

(Translation)

Minutes of Meeting of Islands District Council

Date : 25 February 2019 (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

Members

Mr YUNG Chi-ming, BBS

Mr CHAN Lin-wai

Mr CHEUNG Fu

Mr WONG Hon-kuen, Ken

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 LIU Chun-san, JP

Mr WU Kwok-yuen, Jacky

Mr LEE Kui-biu, Robin

Mr LOK Chi-chung, Andy

Ms LAU Yiu-yan, Joyce

Ms CHEUNG Yi-mei, Amy

Under Secretary for Development, Development Bureau

Principal Assistant Secretary (Works)5,

Development Bureau

Head of the Sustainable Lantau Office,

Civil Engineering and Development Department

Chief Engineer/Lantau 2,

Civil Engineering and Development Department

Chief Engineer/Lantau 3,

Civil Engineering and Development Department

Assistant Director of Planning/Territorial, Planning

Ms LEUNG So-ping, Selina	Senior Executive Officer (Planning)1, Leisure and Cultural Services Department
Mr LI Cheuk-ho, Ronald	Senior Health Inspector (Cleansing & Pest Control)2, Food and Environmental Hygiene Department
Mr KAN Yat-chung, Thomas	Senior Hospital Administrator, North Lantau Hospital, Hospital Authority
Mr MOK Hing-cheung	Chief Land Executive/Islands (District Lands Office, Islands)
Mr AU Tik-hon	Senior Land Executive/Lantau (District Lands Office, Islands)
Ms TAM Kwai-yee, Ann Mary	Chief Architect 2, Housing Department
Mr LAI Kwok-wai, Wilfred	Senior Architect 21, Housing Department
Ms LEE Sin-yee, Cindy	Senior Planning Officer 1, Housing Department
Mr LEUNG Bing-man, Joe	Senior Civil Engineer 6, Housing Department
Ms CHAN Mei-ling, Vera	Architect 42, Housing Department
Mr LAM Wai-chuen, Eddie	Senior Engineer/15 (Lantau), Civil Engineering and Development Department

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Ms YEUNG Cin-man, Winnie	Assistant District Officer (Islands)2, Islands District Office
Mr MOK Sui-hung	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr WONG Kwok-fai, Alfred	Chief Engineer/Lantau 1, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LEE Sin-man	Senior Housing Manager (Hong Kong Island & Islands 2 and Management Control), Housing Department
Mr LING Ka-fai	District Lands Officer/Islands, Lands Department
Mr KWOK Chi-hang	Administrative Assistant/Lands, Lands Department
Ms IP Siu-ming	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Ms TAM Nga-ching	District Commander (Lantau)(Acting), Hong Kong Police Force
Mr LAU Cheng-fung	District Commander (Marine Port), Hong Kong Police Force
Mr WU Sai-yiu	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr YUEN King-ho	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Ms CHOW Pui-sze, Alice	Chief Transport Officer/Boundary, Transport Department
Ms LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms HO Sau-fan, Fanny	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mr CHAU Chun-wing, Tomy	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Dora CHENG

Senior Executive Officer (District Council), Islands District Office

Absent with Apology

Mr YU Hon-kwan, Randy, JP

~~~~~

**Welcoming Remarks**

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

- (a) Ms CHOW Pui-sze, Alice, Chief Transport Officer/Boundary of Transport Department (TD);
- (b) Ms TAM Nga-ching, District Commander (Lantau)(Acting) of Hong Kong Police Force (HKPF);
- (c) Ms IP Siu-ming, District Social Welfare Officer (Central Western, Southern and Islands) of Social Welfare Department (SWD);
- (d) Ms LAI Wing-sau, Winsy, District Environmental Hygiene Superintendent (Islands) of Food and Environmental Hygiene Department (FEHD); and
- (e) Ms LEE Sin-man, Senior Housing Manager (Hong Kong Island & Islands 2 and Management Control) of Housing Department (HD) who attended the meeting in place of Mrs CHEUNG LO Pik-yuk, Helen.

2. Members noted that the Vice-Chairman Mr Randy YU was unable attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 17 December 2018**

3. 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.

4. The captioned minutes were confirmed unanimously without amendment.

II. Lantau Tomorrow Vision  
(Paper IDC 4/2019)

5. The Chairman welcomed Mr LIU Chun-san, JP, Under Secretary for Development and Mr WU Kwok-yuen, Jacky, Principal Assistant Secretary (Works)5 of Development Bureau (DEVB), Mr LEE Kui-biu, Robin, Head of the Sustainable Lantau Office, Mr LOK Chi-chung, Andy, Chief Engineer/Lantau 2 and Ms LAU Yiu-yan, Joyce, Chief Engineer/Lantau 3 of Civil Engineering and Development Department (CEDD) as well as Ms CHEUNG Yi-mei, Amy, Assistant Director of Planning/Territorial of Planning Department (PlanD) to the meeting to present the paper.

6. Mr LIU Chun-san presented the paper briefly.

7. Mr Robin LEE presented the paper with the aid of PowerPoint presentation.

8. Mr Holden CHOW read out the written comments of the Vice-Chairman Mr Randy YU.

9. Mr Bill TANG said he and the Hong Kong Federation of Trade Unions gave support for the Vision. He opined that Hong Kong would not have developed into an international city today without reclamation for land supply. The Government had not actively looked for land resources for the past 10-20 years, and that led to property prices skyrocketed beyond the reach of the people. It was also difficult to identify suitable land for housing development. There were solutions to the market problems but with inadequate land supply, it was an uphill battle with land and real estate developers.

10. The Chairman adjourned the meeting for 5 minutes.

(The meeting was adjourned for 5 minutes.)

11. Mr Bill TANG continued as follows:

- (a) He opined that the Vision could help explore new land resources. According to the Tung Chung New Town (TCNT) Extension Study launched in 2012, the first batch of public housing on reclaimed land would only be completed in 2024. The Government was well aware of the shortage of land but had no intention to change the land use of peripheral areas of country parks at the moment. It should look for land more proactively to ease land shortage.
- (b) Apart from the two reclamation projects, DEVB also mentioned the Road P1 (Tai Ho-Sunny Bay Section) project. As there was cycle track in the New Territories connecting Shatin with Tsuen Wan and thus he asked the Bureau whether there were plans to build a cycle track running from Tung

Chung to Sunny Bay, Ma Wan and Tsuen Wan as Hong Kong people had long yearned for. He suggested the Bureau would take the opportunity of the construction of Road P1 for enhancing the cycle track network on Lantau.

- (c) He enquired whether the Bureau would discuss and conduct consultation with other district councils on the Vision. He believed Hong Kong people would want to know the cost control of the project and hoped that the Bureau would provide a specific reply.

12. Mr Holden CHOW said that land shortage had been plaguing Hong Kong people. He opined that to increase land supply, reclamation was the right option. Although the community proposed other land supply options, they seemed not workable and the Northeast New Territories New Development Areas was a good example. He opined that people were most concerned about the budget control of the Vision, and hoped that the Bureau would explain in detail issues such as budgeting control and project cost. He was also concerned about the traffic connections between Lantau and Hong Kong Island and Kowloon, e.g. whether Hong Kong Island and Kowloon would be connected by the new rail line.

13. Mr KWONG Koon-wan enquired why only Cheung Chau South was considered for relocation of Kwai Chung container terminal instead of building a new container terminal in South Lamma Island, South Po Toi Island or Western Lantau near Hong Kong-Zhuhai-Macao Bridge (HZMB), and requested for provision of statistics and reasons in support. The Conceptual Development and Strategic Transport Plan stated that there would be a railway connecting with the 1 000 hectares (ha) of reclaimed land off Kau Yi Chau and Kennedy Town Station. He asked the Bureau to provide the travel time between Kau Yi Chau and Kennedy Town or Central Station. He said the residents of Cheung Chau had been beset with infrequent ferry services for more than 10 years since 2007 or 2008 but no solution was found. As Kau Yi Chau was planned to be developed into a core business district (CBD), he enquired whether a new pier would be built in Kau Yi Chau so that Cheung Chau residents could take ferry to Kau Yi Chau and interchange to MTR train. Now it took about an hour to travel between Cheung Chau and Central MTR Station and if a shorter ferry route was introduced, residents might only take 30-35 minutes to reach Central MTR Station. He hoped that an estimate could be given for their reference. He said the issue of infrequent ferry services would be addressed and residents would also have more ferry choices at busy times such as when going to and off work.

14. Ms Amy YUNG expressed her views as follows:

- (a) She said she objected to the Vision and hoped that Members would be truly people-oriented, veto the proposal and call for the Government to withdraw it. She raised objections mainly for 3 reasons. Firstly, the Government had not consulted the public on the Vision and paid no heed to the recommendations made by the Task Force on Land Supply (TFLS) by increasing the reclamation area to 1 700 ha. Over the next 4 days

after the announcement of the Vision, more than 10 000 people expressed opposition and marched in protest, and the telephone survey conducted by the Civic Party found that of the 3 000 people polled, 60% were worried that the Vision would exhaust Hong Kong Government's fiscal reserves. She urged Members to face up to the aspirations of the people.

- (b) Secondly, the costs of the Vision and the associated infrastructure might easily run into trillions of Hong Kong dollars, threatening to wipe out the Government's fiscal reserves. Today, the most pressing problems facing Hong Kong were shortage of resources in public hospitals and improvement of the living standard of the elderly.
- (c) Lastly, the Government claimed that reclamation was the only way to increase housing supply, but she opined that the existing land resources had not been used optimally, including resumption of brownfield sites, fallow farmland and the Fanling Golf Course. Reclamation would cause ecological damage and affect the fishermen's livelihood in the long run. She hoped Members would take into consideration the well-being of our next generations and reject the Vision.

15. Ms Josephine TSANG expressed her views as follows:

- (a) While the exact estimated cost of reclamation off Kau Yi Chau was not yet available, the approximate cost estimate of more than \$130 billion raised concerns over the financial capability of Hong Kong and whether reclamation was really the only solution to land shortage. Deficiencies in land allocation policy had left the issues of primary concern of the community unresolved. Being unable to optimise the use of more than 1 000 ha of brownfield sites in the New Territories, the Government created land by reclamation arbitrarily which would result in land-hoarding developers monopolising the property market. Also, she opined that relaxation of storey restrictions on the New Territories small houses could help increase housing supply.
- (b) There were about 2 700 ha of land for military use in Hong Kong, roughly equivalent to twice the size of the reclaimed land off Kau Yi Chau. She queried whether Hong Kong required such a large area of land for military purpose.
- (c) She was worried whether the proposed artificial island could withstand climate change, which was the world's top concern nowadays. She questioned whether the Government had a comprehensive and long-term population policy. If land was supplied through reclamation continuously, the next generation would inevitably be affected.
- (d) She said Peng Chau would be most affected by the Vision largely because of its lack of supporting facilities such as comprehensive transport

network and 24-hour standby medical service, etc. Reclamation would also cause damage to the surrounding ecology and affect the fishermen's livelihood. She did not support the Vision.

16. Mr Eric KWOK expressed his views as follows:

- (a) He said he just supported two recommendations of the Vision. The first was the setting up of a \$1 billion Lantau Conservation Fund and the second was the review of relevant legislation to map out more effective means to control landfilling, dumping of wastes and associated development activities causing environmental damage to areas of high ecological values on Lantau.
- (b) He objected to the reclamation of 1700 ha of land off the west of Hong Kong Island, Kau Yi Chau, Peng Chau and Lamma Island and opined that with the daily quota of 150 places for Mainlanders to settle in Hong Kong, the Government did not have a comprehensive population policy. Hong Kong 2030+ projected that the population would grow from 7.4 million to 8.22 million. According to the statistics of the 2016 Population By-census released by the Census and Statistics Department, the Hong Kong Population would reach a peak of 8.22 million in 2043 in the same trend as above. However, due to advancements in healthcare, population aging would continue, and the ratio of elderly persons over 65 would increase significantly by 2064. Yet, with the number of deaths due to an ageing population, coupled with a decrease in the number of births, the population would decrease to 7.8 million gradually.
- (c) The TFLS and the Government had stated in 2017 that there were about 1 300 ha of undeveloped land, i.e. brownfield sites in Hong Kong, for housing 600 000 to 800 000 people or other development purposes.
- (d) Of the current reclamation projects, TCNT Extension covered 130 ha in area and could accommodate 144 000 people. Consultation with District Councils would be conducted in due course for the 80 ha of proposed reclamation work to be commenced in 2020 in Siu Ho Wan as well as Sunny Bay and To Kau Wan. According to Figure 3 of the paper, the site between Sunny Bay and Ng Kwu Ling was a potential reclamation site and the preliminary draft estimated that the area would be over 3 000 ha. He questioned the necessity of the reclamation project.
- (e) He opined that before the formulation of an environmental policy, the Bureau should not embark on large-scale projects at the expense of the natural environment. Reclamation and development of countryside areas would cause permanent damages to the ecology which would have impacts on the human well-being. Our future generations could not live separately from the nature.

- (f) He opined that the Vision was a short-sighted option to the benefit of consortia only and also a continuity project of major infrastructure projects such as the Three-Runway System (3RS) and HZMB. The soaring price of marine sand from Guangxi was said to have more than doubled in recent months from \$120 per cubic metre in 2018. Based on the amount of marine sand used in Hong Kong's major infrastructure projects, 0.26 billion cubic metres of marine sand would be needed as fill materials, and the costs of marine sand and associated transportation costs would add up to almost \$60 billion. Another problem was that marine sand was running in short supply. Adding up \$60 billion for marine sand, \$100 billion for project cost and the additional costs of transport network and building construction, etc., the total estimated cost would be about \$1,000 billion, equal to one-third of the Government's current fiscal reserves. Apart from the uncertainties about the global economy and climate change, the marine ecosystem of Hong Kong had already been degraded (e.g. siltation found in Victoria Harbour) and would be further worsen by large-scale reclamation.
- (g) Given the uncertainties about economic outlook and population growth, he opined that the investment in East Lantau Metropolis was highly risky. Taking Songdo in South Korea as an example. The Government of South Korea expected the artificial island would have a population of 300 000 when it planned the reclamation project. Now it was like a "ghost town" with just 70 000 residents. The Hong Kong Government should avoid repeating the mistake.
- (h) If the Government wanted to build new transport networks to address the traffic problems in Tung Chung, he suggested a tunnel and a rail be built linking up Siu Ho Wan and Tsing Yi, and a bridge to connect with the western Hong Kong, thus providing a link to HZMB and Greater Bay Area from Tung Chung town centre.
- (i) He visited Kunming in Yunnan Province with other members of Islands District Council in October 2018 for inspection of signature projects, including ecological restoration, greening and restoration efforts in Dianchi Lake, etc. In the 1990s, owing to rapid urbanisation, domestic and industrial waste water was discharged into the lake, causing water murky and smelly with pollutants and damaging the ecosystem severely to the detriment of the daily lives of people and urban development. The Kunming Government invested a total of 5 billion RMB between 1995 and 2005 for improvement of Dianchi Lake but with unsatisfactory results. Further 46 billion RMB was injected between 2006 and 2015 and Dianchi Lake was eventually restored to half its previous state, which suggested that the Government should assess the environmental impacts before the launching of new projects since the ecosystem could not be easily restored once damaged.



17. Ms LEE Kwai-chun enquired whether the outlying islands ferry routes would need to be diverted after reclamation, as that may affect the fishing grounds of local fishermen. She also asked whether the water quality would be affected by the construction of a new container pier in southern Cheung Chau.

18. Mr CHAN Lin-wai supported the Vision. He opined that the artificial island of 1 000 ha approximately off Kau Yi Chau could provide 150 000 to 260 000 units to improve the living conditions of citizens. If reclamation was not carried out for forming artificial islands off Kau Yi Chau, land (e.g. agricultural or industrial land) would have to be resumed in the New Territories. Another option was to develop land in the New Territories as extension project, however this would induce many people homeless. Construction of Kau Yi Chau artificial islands would be conducive to increasing land supply for providing housing for the needy without causing conflicts with indigenous inhabitants of the New Territories during resettlement or clearance.

19. Ms Sammi FU expressed her views as follows:

- (a) The land supply and traffic loading in urban areas had already reached saturation and no more new roads could be built. The proposals, be they relevant to the development of brownfield sites and country park edges, urban renewal or recovery of golf course, involved extension works in local district which would cause nuisance to the local community and residents. Development of brownfield sites in, for instance, Tuen Mun would require transport connections to Tuen Mun Road or West Rail Line, resulting in serious traffic problems. There was also not enough space nearby for constructing new rail or highway to link up with the adjacent areas. Urban renewal turned old areas into new business districts, and people working across districts faced higher transportation costs and longer travel time. In contrast, under the Vision, projects were implemented on undeveloped land, allowing room and greater flexibility for government planning.
- (b) She raised grave concern over the infrastructure facilities mentioned above. She asked upon the completion of reclamation, whether Road P1 or relevant rail connecting Kau Yi Chau and Lantau would be completed before the first population intake in 2032, or the construction would still be in progress after the population intake, leaving the commuters between Kau Yi Chau and urban areas high and dry like the current situation with Tung Chung. She understood there would be railway linking up Kau Yi Chau and Sunny Bay and connecting further with Hong Kong Island, and asked whether it could ease the overcrowding on Tung Chung Line.
- (c) There were concerns over the costs of the Vision. Although it would boost land reserve, she was doubtful whether the anticipated revenue could offset the staggering costs. The Financial Secretary mentioned earlier about the issue of bonds, and she asked whether the Government

had gone ahead with the plan and requested for provision of relevant data.

20. Mr Ken WONG said neither he nor Ms Josephine TSANG overwhelmingly supported the Vision. He said that Mr Eric KWOK's earlier proposal of extending the Tung Chung Line did not tie in with the population intake. He advised the Government to handle the traffic and infrastructure planning for Tung Chung first. He opined that Peng Chau would be most affected by the Vision. Other than the ecological impacts, Peng Chau would be completely surrounded during the early stage reclamation works. He was afraid the works would affect the traffic in Peng Chau and cause inconvenience to the residents. He urged the Bureau to give an explanation. He also hoped that the Government would consider seriously whether Hong Kong was capable of carrying out such a large-scale project and take into account the interests of Peng Chau residents beforehand to avoid serious impacts on their living environment.

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

- (a) The general direction of the Vision was right. For the continued growth of Hong Kong, major projects should be launched continuously to create more jobs and reduce unemployment. He suggested incorporating the south and southwest of Lantau into the Vision instead of Kau Yi Chau only and tackling the problems on Lantau (including Tai O), poor transportation in particular. In early 1960s and 1970s, there were around 30 000 residents in Tai O. Now the population had dwindled to just over 2 000. Owing to inadequate means of transportation, the residents spent about 4 hours commuting from Tai O to work by ferry. They then moved out from Tai O in order to be more convenient to work, resulting in a substantial decline in resident population. It relied on tourism now to prop up the local economy. He hoped that Tai O would be incorporated into the Vision to enhance the transportation between Tai O and Tung Chung.
- (b) He suggested that the Bureau to develop the Mui Wo north-south transport corridor and the transport infrastructure on Kau Yi Chau. Besides identifying land for housing development on the artificial islands off Kau Yi Chau, there was also a need for developing transport infrastructure. Information revealed that Hong Kong International Airport (HKIA) handled 68 take-offs and landings or even 70 on request per hour, representing an average of a flight every minute which was not easily manageable. Therefore it was necessary to develop additional transport facilities. The accident on Tsing Ma Bridge 2 years ago had forced the closure of the bridge for 2 hours and brought the airport operation to a standstill, causing serious losses. He opined that HKIA should have 4 highways connecting east and west and linking north to south.
- (c) Although Tsing Ma Bridge connected the airport with Tung Chung and urban areas and there would be a highway running to Tuen Mun, he

opined that a road should be built in Kau Yi Chau to link to urban areas and a bridge to link up Kau Yi Chau and neighbouring islands such as Peng Chau and Hei Ling Chau to boost the transport on Lantau.

- (d) He agreed with Under Secretary for Development on making Kau Yi Chau as the third CBD of Hong Kong. The population of Central had reached saturation and there should be a new CBD to alleviate congestion.
- (e) On project costs, Members just said that adding up \$60 billion for sand and other related expenses and construction cost, the total estimated cost would be about \$1,000 billion. The work was expected to take 15 to 16 years to complete. Assuming the work lasting for 15 years, the average annual cost would be \$66 billion. At present, the Government had an estimated surplus of no less than \$66 billion each year. After completion of reclamation, the revenue from land sale would far exceed the project cost. He opined that the Vision would be profitable.

22. Mr LIU Chun-san made a consolidated response as follows:

- (a) He thanked Members for their support for the Vision and noted their concerns. He said that any comments not responded at the meeting due to time constraints would be recorded and reviewed in the future study.
- (b) He agreed that the traffic situation warranted attention. The Vision recommended the construction of strategic transport corridors with roads and railways through the policy direction of “According priority to transport infrastructure”. As to the regional road network on Lantau, CEDD was conducting the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau to examine the needs and feasible options of transport connection and to review the existing road condition from the overall planning perspective of Lantau. Public consultation would be carried out once the findings were available.
- (c) On project costs, the Bureau had on different occasions mentioned that an estimate had been made for the cost of the reclamation project off Kau Yi Chau. The 1 000-ha Kau Yi Chau artificial island was estimated to cost between \$130 billion and \$150 billion. The cost estimate had made reference to the reclamation costs of 3RS and TCNT Extension project with appropriate adjustments. The current cost for resumption of land in the New Territories new towns was \$1,348 per square foot or \$14,000 per square metre, roughly equal to the estimated reclamation cost which, considered alone, was not particularly costly. The estimated cost of infrastructure could only be ascertained after completion of feasibility studies and confirmation of the scope and scale of works. It was hoped that a rough estimate could be available before consultation with the Legislative Council (LegCo) in March this year. The initial estimate

basing on information available showed that the revenue arising from the sale of private residential and commercial land on Kau Yi Chau artificial islands, after deducting the estimated costs involved, would make the Government absolutely capable of affording the construction cost. A rough estimate was anticipated to be available in a month.

- (d) Regarding railway, more exact figures would be available after completion of the relevant traffic infrastructure study, and the Bureau would review the water and land transport arrangement between Kau Yi Chau and neighbouring islands.
- (e) Some Members had suggested developing brownfield sites instead of reclamation to increase land supply. He said that TFLS had conducted a comprehensive public consultation in 2018 lasting 5 months and various land supply proposals were discussed. The relevant report was submitted to the Government in late 2018 and its recommendations were accepted. The TFLS recommended to increase land supply through a host of options. Therefore, the Bureau would not only rely on reclamation as a single option to increase land supply, but would adopt a multi-pronged approach to address land supply problem.
- (f) Regarding the issues such as fill materials and environmental impacts, the Bureau would conduct the statutory environmental impact assessment before the implementation of the Vision. Construction works would be commenced only after obtaining the environmental permit to ascertain that the environmental impacts would not be unacceptable. The Bureau would explore more environmentally friendly reclamation methods proactively while ensuring that the statutory requirements were met.
- (g) The Bureau had pointed out that the ecological sensitivity of the Central waters was lower than that of the Eastern and Western waters and there were also very few sightings of Chinese White Dolphins or Finless Porpoise in the surrounding waters.

23. Mr Robin LEE made a consolidated response and supplemented as follows:

- (a) A consultation would be conducted at the Tuen Mun, Tsuen Wan and the Central and Western District Councils. Near-shore reclamation sites were different from artificial islands, with the former comparatively forming less land and facing more constraints. The department had conducted a study between 2011 and 2014 for an area-wide search. It was found that there were large stretches of shorelines in Eastern Waters with high ecological value and there was not covered by the existing major trunk roads, while the Western Waters was constrained by a number of large-scale infrastructure projects (including those ongoing projects such as TCNT Extension and 3RS). The Central Waters was relatively less ecologically sensitive.

- (b) He pointed out that the Government had all along been adopting the multi-pronged approach to ease land shortage, including urban renewal, land resumption, change of land use and development of rock caverns, etc. to free up land for development. Land reclamation was just one of the methods.
- (c) The Bureau was well aware of the concerns regarding cost and benefit and hoped that land would be formed through the Vision to improve the living conditions and increase the living space. Besides, the aging population would also increase the demand for land.
- (d) For fill materials aspect, in recent years, there were about 15 million tonnes of surplus public fill generated on average annually in Hong Kong. Such surplus materials were delivered to the public fill reception facility and could be used as fill materials for reclamation or site formation. These materials were always re-used in reclamation in the past. The sources of fill materials for reclamation works also included manufactured sand. Issues such as environmental impacts and climate change could be addressed technically in an acceptable way.
- (e) Regarding the traffic connections on Peng Chau, Mui Wo and Tai O as well as between nearby islands, public opinions were noted. Transport connection and arrangement would be reviewed during the study with suggestions made as appropriate.

24. Ms Josephine TSANG pointed out that while the Head of the Sustainable Lantau Office said Peng Chau would likely be most affected by the Vision, there was no mention in the briefing just now about the advantages to Peng Chau and Peng Chau residents were resigned to accepting the project. She asked whether any measures would be taken to compensate the residents in Peng Chau.

25. Mr Eric KWOK expressed his views as follows:

- (a) Both the Under Secretary for Development and Mr LEE mentioned the policy direction of “According priority to transport infrastructure” but the people’s well-being was not taken care of. For instance, the railway scheme, Tung Chung West Extension, had been proposed for more than 20 years, earlier than the proposal of HZMB, and the planning framework had been submitted to the Executive Council with the proposal of building the Yat Tung MTR station in Yat Tung Estate, but no progress was made so far. It was announced in 2014 that Tung Chung West Extension would be built between 2020 and 2024, but the relevant period was deleted in 2015. If priority was accorded to transport, why there was little progress in the abovementioned railway scheme over the years. He opined that the Government put forward the Vision simply for boosting infrastructure development.

- (b) He asked why DEVB did not mention the risk assessment in the report, and only listed the pros without cons. The economic conditions could be favourable or poor and it would be difficult to make economic forecasts correctly. He hoped the Bureau would conduct the risk assessment for the Vision.
- (c) For increasing land supply, the red area in Figure 3 covering Sunny Bay to Ng Kwu Ling, probably near To Kau Wan was a reclamation area of more than 3 000 ha. He questioned why reclamation was not carried out there but east of Lantau.

26. Mr Robin LEE said Figure 3 showed the proposed reclamation site of Sunny Bay North (i.e. the red area) of about 80 ha in area while the area marked with blue dotted line was the proposed study area instead of proposed reclamation area.

(Mr KWONG Koon-wan left the meeting at about 3:20 p.m.)

### III. Motion on supporting the Lantau Tomorrow Vision (Paper IDC 12/2019)

27. The Chairman said that the motion was moved by Mr WONG Man-hon and seconded by Mr Randy YU and Mr LOU Cheuk-wing.

28. Mr WONG Man-hon gave a brief introduction of the contents of the motion.

29. The Chairman asked Members to vote on the motion by a show of hands.

30. Mr WONG Man-hon said he was authorised by the Vice-Chairman Mr Randy YU to vote in favour of the motion on his behalf.

31. The result on a show of hands was 12 in favour, 4 against and no abstaining. The motion was passed.

32. The Chairman said the result just announced had not counted the proxy vote of the Vice-Chairman Mr Randy YU. The voting result was amended as 13 in favour, 4 against and no abstaining.

(Voting In favour included the Chairman CHOW Yuk-tong, Vice-Chairman Mr Randy YU, Mr YUNG Chi-ming, 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, Mr Bill TANG, Mr Holden CHOW and Ms Sammi Fu. Ms Amy YUNG, Ms Josephine TSANG, Mr Eric KWOK and Mr Ken WONG were against.)

(Since Ms Amy YUNG had to leave early due to commitment, the Chairman said Item VI would be discussed first.)

VI. Question on Discovery Bay bus driver attacked by Mainland tourists  
(Paper IDC 7/2019)

33. The Chairman welcomed Ms TAM Nga-ching, District Commander (Lantau)(Acting) of HKPF and Ms Alice CHOW, Chief Transport Officer/Boundary of TD to the meeting to respond to the question.

34. Ms Amy YUNG presented the question briefly.

35. Ms TAM Nga-ching replied that the case was under investigation and therefore the investigation details and progress could not be revealed at the meeting. Generally speaking, police officers would classify the cases by the evidences collected at scene and the happenings. If the Police believed reasonably that a person had committed an offence, they would take appropriate actions such as making arrests or tracking down suspects according to the information obtained in the course of investigation. If the offenders had fled overseas, the Police would, in light of the circumstances, seek assistance and take actions as appropriate.

36. Ms Alice CHOW said that TD was concerned about the assault on Discovery Bay (DB) driver that happened earlier. TD had contacted the bus operator for details and learnt that the operator had a set of guidelines for drivers to handle unexpected incidents. TD would keep in touch with the operator for enhancing the drivers' techniques on handling complaints and disputes, and remind them to seek police assistance if the situation warrants. With respect to the Members' concern, TD understood that since the commissioning of HZMB, more tourists had visited Tung Chung and some would stay at the hotel of DB. TD had already requested the hotel to take care of the tourists' needs and enhance the hotel shuttle services during holidays or peak periods to cater for the passengers' demand to and from the hotel.

37. Ms Amy YUNG expressed her views as follows:

- (a) The Police replied that investigation was underway and it was unable to reveal the details. She quoted her own experience and said that in December last year, she attended an owners' committee meeting at the request of residents and something happened during the meeting suspected to be involved elements of crimes. The Police asked her to go to Tung Chung Police Station to assist with investigation. She stayed from 11 p.m. till 6 a.m. the next morning, but had so far received no further news or investigation results. If similar cases were all classified as disputes, she could not help but query the low crime rates claimed by the Police. According to her personal experience, during the statement taking, lots of material evidences were not recorded. She would later make a statement to the Police on her own initiative, hoping that the Police would conduct an investigation seriously. During a meeting session under the "meet-the-public scheme" a few years ago, she was surrounded and threatened by a group of residents. She wrote to the

Police the next day with a copy addressed to the Home Affairs Department. The Police went to the scene 11 days after the incident to request the CCTV footage but the relevant footage had already been deleted. She opined that the Police worked sluggishly and were not fully committed to maintaining public safety. She hoped the Police would discharge duty seriously.

- (b) She opined that TD did not clearly understand her question. She referred to an assault case happened in DB over the luggage, and her question had stated clearly that a residents' coach was involved. The point in question was that some tourists took the residents' coaches to the hotel. While the hotel provided buses and coaches, she questioned why information was provided directing tourists to use the residents' coaches. No luggage rack was installed on the residents' coaches, hence the dispute arose. She opined that TD should enquire how the agreement was entered into between the operator and the users. No owners' corporation was formed in DB and the management company signed most of the agreements. As the operator and the management company were subsidiaries of the developer, a conflict of interest existed which prevented a genuine protection of the interests of residents. She hoped that there would not be a repeat of the incident and that the bus operator felt resigned. She was afraid such incident would occur again and hoped that TD would enforce the licensing requirements strictly and gather residents' views proactively. She said she had seen tourists stand beyond the yellow line and ask the driver to take them to the hotel. Yet the coach route did not call at the hotel and the driver did not speak Putonghua. What the tourists did would disturb the driver and pose a danger. She hoped TD would monitor the situation and urge the hotel to provide coaches to serve its guests.

38. The Chairman hoped that the relevant departments would note Members' questions.

(Mr YUNG Chi-ming left the meeting at about 3:40 p.m.)

IV. Question on progress of construction of indoor sports centre and community hall near Mun Tung Estate in Tung Chung Area 39  
(Paper IDC 5/2019)

39. The Chairman welcomed Ms LEUNG So-ping, Selina, Senior Executive Officer (Planning)<sup>1</sup> of Leisure and Cultural Services Department (LCSD), Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands)<sup>1</sup> of Islands District Office (IsDO) and Ms TAM Yin-ping, Donna, District Planning Officer/Sai Kung & Islands of PlanD to the meeting to respond to the question. The written replies of PlanD and LCSD had been distributed to Members for perusal prior to the meeting.



40. Mr Eric KWOK briefly presented the question.
41. Ms Selina LEUNG said that the number of sports centres in Islands District was provided in accordance with the recommendation of Hong Kong Planning Standards and Guidelines (HKPSG). To tie in with the future development of Tung Chung, the Government announced in the Policy Address in January 2017 to construct a sports centre in Tung Chung Area 39 (or Area 107 at present) and launch a feasibility study within 5 years to prepare for its implementation. LCSD was planning for the sports centre pro-actively and would consider provision of appropriate facilities therein having regard to the needs of the community. Members' views on facilities of the sports centre were welcomed. LCSD and Architectural Services Department (ArchSD) were following up on the planning work of the project and would report the progress to Members in due course.
42. Mr Benjamin AU said that the Government had to take into account a variety of factors before construction of a new community hall, including the size of population, characteristics and expectations of the community as well as whether there were similar facilities in the vicinity and their usage. IsDO was aware of Members' request for construction of a community hall in Tung Chung Area 107 (near Mun Tung Estate in Area 39). As mentioned in his response to Mr Eric KWOK's enquiry in the past, IsDO had notified LCSD of its intention to construct a community hall in the proposed indoor sports centre and received policy support from Home Affairs Department. IsDO would closely monitor the progress of LCSD on the sports centre project, and report the details and arrangements to the departments concerned in due course.
43. Ms Donna Tam had nothing to supplement.
44. Mr Bill TANG said that he had enquired whether a sports centre would be developed in Tung Chung Area 107 and received a positive reply. As the project was mentioned in the Policy Address, he believed it was a confirmed project. Over the past 2 years, Members had been asking for specific information about the sports centre such as the works schedule, size of the sports centre and number of basketball courts but the departments concerned had not provided the details. He requested LCSD to provide the information.
45. Mr Eric KWOK requested LCSD to provide the works schedule, and hoped that the relevant planning and works details could be discussed at the next meeting. The community hall on Man Tung Road only consisted of a hall and some basic facilities, and the residents hoped that the new community hall would be similar to or bigger than Tsuen Wan Town Hall in scale with theatres and performance venues, etc. provided.
46. Ms Selina LEUNG made a consolidated response as follows:
- (a) Regarding the question on works schedule, the proposed sports centre

was mentioned in the Policy Address promulgated in January 2017 that a technical feasibility study would commence within 5 years. The department hoped that ArchSD could be invited to conduct the said study within 5 years. As the construction of a sports centre was a public works project, the Government must go through certain procedures before works commencement. The department was pro-actively planning on the proposed facilities of the sports centre, and would consult the District Council (DC) immediately after completion of the preliminary planning.

- (b) Regarding the scale of the sports centre, the department would like to construct a standard one (where 2 basketball courts or 8 badminton courts could be provided), but specific details including facilities and the site condition of the sports centre could only be confirmed after completion of the technical feasibility study by ArchSD. The department welcomed the views of Members and would report the progress of the project and consult DC on the proposed facilities of the sports centre in due course.

47. Mr Eric KWOK enquired which department would take charge on the issue of whether theatres and performance venues would be provided in the new community hall.

48. Mr Benjamin AU said that facilities would be provided in the new community hall according to the established standard. With regard to theatres or performance venues, LCSD would be in a better position to answer.

49. Ms Selina LEUNG said that the project was a sports and recreation facility as stated in the Policy Address. However, sports centres were usually equipped with multi-purpose activity rooms which may satisfy the concerned needs. The department noted Members' views and would consult DC on the proposed facilities of the sports centre.

(Ms Amy YUNG left the meeting at around 3:50 p.m.)

V. Question on hygiene condition of mobile toilets adjacent to Tung Chung Fire Station  
(Paper IDC 6/2019)

50. The Chairman welcomed Ms LAI Wing-sau, Winsy, District Environmental Hygiene Superintendent (Islands) and Mr LI Cheuk-ho, Ronald, Senior Health Inspector (Cleansing & Pest Control)<sup>2</sup> of FEHD; Ms YEUNG Cin-man, Winnie, Assistant District Officer (Islands)<sup>2</sup> of IsDO; Mr KAN Yat-chung, Thomas, Senior Hospital Administrator, North Lantau Hospital of Hospital Authority (HA) as well as Mr MOK Hing-cheung, Chief Land Executive/Islands and Mr AU Tik-hon, Senior Land Executive/Lantau of District Lands Office, Islands (DLO) to the meeting to

respond to the question. The written replies of the TD, Highways Department (HyD), FEHD and HA had been distributed to Members for perusal prior to the meeting

51. Mr Bill TANG briefly presented the question.

52. Mr Ronald LI said that the mobile toilets outside Tung Chung Fire Station were now cleaned once per day (including desludging and cleansing) and the monthly charges were \$4,500. The department would increase cleaning frequency to twice per day as Members suggested.

53. Ms Winnie YEUNG had nothing to supplement.

54. Mr Thomas KAN said that North Lantau Hospital (NLH) was responsible for a section of the walkway under the hospital project. The feasibility study of the project was just completed and NLH was examining and studying the report. It would then study the works details and cost estimate at the next phase having regard to the design of the walkway cover and implementation details to be advised by HyD, before confirmation of the implementation details and works schedule. NLH would report the project progress to DC in due course.

55. Mr MOK Hing-cheung said that DLO had not received any information about the works of walkway cover between NLH and the bus stop outside the fire station, and therefore had nothing to supplement.

56. Mr Bill TANG said that FEHD had not responded whether installation of toilets in the vicinity of Shun Tung Road and On Tung Street would be considered. A number of Members had proposed installation of toilets at the said location at the meetings of District Facilities Management Committee (DFMC) but FEHD only undertook to replace the mobile toilets. The department counted the number of users of the mobile toilets. However, most people were reluctant to use mobile toilets so the number could probably not reflect the genuine demand. Members also proposed provision of cover to the walkway connecting NLH and the bus stop outside the fire station. He opined that the pedestrian flow in the area would increase after completion of the works and the public demand for sanitary facilities would rise. He proposed that DC should allocate fund for construction of a permanent toilet instead of replacement of the existing mobile toilets, and the facility should be managed by FEHD.

57. Mr Holden CHOW said that according to Mr Thomas KAN who said just now, the feasibility study of the works of the walkway cover was just completed and the works schedule was not yet available. Noting that NLH could not provide the works schedule of the road section for which it was responsible, he enquired whether other departments could provide the schedules of works for which they were responsible respectively. Since the construction of a toilet adjacent to Tung Chung Fire Station could address the hygiene problem, he hoped that FEHD would conduct a feasibility study on the proposal.

58. Mr Eric KWOK said that part 2 of the question was related to the cover of the walkway from NLH to the bus stop outside the fire station. The road section was under the purview of HA, LandsD and IsDO. He was discontented that while TD was a leading department, it did not send any representatives to the meeting to respond to Members' questions or provide a written reply.

59. Ms Winsy LAI said that FEHD attached great importance to livelihood issues and had all along been monitoring the usage of the mobile toilets outside Tung Chung Fire Station. The current patronage rate of the mobile toilets was not high so FEHD had no plan to build any public toilet there. It had however strengthened the cleaning service in response to public demand. The department noted Members' views and would closely monitor the usage of the mobile toilets and review the existing service in a timely manner.

60. Mr Bill TANG enquired under what circumstances FEHD would review the existing service.

61. Ms Winsy LAI said that FEHD would take into account the patronage rate of the existing mobile toilets and alternative toilet facilities existing in the vicinity when considering the proposal of installing a permanent public toilet. The department noted Members' views on construction of a permanent public toilet.

62. Ms Josephine TSANG said that the mobile toilets were in poor hygiene condition especially in rainy days which could pose safety risks. Like many other people, she would rather use the toilets in the shopping mall nearby than the mobile toilets, thus the usage rate of the latter could not genuinely reflect the public demand. In view of the poor hygiene condition of the mobile toilets over the years, she requested FEHD to build a permanent one.

63. Mr Bill TANG said that the bus stop outside Tung Chung Fire Station was an major bus interchange in the area. Many passengers travelling in the district or to Lantau Island would make interchange there. However, people refrained from using the mobile toilets due to the poor hygiene condition and insufficient lighting at night. Apart from the public toilet of NLH's Accident and Emergency Department, there was no sanitary facility in the vicinity. He requested FEHD to build a permanent toilet there to cope with public demand.

64. Mr CHEUNG Fu also opined that the usage rate of the mobile toilets could not genuinely reflect the public demand. Young people might use the toilets elsewhere. However, he and other elderly people walked slowly and found it difficult to go to toilets located further away. They had no choice but to use the mobile toilets. He opined that the Government should be people-oriented and allocate resources for provision of a permanent toilet to meet the demand of the citizens and tourists.

65. The Chairman hoped that FEHD would follow up on Members' proposals.

VII. Question on request for opening Tung Chung Area 22 as temporary amenity lawn  
(Paper IDC 8/2019)

66. The Chairman welcomed Mr MOK Hing-cheung, Chief Land Executive/Islands and Mr AU Tik-hon, Senior Land Executive/Lantau of District Lands Office, Islands; Ms Winnie YEUNG, Assistant District Officer (Islands)<sup>2</sup> of IsDO and Mr CHAU Chun-wing, Tomy, District Leisure Manager (Islands) of LCSD to the meeting to respond to the question.

67. The consolidated written reply of IsDO, District Lands Office (Islands), LCSD, Islands District Environmental Hygiene Office of FEHD and HKPF/Lantau Police District had been distributed to Members for perusal.

68. Mr Holden CHOW briefly presented the question.

69. Mr MOK Hing-cheung referred Members to the consolidated written reply which had covered the matter.

70. Ms Winnie YEUNG supplemented that the ground investigation works was expected to complete in March, upon which IsDO would commence relevant work. IsDO was liaising with the 4 Members who raised the question and the departments concerned for a site visit to confirm the fence location.

(Post-meeting note: IsDO conducted a site visit with FEHD, LandsD, HKPF, LCSD, ArchSD and the Members concerned on 6 March this year to confirm the works area. Provisions for the works was endorsed at the DFMC meeting on 11 March. The works was expected to commence in April.)

71. Mr Tomy CHAU revealed that the result of discussion by relevant departments had been incorporated in the consolidated reply for Members' reference.

72. Mr Holden CHOW said that according to paragraph 4 of the consolidated written reply, there were concerns about illegal hawking, clothes drying and other activities at the lawn causing disturbance. However, he opined that Hong Kong was a place where the rule of law was upheld and the enforcement departments could take appropriate actions against irregularities. If the lawn was not open due to concerns over irregularities, all open spaces across the territory could not be open for public use following this logic.

73. Mr Eric KWOK was concerned about the progress of HA's work. The completion date of the ground inspection works was postponed from February to mid-March. Given the tight timeframe, the cost would increase with each delay. Originally, it was estimated that the amenity lawn could be used for 2.5 to 3 years and the site would then be returned to HA in 2020. Delay of works would shorten the actual time the land was open for use and increase the cost. He hoped that IsDO could follow up on the matter and ensure that HA could complete the ground inspection works

by mid-March. If HA failed to complete the works as scheduled, he might propose a condemnation of the department with other Members at the meeting.

74. Mr Bill TANG said that apart from the construction period, he would like to know the actual area of the land as neither diagram nor the actual area was provided in the written reply. He was worried that only 2 benches would be provided along the walkway between On Tung Street and Chui Kwan Drive after the amenity lawn was open, which fell short of expectations.

75. Mr Anthony LI responded as follows:

- (a) The departments concerned agreed after discussion to erect fences in front of the slope with densely grown trees for public safety. This measure could prevent accidents arising from traversing the inner area of the lawn, especially as there was no lighting at night. As the lawn was large, the actual fenced area would be confirmed after a site visit with Members later. He said the site would be deemed as government land rather than gazette pleasure ground if the management mode of On Tung Street Soccer Pitch was adopted. When government land within the site was unlawfully occupied, the Pleasure Grounds Regulation would be inapplicable and actions could only be taken according to the Land (Miscellaneous Provisions) Ordinance, Chapter 28 of Laws of Hong Kong. If noise nuisance was caused, IsDO would discuss with Environmental Protection Department whether there was any violation of the Noise Control Ordinance. If no specific ordinance was found applicable in respect of the clothes drying and camping activities etc. after study, IsDO and Members would request the parties concerned to cooperate, and if the activities were not ceased or even affected the public use of the lawn, IsDO might discuss with DC whether early termination of the project was necessary. On Tung Street Soccer Pitch was situated on government land and was not managed by any particular department. However, its operation had been smooth after opening and no problems or complaints arose.
- (b) As for the time, IsDO would maintain close liaison with HA and urge it to complete the ground inspection works in March for site handover. The works section of IsDO had commenced the preliminary work of tendering. Tenders could be invited after HA's handover of the site in March and works would commence in April. If everything went smoothly, the works could be completed in August 2019. According to the information of HA, it requested the return of the site in the first half of 2021. Assuming that the works was completed as scheduled, the lawn could then be used for around 2 years or 18-24 months as suggested by the latest information provided by HA, and not 2 to 3 years as Mr Eric KWOK claimed. The estimated project cost would be around \$800,000.

(Post-meeting note: After confirming the scope of works, IsDO estimated that the cost of works was \$1,000,000 and provision was endorsed at the DFMC meeting on 11 March.)

76. Mr Holden CHOW thanked the District Officer for his detailed explanation. He pointed out that the Land (Miscellaneous Provisions) Ordinance set out the established enforcement procedures against irregularities so he supposed that there would be corresponding enforcement actions targeting clothes drying and other activities. Generally speaking, there was usually a sign on government land reading no entry without permission. If the Administration was worried that members of the public might be put at risk when using the lawn at night, it could close the lawn during nighttime to ease concerns.

77. Mr Anthony LI replied that the opening hours of the venue would not be restricted if the management mode of On Tung Street Soccer Pitch was adopted. In addition, a gate was not installed at the pitch. LCSD said that all pitches under its purview were open round the clock. He asked LandsD to advise on the enforcement actions under Chapter 28 of Laws of Hong Kong.

78. Mr KWOK Chi-hang responded that DLO would post statutory notices if there was unlawful occupation of government land requiring cessation of occupation before a specified time according to the Land (Miscellaneous Provisions) Ordinance, Chapter 28 of Laws of Hong Kong. However, it would be difficult to deal with activities such as clothes drying this way. If the clothes were moved to another location of the government land for drying before the time specified in the statutory notice, there would not constitute the non-compliance of the notice, which was an enforcement problem encountered by DLO. As mentioned by the District Officer, the lawn was not a pleasure ground under the Pleasure Grounds Regulation so it could not be invoked for enforcement actions. It could only be treated as a case of unlawful occupation of government land and dealt with in the usual manner.

79. Mr Ken WONG enquired whether LCSD could be requested to close the gate of the lawn at night. After receiving complaints about noise generating at the basketball court in Peng Chau at night, LCSD deployed staff to lock up the court every night, showing that recreational venues could be locked. The lawn could follow this practice to open until 6 p.m. or 8 p.m.

80. Mr Tomy CHAU said that after discussion by the departments concerned on the feasible options, it was arrived that the shared management mode for On Tung Street Soccer Pitch should be adopted for opening the lawn on a trial basis for public's use, such that the lawn could not be treated as a LCSD venue, thus rendered LCSD impracticable to conduct clearance nor lock the gate. As IsDO would later invite relevant Members and government departments for a site visit, other feasible arrangements might be explored by then.

(Post-meeting note: After site visit and discussion with relevant departments and Members on 6 March, IsDO would set the opening hours for the

amenity lawn and recruit staff to open and lock the gate every day to ensure safety.)

(Mr CHEUNG Fu left the meeting at around 4:20 p.m.)

VIII. Question on law and order in Tung Chung  
(Paper IDC 9/2019)

81. The Chairman welcomed Ms TAM Nga-ching, District Commander (Lantau) (Acting) of HKPF to the meeting to respond to the question.

82. Mr Holden CHOW briefly presented the question.

83. Ms TAM Nga-ching made a consolidated response as follows:

- (a) Regarding manpower and resource allocation, the Police was pro-actively exploring ways to deploy additional manpower to cope with the development of Tung Chung New Town and the commissioning of HZMB, and would make arrangement of manpower redeployment within the district or supporting teams as necessary.
- (b) The new development area of Tung Chung was far from the town centre. The Police would step up patrol in the light of crime trends. To tie in with the resident intake of Mun Tung Estate, the Police had deployed more patrolling officers as well as maintained close liaison and shared experiences with the property management company pro-actively. Since the end of 2016, Lantau Police District, IDC and Islands District Fight Crime Committee launched the “Lantau Eyes” project, with closed-circuit televisions installed in the area to foster public cooperation with the police and enhance the public awareness of crime prevention. The project was proved effective in crime prevention and detection.
- (c) Lots of people gathered and made noise outside Tung Chung Crescent at late night. The Police had stepped up patrol at locations where noise nuisance was caused and contacted the property management companies concerned to garner public cooperation in police work.

84. Mr Holden CHOW thanked the Police for stepping up late-night patrols. However, some residents reflected that the Police did not take any enforcement actions. As the deterrent effect was limited, some people continued to hang out at the said locations and make noise. He enquired if anyone was prosecuted for noise nuisance, and hoped that the Police could consider the use of patrol log books for recording in addition to increasing patrols.

85. Ms TAM Nga-ching responded as follows:



- (a) She thanked Mr Holden CHOW for his proposal and would consider the use of patrol log books. She also emphasised that the Police had been implementing different measures to improve security and patrol efficiency.
- (b) She said that the data on prosecution for noise nuisance was not available at present, and would provide the information to Mr Holden CHOW after the meeting.

86. Mr Holden CHOW hoped that the Police could consider the use of patrol log books and requested that information about prosecution be provided in writing in due course. He opined that disclosure of the relevant information could let people have an idea about prosecutions instituted by the Police and help raise the alertness of the people concerned.

IX. Question on provision of bank branches and automatic teller machines in Tung Chung Town Centre  
(Paper IDC 10/2019)

87. The Chairman said that the written replies of Hong Kong Monetary Authority, The Hongkong and Shanghai Banking Corporation Limited, Standard Chartered Bank (Hong Kong) Limited and Bank of China (Hong Kong) Limited (BOCHK) had been distributed to Members for perusal.

88. Mr Holden CHOW presented the paper. He said that it was stated as usual that the proposal of setting up more bank branches was being considered. Over the years, the said 3 banks had only installed automatic teller machines (ATM) in Tung Chung without setting up any branches, which were in no way to meet the demand of residents, especially the elderly.

89. Ms Sammi FU said that Tung Chung had a population of 100 000 but BOCHK only provided 4 ATMs in the area. Young people could use online banking but the elderly had to go to other districts for banking services. The situation was completely different outside the Islands District where banks were ubiquitous.

X. Public Housing Developments at Tung Chung Area 99 and Tung Chung Area 100  
(Paper IDC 11/2019)

90. The Chairman welcomed Ms TAM Kwai-yee, Ann Mary, Chief Architect 2, Mr LAI Kwok-wai, Wilfred, Senior Architect 21, Ms LEE Sin-yee, Cindy, Senior Planning Officer 1, Mr LEUNG Bing-man, Joe, Senior Civil Engineer 6 and Ms CHAN Mei-ling, Vera, Architect 42 of HD to the meeting to present the paper.

91. Ms Ann Mary TAM presented the paper with the aid of PowerPoint presentation.

92. Mr Eric KWOK expressed his views as follows:

- (a) Areas 99 and 100 would respectively provide 4 300 and 5 100 public housing flats for 29 000 people. Recreation facilities such as basketball court and children's play area would be available in the areas. He proposed the provision of elderly fitness equipment as well.
- (b) In view of the experience of Yat Tung Estate and Mun Tung Estate, he was concerned that the 7-a-side soccer pitch at Area 100 would cause noise nuisance. He hoped that HD would assess seriously the appropriateness of the proposed location of the 7-a-side soccer pitch and whether the residents of the 3 adjacent buildings would be affected, or consider installing noise insulation facilities or green barriers to reduce noise.
- (c) He proposed growing flower plants at the greening areas in the estates to enhance the environment. Moreover, there was only one kindergarten in Areas 99 and 100 without any primary and secondary schools to meet the education needs of 9 400 families and students might need to attend schools in other districts. He said that there had been many requests from Mun Tung Estate for education assistance and hoped that HD would discuss the issue with the Education Bureau (EDB) in detail. He also proposed the provision of a special school in Area 99, Area 100 or Ying Tung Estate and hoped that the proposal could be taken forward before resident intake to avoid opposition from residents. In addition, he asked HD and HA to consider the provision of dental and ophthalmology services at day care centres for the elderly (DEs). Dental service was offered by non-governmental social welfare organisations in Yat Tung Estate at present and he hoped that such service would also be available in Areas 99 and 100.
- (d) He said that Ying Tung Road was often congested in the morning and was concerned that if no new road was built after the completion of the developments at Areas 99 and 100 and people could only rely on Ying Tung Road, the traffic problem would deteriorate.

93. Mr Holden CHOW expressed his views as follows:

- (a) He had always hoped that residential care homes for the elderly (RCHEs) would be provided in the area with sufficient places for the elderly as a site was reserved in Ying Tung Estate earlier to provide a 100-place RCHE. However, only Neighbourhood Elderly Centres (NECs) and DEs would be provided in Areas 99 and 100. He hoped that RCHEs would be set up in these 2 Areas.

- (b) He learnt that a site had been reserved for provision of kindergartens. He enquired whether primary and secondary schools would be provided in Areas 99 and 100, or if the students would have to attend primary and secondary schools in nearby districts or Tung Chung in the future.
- (c) He suggested the Administration promote cycling as a means of commuting in the new reclamation area, such as cycling to the bus stops for switching to public transport, although not easy to do so in urban areas.

94. Mr Bill TANG expressed his views as follows:

- (a) He was concerned whether the ancillary facilities of the estates could meet the future need of residents. According to the paper, the Integrated Children and Youth Services Centre, Integrated Community Centre for Mental Wellness and NEC would be available in the district; however, with the increasingly serious problem of population ageing, there was keen demand for RCHE and Hostel for Physically Handicapped Persons. He suggested the Administration designate land in the new reclamation area for social welfare use.
- (b) Relatively less resources were devoted to Tung Chung West and many projects had yet to commence. For instance, the project schedule for the sports centre in Area 107 as well as Tung Chung West and Tung Chung East Stations which received much attention were not yet available. He queried, according to the current planning and progress, whether the infrastructural facilities could be completed in tandem with the new public housing developments which were expected to be completed in 2024. While transport infrastructures did not fall under the purview of HD, since both TD and HD were under THB, he hoped HD would give an account of the progress of the rail projects. He was concerned that if the ancillary and infrastructural facilities could not be completed before population intake, it would be of great inconvenience to residents. Moreover, Tung Chung Town Park project had been delayed for 20 years and it was known recently that CEDD was carrying out preparatory work. He hoped that the department would honour its promise and commence works soonest.

95. Ms Sammi FU enquired whether land had been reserved in Areas 99 and 100 or adjacent area for construction of community hall. At present, there was only one community hall in Tung Chung for use by 100 000 people, and it might not be able to meet the demand when the population increased by 30 000 after completion of the developments in the two areas. She was concerned that if the MTR stations could not be completed by 2024 when the new public housing developments in Areas 99 and 100 were ready for population intake, inconvenience would be caused to residents.

96. Ms Ann Mary TAM said that the children's play areas in housing estates were used by elders and children and elderly fitness equipment was installed. The department noted Members' concern over noise generated by the players in the soccer pitch and would study in the design stage the orientations of soccer pitch and buildings as well as on the application of greening barriers, etc. At present, flowering plants of various colours were cultivated in new housing estates or courts and Members' views would be considered thoroughly in the landscape design work.

97. Ms Donna TAM said that school sites were reserved under TCNTE project according to HKPSG and as required by EDB. Two sites were reserved for schools near Ying Tung Estate and 10 sites in the new reclamation area were reserved for primary and secondary school and other school uses. Nevertheless, the implementation of schools would be subject to order of priority accorded by EDB and the requirement for district school nets. PlanD could pass on the views to EDB and enquire about the timetable.

98. Ms Ann Mary TAM said that many shop premises would be provided in Areas 99 and 100, and private clinics and dental clinics would likely to operate therein. Regarding the provision of government medical services, discussion with the Food and Health Bureau (FHB) and HA was required and the department would relay Members' suggestions to FHB and HA. According to the Traffic Impact Assessment Report, after resident intake of Areas 99 and 100, the throughput of Ying Tung Road had yet to reach saturation with the volume to capacity (v/c) ratio of 0.6 only, meaning there would be spare capacity to cope with the increasing vehicular flow. Road P1 would be commissioned in a timely manner to tie in with the continuous development in Tung Chung.

99. Mr Alfred WONG said that during the initial period of population intake of Areas 99 and 100, Ying Tung Road would continue to serve as the major access road. A public transport interchange (PTI) would be provided in Area 99 to facilitate people to travel by bus to and from the urban areas or Tung Chung Town Centre. Upon the completion of the PTI, the bus terminus at Ying Tung Road would be moved to there. It was expected that congestion arising from buses loading/unloading passengers on the vehicular lane of Ying Tung Road and vehicles queue for entering Ying Tung Estate during morning peak hours would be relieved.

100. Mr Holden CHOW said that Ying Tung Road was narrow and would have little space left when vehicles parked at roadside causing congestion outside Ying Tung Estate. As indicated in the assessment report, the PTI at Area 99, upon completion, could help ease the vehicular flow, but it was necessary to carry out road widening work beforehand. Moreover, Tung Chung East Station was scheduled to be completed in 2026 but still nowhere in sight. After the resident intake of Areas 99 and 100, the demand for railway service would become even keener and it would be impracticable to solely rely on existing road transport. THB should take forward the construction of Tung Chung East Station expeditiously.

101. Mr Eric KWOK expressed his views as follows:

- (a) The representative of PlanD said that the study on construction of schools would be carried out after completion of the entire plan, but he opined that it would then be unable to meet the education need of students at Areas 99 and 100. He hoped that PlanD would convey to EDB that primary and secondary school places should be provided to tie in with the population intake of Areas 99 and 100.
- (b) Owing to a large number of working families in Yat Tung Estate and insufficient whole-day kindergartens in the district, the demand for whole-day child care services was keen. He suggested that more places for such services should be provided in the projects planned so that residents could go to work with ease of mind instead of living on Comprehensive Social Security Assistance to take care of their children at home. He urged the Administration to address this issue squarely.
- (c) He indicated that since the department had no plan to construct markets in Areas 99 and 100, residents might have to go to Ying Tung Estate market, which was small and unable to meet the demand.

102. Mr Bill TANG expressed his views as follows:

- (a) While the Government planned to construct a new municipal market in Tung Chung Town Centre, the increasing population in the district made the provision of an additional market in Tung Chung Extension Area an urgent matter to avoid public discontent. The management of markets under the Hong Kong Housing Authority was currently outsourced to private operators and high rents were charged for market stalls. The rent of a 100-square feet market stall was even higher than that of a 400-square feet premise in the shopping arcade. He hoped that HD would not outsource the management of the new market in Tung Chung. He considered it necessary to identify land to build the wet markets, which should be operated by FEHD using the existing mode.
- (b) HD just indicated that the traffic on Ying Tung Road was smooth with a v/c ratio of 0.6. After the resident intake of the new housing estates, Ying Tung Road would experience an increased traffic flow, and other roads (in particular Tat Tung Road) would also be affected. The department only conducted assessments for roads with low usage and overlooked the impacts on the whole district and failed to address the problem pro-actively.

103. Mr Holden CHOW said that EDB would decide whether to provide more schools after the assessment for the whole district was completed, but there could be deviations in the assessment results, and many students living in the new housing estates might have to attend schools far away in the same district. He again requested PlanD to relay the issue to EDB and hoped that the latter would apply the district assessment

result in a flexible manner. If a district had a number of housing estates, school sites should be reserved instead of merging the education need of the district with other districts.

104. Ms Ann Mary TAM supplemented that land had been reserved in Ying Tung Estate for provision of RCHE. According to the information of SWD, land was also reserved in Tung Chung Extension Area for such purpose. Cycle tracks were available in the vicinity to connect Areas 99 and 100, and sufficient cycle parking spaces would be provided by HD according to HKPSG to enable residents to travel by bicycles. Tung Chung East Station was within the ambit of the Railway Development Office of HyD under THB. She had contacted the office but the completion date of the station was unknown. She would maintain liaison with relevant departments in the hope that the project could tie in with the completion time of the housing estates. Ying Tung Estate market had started operation and it was learnt that a government market would be provided in Tung Chung Extension Area. PlanD was discussing the site selection with relevant bureaux/departments to ensure that sufficient ancillary facilities would be provided for Tung Chung Extension Area.

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

- (a) Prior to the implementation of TCNTE project, the department had made comprehensive planning for a wide range of social welfare facilities according to HKPSG and the requirements of various government departments. While RCHE would not be available in Areas 99 and 100 in the future, the relevant facilities would be introduced in other development sites and the proposals would be implemented progressively.
- (b) FEHD pledged to provide a new market in the Extension Area and it would look for a site with PlanD. Moreover, space was set aside in Area 59 for provision of a government clinic, and Members might make recommendations on the provision of specialist services at the said government clinic and she would relay the proposals to the Department of Health. Shop premises in housing estates might be rented out for setting up private clinics.

106. Members noted the paper. The Chairman hoped that various departments would carefully consider and follow up on Members proposals.

## XI. Progress Report of Major Projects in Islands District (Paper IDC 3/2019)

107. The Chairman welcomed Mr LAM Wai-chuen, Eddie, Senior Engineer/15 (Lantau) of Sustainable Lantau Office (SLO) of CEDD to the meeting to present the paper. The progress report of the projects had been prepared by SLO of CEDD for Members' perusal.

108. Mr Eddie LAM briefly presented the report.
109. Mr Eric KWOK raised enquiries and views as follows:
- (a) Regarding the provision of a special school in Area 108 as set out in page 8 of the paper, he said he found that the works were near completion when he passed by the site, and enquired about the opening date of the school.
  - (b) He enquired whether the sports ground shown in a picture on the left side of the report cover was of standard design, and whether it was equipped with similar facilities and of similar scale as Tsing Yi Sports Ground.
  - (c) He said that there was a lack of parking space for large vehicles and coaches in Tung Chung. According to the paper, Tung Chung New Town would have a population of 150 000, meaning that many commercial activities would take place. It was learnt that a hotel covering an area of 50 000 square metres would be built in the district in the future. Coupled with the close proximity to HZMB and HKIA, a large number of coaches would enter Tung Chung district. However, there was no mention of car parks for large vehicles in the paper. He informed that since coaches parked on both sides of Yu Tung Road behind Yat Tung Estate, causing it to allow one-lane traffic only instead of two-lane traffic as originally designed, posing road safety risks in Mun Tung Estate.
  - (d) Regarding the sewage collection system in South Lantau and the sewage treatment works from Pui O to San Shek Wan, he enquired whether the works for the section between Pui O and Ham Tin could be advanced given the high ecological values of Pui O river nearby. There would be positive effect on conservation if the works could be completed 1 to 2 years earlier.
110. Mr Bill TANG enquired about the progress of integrated waste management facilities at Shek Kwu Chau and whether cost overrun would occur due to reclamation and application of high technologies. He said that CEDD had pledged to address the lack of access to fresh water in Tai Long Village on Lantau Island during the construction of the above infrastructure. He enquired about the progress.
111. Mr Eddie LAM made a consolidated response as follows:
- (a) Although the paper stated that the works of the special school would be completed in September 2019, the date might not be that open for classes. He would check with ArchSD or relevant departments after the meeting and then reply to Mr Eric KWOK in due course.

- (b) The outdoor sports ground of Tung Chung East shown in the picture on the report cover was a standard sports ground provided according to HKPSG. As to whether the scale was similar to that of Tsing Yi Sports Ground, he would check with the relevant department and provide further details later.
- (c) Regarding car park, PlanD provided parking spaces as appropriate according to the planning requirements set out in HKPSG. Further details would be supplemented by PlanD's representative.
- (d) For advancement of works at San Shek Wan, the department would convey the view of Mr Eric KWOK to the Drainage Services Department and a reply would be given in due course. Regarding Mr Bill TANG's enquiries about the progress of Shek Kwu Chau incinerator works and whether cost overrun would occur, as well as fresh water supply to Tai Long Village on Lantau Island, he would relay to relevant departments and report to Members when further information was available.

112. Ms Donna TAM said that regarding the issue of insufficient parking spaces, parking spaces were required to be provided as appropriate for residential and commercial development projects according to HKPSG. Coach parking spaces were however excluded generally. Under the existing policy of TD, request could be made for provision of public parking spaces including those for private cars, goods vehicles and coaches at government facilities such as public markets and recreational facilities where necessary. TD had considered requesting the provision of parking spaces at certain sites, and the number of additional parking spaces provided would be considered subsequently under the development projects.

113. Mr Eric KWOK raised enquiries and views as follows:

- (a) Regarding the parking spaces of large coaches, he considered that the prevailing planning standards were not comprehensive. With its close proximity to HKIA and HZMB, Tung Chung was identified as a key development area by the Government. Large-scale tourism and cultural facilities would be provided at To Kau Wan in Sunny Bay, coupled with the commercial and hotel projects under TCNTE, there would be a lack of large car parks for large coaches in the district if the design was made with reference to the planning standards.
- (b) Regarding water supply, he had time and again reflected to DC and the media the issue of salt water supply to Tung Chung. Regarding a picture in the paper marked with the location of a seawater pumping station, he enquired whether seawater was extracted from there for seawater flushing supply across Tung Chung.

114. Ms Donna TAM, in response to the enquiry about coach parking spaces, said that coach parking spaces would not be provided in the ancillary car parks of



development projects in general, though TD would request the developers to provide public parking spaces for coaches according to the demands of the districts. PlanD would relay the views about provision of coach parking spaces to TD.

115. Mr Alfred WONG said that according to the current plan, both TCNTE and the existing Tung Chung New Town would use seawater for flushing. Since the works for the seawater flushing facility of Tung Chung New Town would be carried out under TCNTE project, the facility concerned will be taken forward according to the implementation timetable of TCNTE project. The relevant infrastructural facility was now at the detailed design stage and the department would apply to LegCo for funding upon the completion of design work.

## XII. Progress on District-led Actions Scheme (Paper IDC 13/2019)

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

117. Mr Benjamin AU briefly presented the paper.

118. Mr Eric KWOK proposed the inclusion of the open space at the back of Mun Tung Estate bus stop for implementation of grass cutting and anti-mosquito works under the District-led Actions Scheme (DAS). He said that he inspected the site yesterday and found it was overgrown with weeds.

119. Mr Holden CHOW wanted to bring up the issue of illegally-parked and abandoned bicycles. At present, a large number of shared bicycles owned by OFO were abandoned along the cycle track and on the slope behind Wong Cho Bau Secondary School at Fu Tung Estate, Tung Chung. He had previously pointed out that shared bicycle companies should collect the abandoned bicycles and he also hoped that enforcement action could be taken to remove the bicycles soonest.

120. Ms LEE Kwai-chun expressed her views as follows:

- (a) She opined that DAS had achieved effective results last year. For clearance of illegally-parked bicycles, she proposed that the area from Cheung Chau Pier to Wellcome Supermarket be designated as a “priority site” under the 2019/20 proposed projects. The bicycles were parked near the sitting-out area. Given the high pedestrian volume in the vicinity and that works were in progress at Cheung Chau Pier, the illegally-parked bicycles would cause obstruction.
- (b) Regarding the beach cleanup, she enquired whether Cheung Chau Tung Wan (which fell outside the purview of LCSD) would be included in the cleanup programme this year.

(Post-meeting note: Upon checking, it was found that the said area had been included in the DAS as proposed by Members.)

121. The Chairman hoped that Mr Benjamin AU would take note of the issues raised by Members.

122. Mr Benjamin AU made a consolidated response as follows:

- (a) IsDO would discuss with Mr Eric KWOK the weeding and anti-mosquito work in the open space behind Mun Tung Estate bus stop after the meeting in the hope of ascertaining the location and responsible department for follow-up action.
- (b) Regarding illegal parking of bicycles, under existing mechanism, IsDO would conduct joint clearance operation with other departments such as DLO and FEHD where necessary. IsDO would confirm with Mr CHOW the exact location after the meeting and collaborate with relevant departments for a one-off clearance operation first, and then decide whether clearance operation would be carried out on a regular basis depending on the circumstances.
- (c) Regarding the issue of illegally-parked bicycles at the area from Cheung Chau Pier to Wellcome Supermarket, where circumstances allowed, the area would be listed as a “priority site”.

(Post-meeting note: Upon checking, it was found that the said area had been included in the DAS as proposed by Members.)

(Mr Ken WONG left the meeting at around 5:45 p.m.)

XIII. Proposed Islands District Council Funds Allocation in 2019/2020  
(Paper IDC 14/2019)

123. The Chairman said that if Members had no comment or interest in any item, he would ask them to consider endorsing the proposed IDC funds allocation in 2019/2020.

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

XIV. Report on the Work of the Islands District Management Committee (January 2019)  
(Paper IDC 15/2019)

125. Members noted and endorsed the above paper.

XV. Reports on the Work of the IDC Committees and its Working Group  
(Paper IDC 16-20/2019)

126. Members noted and endorsed the above paper.

127. The Chairman said that the Report on the Duty Visit to Kunming would be uploaded to the IDC website for public inspection.

XVI. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 21/2019)

128. Members noted and endorsed the above paper and proposal.

(ii) Approval for Using DC Funds by circulation from 1 December 2018 to 31 January 2019  
(Paper IDC 22/2019)

129. Members noted the paper.

XVII. Date of Next Meeting

130. There being no other business, the meeting was adjourned at 5:55 p.m. The next meeting would be held on 15 April 2019 (Monday) at 2:00 p.m.

-End-