in the same way as the last-term DC did. In other words, the number of seats would be determined basing on the population. The Chairmen of all DCs, including himself, expressed views. He pointed out that given the peculiar circumstances of Islands District which had a large area but a small population, the number of elected seats determined on the ratio of 1 per every 17 000 persons would not be appropriate. Without convenient traffic and adequate infrastructure facilities, DC Members would encounter many difficulties in doing work. He just expressed his view without taking agreement or disagreement stance. After the meeting, he did not inform Members separately, as they should have learned it through the media. Besides, he reckoned that the matter concerned 18 districts and the Administration would make appropriate arrangements. He did not know that CMAB did not consult DCs. If Members hoped that he would reflect to the departments the views on important matters after a consensus was reached, he would like to cooperate.

116. Ms Amy YUNG said that the IDC Chairman mentioned just now that he had expressed views to CMAB during the meeting. She opined that the issue in question was in what capacity the Chairman attended the meeting. If he did so in the capacity of IDC Chairman, he should report to IDC; if he did so in the capacity of the Chairman of Lamma RC, then he should report to the RC. In her opinion, the Chairman Mr CHOW Yuk-tong attended the meeting in the capacity of IDC chairman. She had already issued a letter to remind the Chairman to consult all Members of IDC, but no relevant actions had been taken to date. Although all Members could learn it from the newspapers, the point at issue was in what capacity the Chairman attended the meeting. As she had mentioned in the last item, if Members attended the meetings of statutory bodies or non-governmental organisations on behalf of IDC, they should report to other Members afterwards. A Member might assume different capacities. If they attended the meetings of non-governmental organisations in the capacity other than DC Members, they were not required to report to IDC. She opined that the Chairman attended the consultation meeting of CMAB that day in the capacity of IDC Chairman, and therefore should report the details of the meeting to the Members of IDC after the meeting. She queried whether any omissions had taken place. She had made that clear in the letter attached to the paper.

117. The Chairman Mr CHOW Yuk-tong said that the regular meeting of the Chairmen and Vice-Chairmen of 18 District Councils only served as a platform to exchange views rather than conducting a formal consultation exercise. The Chairmen and Vice-Chairmen mentioned matters of their districts, and he also relayed matters about the Island District. Normally, the agenda of meeting was received just 1 or 2 days before the meeting.

118. The Vice-Chairman Mr Randy YU supplemented that according to his observations at the meeting, the regular meeting of the Chairmen and Vice-Chairmen of 18 District Councils was held for exchange and briefing purpose. It was confirmed on the morning of the meeting about the officers to be present, and usually no papers would be provided. The officers imparted concepts of the Government for the Chairmen and Vice-Chairmen to discuss at the meeting. He agreed that the Chairmen and Vice-Chairmen should discuss important matters with Members. He did not attend the meeting of last July but the matter was brought up at LegCo several

days later and Members should have learned it from the media. In this case, he did not think it was remissness of the Chairman not to report an important matter to Members.

119. Mr KWONG Koon-wan said that according to the written reply of CMAB, opinions were received pointing out that the physical environment of Islands District was special with the islands scattering. Nevertheless, the established practice and approach were adopted in the end. He did not find this palatable. The scattering of islands meant that more time and resources would be required by Members to deal with cases than their counterparts in other districts. For this reason, IDC had been fighting for more elected seats so as to provide better service to the voters. Although the consultation exercise was completed, he hoped that the difficulties facing the elected Members of IDC be reflected to the Bureau during the next review.

120. The Chairman Mr CHOW Yuk-tong reiterated that he had requested for more seats for Islands District but in vain.

121. Mr LOU Cheuk-wing said the use of population-to-seat ratio for determining the number of elected seats on DCs was only suitable to urban areas. Owing to the uniqueness of Islands District (Lantau Island in particular), it was unreasonable to take into consideration the population factor only. The constituency area of Lantau comprised Mui Wo, Tai O South, Old Tung Chung and Tai O but because of the low population level, only one elected seat was allocated. Lantau Island occupied more land than Hong Kong Island in total, coupled with traffic inconvenience, a single elected member would find it hard to cope with all the work.

122. Mr Eric KWOK said the question of Ms YUNG reflected the problems facing Islands District. Problems would emerge if the town planning standard of urban areas was applied to Islands District. Islands District had a small population and it was difficult to secure resources, hence hindering the district development. He stressed that the criteria applied to urban areas would be inapplicable to Islands District. As Mr LOU Cheuk-wing stated, the Lantau constituency should be delineated basing on land area, with Mui Wo to Tung Chung old area forming one constituency and Shui Hau to Tai O another. This would be a reasonable approach. He hoped that a task force would be set up under IDC to reflect to CMAB the problems facing Islands District.

123. Ms Josephine TSANG concurred with Mr Eric KWOK and Ms Amy YUNG. Owing to the peculiarities in Islands District, the number of elected seats should not be determined by population alone. A single-member constituency, say, combining Lamma and Po Toi with Peng Chau, or Peng Chau with Discovery Bay did not work in practice. She hoped the Chairman would reflect her view to CMAB.

124. Ms LEE Kwai-chun said that back in 1978, the Government had considered dividing Hong Kong into 17 districts from 18 districts, with Lantau and other islands of Islands District being grouped into other districts. The 18 districts were retained after around 120 district organisations issued a joint letter to the Government. She

opined that with the ever-increasing population in Islands District, there should be an increase in the number of seats on DC.

125. Ms Amy YUNG summed up the above and hoped that IDC Secretariat would put the following on record:

- (a) The LegCo endorsed last month the addition of 21 more elected seats for the next-term DC. She agreed to adjust the number of seats according to changes in population distribution but was concerned about the phenomenon of dwarfing DCs, resulting in discrimination against DC elected members in recent years.
- (b) First, for an increase of seats, the Government only consulted the Chairmen and Vice-Chairmen of 18 DCs and then the IDC Chairman only consulted the Chairmen of RCs. As an elected member, she was not informed of the content of conversation between the Chairman and the Government.
- (c) Second, she opined that IDC Chairman attended the consultation meeting or meeting of statutory bodies or non-governmental organisations on behalf of IDC should seek the advice of Members beforehand, and then report to IDC afterwards in writing to ensure what he said did not deviate from the stance of Members.
- (d) Third, the Government used various tactics recently to suppress the voices of pro-democrat members. People would question whether the Government would be just and fair in delineating the DC constituency boundaries and resource allocation. She opined that showing respect to elected members was more important than increasing the number of elected members. To make dwarf of elected members showed that the Government disregarded people's wishes and did not respect the spirit of democracy.

126. The Vice-Chairman Mr Randy YU requested IDC Secretariat to take down Members' views and hoped that the Chairman could arrange a meeting for Members to exchange opinions with staff of CMAB after the meeting.

(Post-meeting note: The Chairman had conveyed Members' views to CMAB in writing.)

XIV. Question on re-planning of Yat Tung Street and setting up of Yat Tung Street planning working group  
(Paper IDC 14/2018)

127. The Chairman welcomed Ms Esther SZETO, Property Service Manager/Service of HD, Ms YUEN Kit-fung, Engineer/Islands 2 of TD, and Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to

the question. Link Asset Management Limited (Link) was unable to arrange representative to the meeting but had provided a written reply for Members' perusal.

128. Mr Eric KWOK introduced the paper.

129. Ms Esther SZETO responded as follows:

Current situation of Yat Tung Street and the roundabout

- (a) Except buses and Lantau taxis, vehicles that entered Yat Tung Street had to make a turn at the roundabout to leave, whereas vehicles entered and exited Yat Tung Estate car parks no. 2 and 3 also routed through the roundabout, rendering traffic at the roundabout very busy.
- (b) The gate at the roundabout was under management of the Link. Residents had complained about frequent breakdown of the gate. It was understood that the Link had replaced the damaged parts and the situation had now been improved.
- (c) To maintain smooth traffic at the roundabout, since mid 2009, Yat Tung Estate PSMO had arranged security guards to direct traffic at the roundabout from 7:00 a.m. to 11:00 p.m. daily.

Re-planning of Yat Tung Street

- (d) HD in principle supported the proposal of Mr Eric KWOK and would facilitate the planning work as far as possible.
- (e) The department proposed further improving the vehicular flow on Yat Tung Street to relieve the traffic burden at the roundabout, for example, allowing urban taxis to use the passageway of Lantau taxis in the bus terminus instead of making a turn at the roundabout after setting up of urban taxi stand.

Provision of covered walkway

- (f) According to the draft plan proposed by Mr Eric KWOK, the covered walkway would be situated at estate common area (ECA) of Yat Tung Estate spanning across part of the emergency vehicle access. A detailed study on the feasibility had to be conducted.
- (g) In addition, land uses and development potential of Yat Tung Estate were subject to conditions of Lease and the Deed of Mutual Covenant (DMC). According to the DMC, any changes in land uses or site coverage of the ECA would require the consent of all owners of the lot (including the Link) and approval of the Lands Department.

130. Ms YUEN Kit-fung said that according to the current planning, the urban taxi stand of Yat Tung Estate has been set up at Chung Yan Road, with a taxi pick-up and drop-off point at Yat Tung Street near Kan Yat House. TD noticed that there were taxis waiting at the Yat Tung Estate roundabout from time to time. Owing to

the limited space on Yat Tung Street, provision of an urban taxi stand at the location proposed by Mr Eric KWOK would require widening to provide an additional traffic lane. TD had proposed a similar proposal early this year and was now seeking the advice of departments. TD would continue to follow up with the relevant departments to explore the feasibility of improvement proposals.

131. Ms LEUNG Chiu-mei said that HyD mainly assisted TD in implementing the planning work and had information about the underground utilities of the roads concerned. Where TD and HD formulated any plan in due course, they would provide assistance in the implementation of works.

132. Mr Eric KWOK thanked HD, TD and HyD for their positive responses. He opined that improvement had to be made to Yat Tung Street to overcome the stalemate in the long run. He was glad that in its written reply, the Link maintained an open mind towards the improvement proposal. He hoped that HD, HyD and TD would invite the Link for a discussion on the long-term improvement plan. Being the largest stakeholder, if the Link was unwilling to co-operate, there was little hope for implementing the improvement plan. In view of the increasing population in Yat Tung Estate and the forthcoming intake of Mun Tung Estate and Yu Tai Court, he proposed that the Yat Tung Street planning working group be set up for implementation of the long-term improvement plan so as to solve the traffic problem of Yat Tung Street completely. Other Members of the constituency and interested Members were welcome to join the working group.

133. The Chairman proposed that the matter be followed up by the working group of the Traffic and Transport Committee rather than setting up a new working group.

134. Mr Eric KWOK concurred with the Chairman.

(Mr FAN Chi-ping left the meeting at around 6:05 p.m.)

## XV. Annual Report on District-led Actions Scheme

(Paper IDC 15/2018)

135. The Chairman welcomed Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands)<sup>1</sup> of IsDO to the meeting to present the paper.

136. Mr Benjamin AU briefly presented the paper.

137. Mr Holden CHOW enquired about the arrangement in respect of future maintenance and day-to-day operation costs of On Tung Street soccer pitch.

138. Mr LOU Cheuk-wing supported the scheme. He said that the meter room at Kiu Tau of Tai O Sam Chung had become dilapidated with water seepage problem and there had been concerns over safety. The meter room was built decades ago with funds raised by residents, and negotiation with CLP Power Hong Kong Limited (CLP)

for repairs had been going on for years but in vain. He hoped that through the scheme, the some 10 meters in the meter room could be relocated to the outside of the users' stilt houses as soon as possible, and then the old meter room with water seepage could be demolished.

139. Mr YUNG Chi-ming proposed increasing the frequency of grass cutting at the hillside opposite Block C, Tung Tai San Tsuen, Cheung Chau (Item 23 of Annex 3) because snakes were sometimes found there.

140. The Vice-Chairman Mr Randy YU raised his views as follows:

- (a) The meter room at Kiu Tau of Tai O Sam Chung was a problem left over from the past. He and Mr LOU Cheuk-wing as well as the former Members of the constituency had been following up on the issue for years, but CLP was unwilling to carry out works for this grey area. He appreciated that IsDO addressed the pressing needs of the people by implementing improvement works to solve the problem under the District-led Actions Scheme (DAS).
- (b) Regarding the clearance of refuse along the shoreline below the stilt houses at Pun Lo Pang, Tai O (Item 7 of Annex 2), he thanked the relevant departments for their efforts although refuse at certain areas could not be completely cleared. He hoped to put down a note that the environmental problem therein was not yet thoroughly resolved. He urged the relevant departments to further address the issue through the DAS or other means.
- (c) Regarding the village-type RCP at Lo Wai Tsuen, Pui O adjacent to South Lantau Road (Item 11 of Annex 2), the work was only half done. In addition to replacing the RCP, it was hoped that a nearby vacant flower bed could be removed.

141. Mr Eric KWOK enquired whether seats and lighting facilities would be provided at On Tung Street soccer pitch.

142. Mr KWONG Koon-wan suggested that Sai Wan Jetty be incorporated in the list of priority in Annex 2 to step up the clean-up work of the shoreline. Moreover, he pointed out that the before and after photos at Annex 4 showing the clean-up work at Cheung Chau typhoon shelter near Pak She Praya Road and the adjacent coast were incorrect. He asked IsDO to make a correction.

(Post-meeting note: IsDO had liaised with the Marine Department and obtained the right photos, and the relevant information at Annex 4 was updated.)

143. Mr Benjamin AU gave a consolidated response as follows:

- (a) The works of On Tung Street soccer pitch were expected to be fully



completed in March this year. Upon completion of all works, the soccer pitch could be open for public use. The maintenance and day-to-day operation costs of the soccer pitch would be met by the resources under DAS, and matters relating to its day-to-day operation would be followed up jointly by the relevant departments (including IsDO, District Lands Office/Islands, LCSD and the Food and Environmental Hygiene Department) through the platform of District Facilities Management Committee.

- (b) IsDO would install seats at the peripheral of On Tung Street soccer pitch and provide lighting. The lighting system would operate until 11:00 p.m. Details were set out at Annex 5 on points to note when using the venue (paragraph 2).
- (c) Annexes 1 to 3 to the paper were about the work for 2017/18. As for the proposed works for 2018/19, subject to the endorsement of IDC, IsDO would solicit views from Members on “priority areas” and submit paper at the next meeting to provide in detail the exact locations and relevant work.

144. Members noted the paper and endorsed the proposal set out therein.

XVI. Services for cleansing IDC notice boards and posting notices  
(Paper IDC 24/2018)

145. Mr KWONG Koon-wan supported the content of the paper. For the 2 existing IDC notice boards at Cheung Chau Ferry Pier, he proposed relocating one to appropriate location on South Cheung Chau and hoped that IsDO would follow up.

146. Ms LEE Kwai-chun agreed that one of the notice boards at Cheung Chau Ferry Pier be relocated to another location.

147. Mr Anthony LI said that Works Section of IsDO would liaise with Mr KWONG after the meeting to follow up on the matter.

148. Members noted and endorsed the proposal set out in the paper.

XVII. Proposed Islands District Council Funds allocation in 2018/2019  
(Paper IDC 25/2018)

149. The Chairman asked Members to consider endorsing the proposed IDC funds allocation in 2018/2019 if they had no comment and no interest to declare.

150. Members noted and endorsed the proposal set out in the paper.

XVIII. Report on the Work of the Islands District Management Committee (January 2018)  
(Paper IDC 16/2018)

151. Members noted and endorsed the paper.

XIX. Reports on the Work of the IDC Committees and its Working Group  
(Papers IDC 17-21/2018)

152. Regarding paragraphs 6 and 8 of the report on the work of Community Affairs, Culture and Recreation Committee, IDC endorsed an allocation of \$530,000 and \$8,594,955 respectively for LCSD to organise entertainment programmes as well as sports and recreational activities in Islands District in 2018/19.

153. Members noted and endorsed the paper.

XX. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 22/2018)

154. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 December 2017 to 31 January 2018  
(Paper IDC 23/2018)

155. Members noted and endorsed the paper.

XXI. Date of Next Meeting

156. There being no other business, the meeting was adjourned at 6:35 p.m. The next meeting would be held on 23 April 2018 (Monday) at 2:00 p.m.

-End-