

(Translation)

Islands District Council
Minutes of Meeting of
District Infrastructure and Development Planning Committee

Date : 9 February 2026 (Monday)
Time : 10:30 a.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Mr NG Choi-wah, MH

Vice-Chairman

Ms LAU Suk-han

Members

Mr HO Siu-kei
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Mr NG Man-kit
Mr CHOW Yuen-kuk, Jonathan
Mr HUI Chun-lung, MH
Ms KWOK Wai-man, Mealoha
Mr WONG Man-hon, MH
Ms WONG Chau-ping, MH
Mr YIP Pui-kei
Mr LAU Chin-pang
Ms LAU Shun-ting

Co-opted Member

Mr LI Wing-foo, MH

Attendance by Invitation

Mr CHAK Hok-leung, Ryan

Mr AU Kwan-hin, Andy

Ms LAM Shuk-man, Mandy

Senior Engineer/23 (South and Sustainable Lantau),
Civil Engineering and Development Department
Estate Surveyor/Tung Chung 1 (District Lands Office,
Islands), Lands Department
Senior Executive Officer (Planning)21,
Leisure and Cultural Services Department

In Attendance

Mr MOK Mong-chan

Mr YU Ka-ho, Ken

Mr CHAN Kwun-hang, Coway

Ms WONG Shuk-man, Suman

Assistant District Officer (Islands)1, Islands District Office

Senior Engineer/20 (South and Sustainable Lantau),

Civil Engineering and Development Department

Senior Town Planner/Islands 2, Planning Department

Engineer/Lantau Development, Transport Department

Secretary

Mr LEE Cher-hin, Vincent

Executive Officer I (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 government departments to the meeting and introduced Mr YU Ka-ho, Ken, Senior Engineer/20 (South and Sustainable Lantau) of the Civil Engineering and Development Department, who succeeded Mr YEUNG Che-yuen, Patrick.

2. Mr WONG Hon-kuen, Ken was absent from the meeting due to sickness and failed to submit a Notification of Absence from Meetings prior to this meeting. The Committee agreed to accept the application for absence from the meeting submitted by Mr WONG in accordance with the Islands District Council Standing Orders and requested that he submit a written application after the meeting.

(Post-meeting note: Mr Ken WONG submitted a Notification of Absence from Meetings in writing to the Secretariat on the afternoon of 9 February 2026.)

I. **Confirmation of minutes of the meeting held on 16 December 2025**

3. The Chairman said that the captioned minutes had incorporated the amendments proposed by government departments, and had been distributed to Members for perusal prior to the meeting. Members had no further amendment proposals and the minutes were confirmed unanimously.

II. **Follow-up Item**

a) **Question on the optimisation of land resources in Tung Chung**

4. The Chairman said that the Planning Department, the Civil Engineering and Development Department (CEDD) and the District Lands Office, Islands (DLO/Is) had updated the list which set out in detail the planned uses of various sites in Tung Chung, the departments for which the sites had been reserved, as well as the expected commencement dates of the relevant works. He welcomed Mr CHAN Kwun-hang, Coway, Senior Town Planner/Islands 2 of the Planning Department; Mr CHAK Hok-leung, Ryan, Senior Engineer/23 (South and Sustainable Lantau) and Mr YU Ka-ho, Ken, Senior Engineer/20 (South and Sustainable Lantau) of the CEDD; and Mr AU Kwan-hin, Andy, Estate Surveyor/Tung Chung 1 (DLO/Is) of the Lands Department to the meeting to respond to the question.

5. Members expressed their views as follows:

- (a) Members were concerned about the expected completion date of the public car park at the Chung Yan Road roundabout in Tung Chung Area 24A and the opening date of the town park in Tung Chung Area 29A.
- (b) Members enquired about the date of issuing tender invitation for the temporary car park in Tung Chung Area 59A, and the date when the land in Tung Chung Area 89 (Southern Side) would cease to be used as a temporary car park.
- (c) The land currently in Tung Chung Area 2B had been used by the Leisure and Cultural Services Department (LCSD) as a temporary landscaped area since 2007. While the landscaped area had previously been open to the public, access was now restricted. Members therefore enquired with the Department whether it could reopen the landscaped area for public use, and what the long-term development use of Area 2B was. Furthermore, Members expressed concern on the construction progress and design of the Joint-user Complex in Tung Chung Area 107.
- (d) Members were concerned about the impact of the MTR's temporary works site in Tung Chung Area 107 on the surrounding environment. Members also noted that many heavy machinery and water-filled barriers were placed outside the Tung Chung West MTR Station site access on Yu Tung Road, obstructing the traffic there. Furthermore, Members raised concerns over the progress of construction work on the open space in Tung Chung Area 52.

(Post-meeting note: Regarding the impact of the MTR's temporary works site in Tung Chung Area 107 on the surrounding environment, the Secretariat forwarded the MTR's reply to the Member who had raised the suggestion on 23 March 2026.

Furthermore, the Tung Chung New Town Extension – Site Formation and Infrastructure Works (Second Phase) gradually commenced in April 2025. This included the construction of a waterfront promenade

approximately 1.8 kilometres long (located on part of the Area 52 site) to provide green spaces and recreational facilities for residents.)

6. Mr Andy AU said that the tender exercise for the temporary car park project in Area 59A would commence on or before 18 March this year. The DLO/Is had not received any notification regarding the discontinuation of the use of the temporary car park in Area 89 (Southern Side).

7. Mr Ryan CHAK gave a consolidated response as follows:

- (a) The public car park at the Chung Yan Road roundabout in Tung Chung Area 24A would be completed in March 2026.
- (b) The town park in Tung Chung Area 29A was completed in December 2025. The CEDD had conducted an acceptance inspection of the park in January 2026 in conjunction with the LCSD and the Architectural Services Department. Once the CEDD completed the rectification works, the park would be handed over to the LCSD for management.
- (c) Regarding the traffic obstruction on Yu Tung Road caused by the placement of heavy machinery and water-filled barriers outside the Tung Chung West MTR Station site access, the Department would convey Members' views to its staff members of the relevant section after the meeting for follow-up actions.

(Post-meeting note: The CEDD had conveyed Members' views to the parties responsible for the sites near Yu Tung Road, including the Housing Department and the MTR.)

8. Mr Ken YU said that the CEDD had made arrangements for the nearby roads in response to the temporary car park construction project in Tung Chung Area 59A. At present, the relevant carriageway on Kam Tung Street near the site access at Area 59A was open to traffic, while the works relating to the footpath were largely completed. The Department would maintain close liaison with the DLO/Is to co-ordinate the tendering exercise for the temporary car park project. It was expected that the footpath would be open for public use in March 2026.

9. The Chairman asked the Secretariat to enquire with the LCSD about whether the landscaped area in Tung Chung Area 2B could be reopened to the public, the long-term development use of Area 2B and the construction progress of the Joint-user Complex in Tung Chung Area 107 by writing. As regards the specific design of the Joint-user Complex in Area 107, the Chairman suggested that Members should consider raising questions at a District Facilities and Works Committee meeting for detailed discussion.

(Post-meeting note: The LCSD's written reply was forwarded to Members for perusal on 25 March 2026.)

b) Question on the construction of a link road between Tung Chung Road North and Shun Tung Road

10. The Chairman said that the Committee included this issue as a follow-up item at its meeting on 16 December 2025. He asked the Transport Department (TD) to provide Members with data on traffic conditions at the junction of Yu Tung Road and Chung Yan Road to facilitate discussion. In addition, as Members had suggested at the previous meeting that the Department should explore the construction of a link road between Tung Chung Road North and Shun Tung Road, as well as a road at the east of Yu Tai Court to connect Yu Tung Road near the Lantau North Divisional Police Station, the Chairman asked the CEDD to provide Members with a concrete response regarding these suggestions.

11. The Chairman welcomed Ms WONG Shuk-man, Suman, Engineer/Lantau Development of the TD; and Mr CHAK Hok-leung, Ryan, Senior Engineer/23 (South and Sustainable Lantau) of the CEDD to the meeting to respond to the question.

12. Members expressed their views as follows:

- (a) Members suggested constructing a link road between Tung Chung West and South Lantau to address the problem of sole reliance on Yu Tung Road as the link road at present.
- (b) The CEDD was currently carrying out a number of works on Yu Tung Road, particularly on the section between the junction of Yu Tung Road and Chung Yan Road and the junction of Yu Tung Road and Shun Tung Road. During the implementation of the works, the section of Yu Tung Road from Yat Tung Estate to the Tung Chung town centre was converted from two-lane traffic to three-lane traffic to facilitate access by works vehicles to the works site in Tung Chung West. Members suggested that, upon completion of the works in Tung Chung West, Yu Tung Road should permanently remain a three-lane carriageway to alleviate traffic congestion there.

(Post-meeting note: The views concerned were discussed during the site inspection on 5 March 2026. The TD, together with the CEDD and departments concerned, would actively follow up on the suggestion regarding the addition of a lane on Yu Tung Road (roughly between Shun Tung Road and Chung Yan Road) eastbound.)

- (c) The section of Yu Tung Road between the Tung Chung town centre and Yat Tung Estate was a two-lane two-way carriageway. Traffic congestion frequently occurred on the Yu Tung Road southbound near its junction with Chung Yan Road. Vehicles on Yu Tung Road southbound often queued at the junction and were unable to proceed to the right-hand lane to wait to turn right. Members therefore asked the

relevant government departments to explore ways of improving the junction.

(Post-meeting note: The views concerned were discussed during the site inspection on 5 March 2026. The TD, together with the CEDD and departments concerned, would actively examine the technical feasibility of extending the right-turn lane on Yu Tung Road which turned towards Yat Tung Estate.)

13. Ms Suman WONG gave a consolidated response as follows:

- (a) The TD had deployed staff to conduct a traffic flow census at the junction of Yu Tung Road and Chung Yan Road during the morning peak hours on a weekday in January. The relevant data were as follows:
  - (1) The traffic flow on Chung Yan Road southbound was smooth, without any traffic queues.
  - (2) There was a traffic queue of some 30 metres in length on Chung Yan Road northbound.
  - (3) There was a traffic queue of some 30 metres in length on Yu Tung Road northbound.
  - (4) There was a traffic queue of some 300 metres in length on Yu Tung Road southbound.
- (b) Of the aforementioned four traffic directions, although traffic queues of some 30 metres in length were observed on Chung Yan Road northbound and Yu Tung Road northbound, they were cleared completely every time when the green light was on. However, as for the traffic queue of some 300 metres in length at Yu Tung Road southbound, a single green light cycle was insufficient to clear the queue.
- (c) On Yu Tung Road southbound near the aforementioned junction, the road was now partially widened to three lanes, namely the left-hand lane for turning left, the middle lane for going straight ahead and turning right, as well as the right-hand lane for turning right. In relation to the left-hand lane (i.e. Yu Tung Road towards Chung Yan Road southbound/Tung Chung Road), the Department observed that the periods in which the green light was on were long enough to clear the queues, meeting the traffic demand. As regards the middle lane (i.e. from Yu Tung Road towards Chung Yan Road northbound or straight ahead towards Yu Tung Road southbound), the Department noticed more severe congestion, as vehicles intending to go straight ahead or turn right were required to queue in the middle lane, and that although the right-hand lane was 50 metres long, vehicles intending to turn right were unable to proceed to the lane and wait to turn right as many vehicles queued in the middle lane.

- (d) The Department also analysed the types of vehicles travelling straight ahead at Yu Tung Road southbound using the aforementioned junction. According to the Department's observations, 362 vehicles passed through the junction in an hour. Private cars, buses, medium and heavy goods vehicles and other vehicles (e.g. motorcycles, taxis and light goods vehicles) each accounted for about a quarter of these vehicles.

14. Mr Ryan CHAK gave a consolidated response as follows:

- (a) Regarding Members' suggestion on constructing a link road between Tung Chung Road North and Shun Tung Road, the CEDD's consultant had completed a preliminary assessment. It was anticipated that the project would involve extensive infrastructure works and the acquisition of several graves, and that the link road would only be able to accommodate a small traffic volume diverted from Ma Wan Chung Village. According to the traffic assessment report for the Tung Chung New Town Extension (West) project, traffic congestion at the section between the junction of Yu Tung Road and Shun Tung Road and the junction of Yu Tung Road and Chung Yan Road was expected to improve upon completion of the works in Tung Chung West. In the interests of efficient use of resources, the Department currently had no plans to construct the captioned link road.
- (b) Regarding Members' suggestion on constructing a link road between Tung Chung West and South Lantau, the traffic flow of the South Lantau Eco-recreation Corridor (the Corridor) was expected to be concentrated mainly during non-peak hours and would not pose any significant impact on the traffic in the Tung Chung town centre. The Department was currently following up on the public engagement activities regarding the Corridor Study held in 2024 and the expressions of interest submitted by developers for the project in 2025. The Department would maintain communication with stakeholders regarding the views and suggestions raised therein and formulate relevant proposals. If there were further traffic assessments for the project, the Department would maintain close liaison with the TD.
- (c) Regarding Members' suggestion on permanently widening Yu Tung Road to a three-lane carriageway, the Department would provide a reply to the Secretariat after the meeting as this required the consent of other government departments and involved technical issues.

(Post-meeting note: Same as paragraph 12(b) above.)

15. Members expressed their views as follows:

- (a) In addition to the Corridor project, the 'Airport City' projects were also in full swing. Members asked the relevant government departments to

base their planning on the projected figures for Tung Chung's future population and traffic volumes.

- (b) The TD mentioned that a traffic queue of approximately 300 metres in length was observed on the southbound carriageway of Yu Tung Road during the morning peak hours. This queue had not only obstructed road traffic but also disrupted public transport services. Members therefore suggested that the relevant government departments should arrange contractors' heavy vehicles to avoid entering Tung Chung West during the morning peak hours.

(Post-meeting note: The relevant views were discussed during the site inspection on 5 March 2026. The TD, together with the CEDD and departments concerned, would actively examine the technical feasibility of extending the right-turn lane leading from Chung Yan Road to Yu Tung Road (towards Mun Tung Estate). Furthermore, The CEDD had conveyed Members' views on the need for contractors' heavy vehicles to avoid entering Tung Chung West via Yu Tung Road during the morning peak hours to the parties responsible for the sites near Yu Tung Road, including the Housing Department and the MTR.)

- 16. The Chairman asked the Secretariat to arrange a site inspection regarding the arrangements for widening Yu Tung Road.

(Post-meeting note: As the above suggestions were related to traffic and transport, the Chairman of this Committee, the Chairman of the Traffic and Transport Committee, as well as the Members who raised the suggestions had reached a consensus that the Traffic and Transport Committee would take over responsibility for following up on the site inspection conducted on 5 March and subsequent matters.)

### III. Question on the change of use for the bicycle parking areas near Mun Tung Estate (DIDPC Paper No. 1/2026)

- 17. The Chairman drew the meeting's attention to DIDPC Paper No. 1/2026.

18. The Chairman welcomed Ms WONG Shuk-man, Suman, Engineer/Lantau Development of the Transport Department (TD); and Ms LAM Shuk-man, Mandy, Senior Executive Officer (Planning)<sup>21</sup> of the Leisure and Cultural Services Department (LCSD) to the meeting to respond to the question.

- 19. Mr YIP Pui-kei briefly presented the question.

- 20. Ms Suman WONG gave a consolidated response as follows:

- (a) Regarding Members' suggestion on converting the bicycle parking area next to the Tung Chung Road Soccer Pitch into motorcycle parking

spaces, the TD and the Highways Department (HyD) had deployed staff to carry out a site inspection there and were examining the feasibility of converting the area into public motorcycle parking spaces.

- (b) If the aforementioned site were to be converted into motorcycle parking spaces, the HyD estimated that the works would involve the provision of a vehicular run-in/out, the conversion of the footpath into a carriageway, the provision of traffic signs and road markings and the removal of more than ten trees (including three with trunk diameters exceeding one metre), etc.. Consequently, the estimated works cost would be far higher than that of standard public motorcycle parking spaces (at least 20 times the cost), and the works, which would be more technically challenging, would take longer time to complete. Upon assessment, neither the TD nor the HyD recommended converting the aforementioned bicycle parking area into motorcycle parking spaces.
- (c) As regards the bicycle parking area next to the Chung Mun Road Sewage Pump Station in Tung Chung, as there was no public carriageway connecting to that site and that there was insufficient space to provide one, the TD did not recommend converting the aforementioned bicycle parking area into motorcycle parking spaces.

21. Members expressed their views as follows:

- (a) There was a considerable amount of litter and lots of abandoned bicycles at the vicinity of the two bicycle parking areas in question. To make better use of land resources, Members suggested that simple leisure and recreational facilities, such as seating, pavilions and fitness equipment, should be installed at these locations for residents' use.
- (b) The LCSD had previously conducted a study to assess the suitability of carrying out a minor district works project at the bicycle parking area next to the Chung Mun Road Sewage Pump Station. In this regard, Members enquired about the progress of the project.
- (c) The relevant departments should improve the hygiene conditions of the bicycle parking area next to the Tung Chung Road Soccer Pitch as soon as possible and clear the weeds nearby.

22. Ms Mandy LAM said that the Works Section of the Home Affairs Department had commissioned a consultant to study the feasibility of constructing children's play equipment and a fitness corner next to the Tung Chung Road Soccer Pitch. The study findings indicated that the site was extensively covered by trees with underground electricity cables laid there by the CLP Power Hong Kong Limited, for which the works were expected to be relatively complex. As such, the LCSD had opted to provide leisure facilities on the land used as a bicycle parking area next to the Chung Mun Road Sewage Pump Station, instead of the originally proposed site next to the Tung Chung Road

Soccer Pitch. A feasibility study for the project was currently underway, and preliminary results indicated that the project was technically feasible. The Department would take the project forward in accordance with established procedures and would report the latest progress to the District Facilities and Works Committee in due course.

23. The Chairman considered that even though underground electricity cables were laid at the site alongside the Tung Chung Road Soccer Pitch, the project cost would not increase significantly. He was also confident that the LCSD's engineering team would be able to overcome the relevant technical issues. Therefore, he urged the Department to reconsider the construction of leisure and recreational facilities at the site concerned. As for the weeds and miscellaneous items near the bicycle parking area next to the Tung Chung Road Soccer Pitch, the Chairman asked the Secretariat to write to the relevant departments after the meeting to follow up on the matter.

(Post-meeting note: Regarding Members' suggestion on installing simple leisure facilities (e.g. seating) at the location of the bicycle parking area next to the Tung Chung Road Soccer Pitch, the LCSD was following up on the matter with the relevant departments and would report the progress to the District Facilities and Works Committee in due course.

As for the weeds and miscellaneous items near the bicycle parking area next to the Tung Chung Road Soccer Pitch, the Secretariat had written to the relevant departments after the meeting to follow up on the matter, and forwarded the departments' replies to the Members concerned on 23 March 2026 and 16 April 2026.)

IV. Question on the construction of a joint-user complex and a joint-user office building in Tung Chung Area 1  
(DIDPC Paper No. 2/2026)

24. The Chairman drew the meeting's attention to DIDPC Paper No. 2/2026.

25. The Chairman welcomed Mr CHAN Kwun-hang, Coway, Senior Town Planner/Islands 2 of the Planning Department (PlanD) to the meeting to respond to the question.

26. Mr LAU Chin-pang briefly presented the question.

27. Members expressed their views as follows:

- (a) Citing the Government's construction of a joint-user complex and a joint-user general office building at Area 29, Kwu Tung North as an example, Members suggested that the Government should take into account the actual circumstances of the area and residents' future needs for relevant public services, and actively consider constructing a joint-user complex and a joint-user general office building in Tung Chung Area 1, so as to address the anticipated population growth in the area at

an early stage.

- (b) Members were aware that land in Tung Chung Area 1 had been reserved for the reprovisioning of temporary transport facilities to tie in with the future commercial development and public market project in Area 6. However, Members had recently attended a briefing session on the Airport Tung Chung Link project held by the Airport Authority, during which they had learnt that the Airport Authority had been discussing the reprovisioning of temporary transport facilities for the Airport Tung Chung Link project at the land in Tung Chung Area 6 with the relevant government departments. Members also mentioned that the commercial site in Area 6 was unlikely to be put up for sale in the near future. In light of the above developments, Members suggested that the Government should consider making good use of the land in Area 1 for the construction of a joint-user complex and a joint-user general office building.
- (c) Members hoped that the relevant bureau could provide the latest timetable for the sale of the commercial site in Tung Chung Area 6.
- (d) Members suggested that the Government should consider providing a performance venue and additional office space for community services in Tung Chung, to be let to non-governmental organisations for the provision of long-term community services to residents.

28. Mr Coway CHAN gave a consolidated response as follows:

- (a) The timetable for the sale of commercial site in Tung Chung Area 6 fell under the purview of the Development Bureau.
- (b) Area 1 had been zoned “Government, Institution or Community”, and a portion of the relevant government land would be reserved for the construction of cultural and recreational facilities which would be taken forward by the Leisure and Cultural Services Department.
- (c) The PlanD would, taking into account the overall planning for the Tung Chung New Town in the future and other factors, including changes in the demographic structure, reserve land at the request of relevant departments for the development of government, institution or community facilities in the area to meet the residents’ needs. Once the land was reserved, the relevant departments would, having considered factors such as the actual needs of the local community, implement the plans in a timely manner to provide the planned facilities.
- (d) For departments with the need of using part of the suitable sites for other short-term uses prior to the implementation of designated uses of the sites concerned, the PlanD could provide assistance at the planning

level.

29. The Chairman asked the Secretariat to write to the Development Bureau to enquire about the timetable for the sale of commercial site in Area 6, so that Members could assess the feasibility of the suggestion on releasing the land in Area 1 for the construction of the captioned buildings.

V. Any Other Business

30. No other business was raised by Members.

VI. Date of Next Meeting

31. There being no other business, the meeting was adjourned at 12:10 p.m. The next meeting would be held at 2:30 p.m. on 28 April 2026.

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