

(Translation)

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

Date : 25 February 2025 (Tuesday)
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, MH

Vice-Chairman

Mr CHOW Yuen-kuk, Jonathan

Members

Mr HO Siu-kei
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Mr NG Man-kit
Mr NG Choi-wah
Mr HUI Chun-lung, MH
Ms KWOK Wai-man, Mealoha
Mr WONG Man-hon, MH
Ms WONG Chau-ping, MH
Mr WONG Hon-kuen, Ken
Mr YIP Pui-kei
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting

Co-opted Member

Mr LI Wing-foo

Attendance by Invitation

Mr TANG King-yan, Sunny
Ms LAW Yuk-ling, Kirstie

Senior Town Planner/Islands 1, Planning Department
Senior Town Planner/Islands 2, Planning Department

Mr Ricky LEUNG	Executive Director, Engineering & Technology, Airport Authority
Mr Collin CHAN	Acting Deputy Director, Engineering, Airport Authority
Mr Chris WONG	Acting General Manager, Land, Property & Aviation Franchises, Airport Authority

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mr LAM Wai-chuen, Eddie	Senior Engineer/17 (Lantau), Civil Engineering and Development Department
Mr KWONG Wang-ngai, Walter	District Planning Officer/Sai Kung & Islands, Planning Department
Ms WONG Shuk-man, Suman	Engineer/Lantau Development, Transport Department

Secretary

Mr LEE Cher-hin, Vincent	Executive Officer I (District Council), Islands District Office
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**Welcoming Remarks**

The Chairman welcomed Members and representatives of government departments to the meeting.

- I. Confirmation of minutes of the meeting held on 18 December 2024
  2. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments, and had been distributed to Members for perusal prior to the meeting. Members had no amendment proposals and the minutes were confirmed unanimously.
- II. Question on the “Airport City” and the “Tung Chung New Town Extension” development projects  
(DIDPC Paper No. 3/2025)
- III. Update on the “Airport City” projects at Hong Kong International Airport  
(DIDPC Paper No. 2/2025)
  3. The Chairman drew the meeting’s attention to the DIDPC Paper Nos. 2/2025 and 3/2025.

4. Mr YIP Pui-kei briefly presented the question.
5. Mr Ricky LEUNG briefly presented the paper with the aid of PowerPoint presentation.
6. Mr YU Hon-kwan declared his interest that the company by which he was employed was a shareholder of Citygate, therefore he would not express opinions on the issue of the Tung Chung Station of the “Airport Tung Chung Link (ATCL)”.
7. Members expressed their views as follows:
  - (a) Members said that the new projects of the “Airport City”, including an airport marina with ancillary facilities, automated car parks and an art ecosystem, could promote local economic development and were highly anticipated. Therefore, Members supported the captioned development projects and enquired about the Chinese brand name of the projects. Moreover, Members enquired whether the Jet Fresh Market would supply fresh ingredients to the catering facilities in the captioned development projects to attract seafood lovers from the Greater Bay Area.
  - (b) Members enquired whether the Airport Authority (AA) would expand the service area of the ATCL to other areas of the Tung Chung New Town, and asked about the estimated passenger capacity per hour of the ATCL. Members urged the Transport Department (TD) to provide details of the temporary traffic management measures during the construction period. Members also expressed concern that the commissioning of the ATCL might increase the pedestrian flow in Tung Chung and aggravate the traffic congestion on Tat Tung Road. They therefore suggested that the TD and the relevant government departments should make a comprehensive planning. Members proposed that the new station could be connected to the footbridge network in Tung Chung to alleviate the pedestrian flow, and suggested that the bicycle parking area at Tat Tung Road should be converted into other community facilities.
  - (c) Members enquired whether the ATCL would operate 24 hours a day, and whether it would be connected to the Hong Kong Port (HKP) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) to provide feeder transport services for Tung Chung residents working there. Members suggested that the AA should offer fare concessions on the ATCL to airport staff. In addition, Members enquired whether the captioned development projects would also improve the transport facilities on South Perimeter Road at the airport.
  - (d) Members asked whether the airport marina and ancillary facilities would be operated on a membership basis, and whether non-member yachts

with local licences would be permitted to use the berths at the airport marina. In addition, Members asked whether self-driving visitors to Hong Kong using the “Park and Visit” car park would need to take out separate third party liability insurance applicable in Hong Kong, and whether the car park would be available for use by Hong Kong residents. Members also suggested that the relevant parties should consider expanding the smart parking system of the “Park and Visitor” car park to the entire territory of Hong Kong.

- (e) Members opined that the AA should consider whether the captioned development projects would affect the daily lives of Tung Chung residents. For example, an increase in people flow in Tung Chung might aggravate the traffic congestion on Cheung Tung Road and Fu Tung Street, and lead to a rise in prices in the area. As such, Members urged the AA to coordinate with the government departments concerned to minimise the potential impacts. Members also asked how the captioned development projects would benefit Tung Chung residents.
- (f) Members suggested that the AA should strengthen communication and make appropriate coordination with the Government on the Tung Chung New Town Extension (TCNTE) project and the South Lantau Eco-recreation Corridor project.
- (g) Members suggested that the AA should develop corresponding talent training programmes for the captioned development projects.

8. Mr Chris WONG gave a consolidated response as follows:

- (a) Following the release of the “Airport City” development blueprint in January this year, the AA would take forward the global investment promotion work to invite potential investors and developers from Hong Kong, the Mainland and overseas to participate in the investment and operation of the “Airport City” projects.
- (b) While the “Airport City” was a regional development project, the AA hoped that the project would complement the existing tourist attractions in the Islands District (such as the Ngong Ping 360, the Tian Tan Buddha Statue and the Hong Kong Disneyland) to generate synergy. In this way, tourists could choose to visit other tourist attractions in the Islands District in addition to visiting the “Airport City”.
- (c) The AA would discuss with the investors and developers the development model for the airport marina. The AA hoped that the airport marina would offer a variety of services and provide short-term and long-term berths for both visiting yachts and local yachts, so as to promote the development of the maritime and aviation economy.

9. Mr Ricky LEUNG gave a consolidated response as follows:

- (a) The AA was working on the Chinese brand name for the “Airport City” development projects and would announce it in due course. In addition, the AA noted Members’ views on developing the Jet Fresh Market and the catering facilities in the projects together.
- (b) The ATCL project comprised three routes operating in a two-way mode, including the Tung Chung to Airport Line, the Tung Chung to HKP Line and the HKP to Airport Line. According to the project design, the Tung Chung Station platform would have six autonomous vehicle boarding and alighting points, with a maximum frequency of six vehicles (each capable of carrying 16 passengers) departing every two and a half minutes during peak hours. As the ATCL needed to align with the operating hours of the MTR and other public transport services, it was anticipated that 24-hour service would not be provided during the initial operational phase.
- (c) The Tung Chung Station of the ATCL would be connected to the platform and the pedestrian walkway on Tat Tung Road via automatic escalators. The carrying capacity of the escalators was calculated based on the number of boarding positions on the platform, the number of vehicles, and the passenger capacity of each vehicle, which was sufficient to cope with the passenger flow at the station. In the long run, the project design would also reserve flexibility to connect to the future developments in the surrounding area via footbridges. In order to accommodate passenger flow, the AA would also widen the crossing at the junction of Tat Tung Road and Fu Tung Street. The AA also noted Members’ views on the conversion of the bicycle parking area on Tat Tung Road into other community facilities and would discuss the issue with government departments.
- (d) The AA would consider Members’ suggestion on offering fare concessions on the ATCL to airport staff. The AA would closely monitor the traffic conditions on South Perimeter Road at the airport and within the airport island, and would study the feasibility of introducing autonomous vehicles to transport airport staff in the future.
- (e) Some of the berths at the airport marina would be allocated for use by local yachts, while the rest would be reserved for visiting yachts. Given the comprehensive facilities at the airport marina, the AA believed that more yacht-related exhibitions could be held at the AsiaWorld-Expo (AWE) in the future, which would not only promote yacht transactions, but also attract high-end tourists to Hong Kong for consumption, thereby driving the development of the art ecosystem.

- (f) As for the operational arrangements for the “Park and Visit” car park, visitors driving from Zhuhai or Macao to Hong Kong had to make an online booking in advance to obtain permission and reserve a parking space before driving to the “Park and Visit” car park via the HZMB. The Government was discussing with authorities in Guangdong Province and Macao the establishment of an online platform, whereby self-driving visitors to Hong Kong had to make an online booking in advance before crossing the HZMB from the Zhuhai Port and the Macao Port. When self-driving visitors to Hong Kong paid the relevant fees online, they also had to settle payment for the third party liability insurance taken out by the AA on their behalf.
- (g) Currently, the Artificial Island Port had a certain number of open-air parking spaces. If bazaars or sports facilities were to be developed near the port in the future, the parking spaces could be used by the public. Generally speaking, if members of the public wished to drive to Zhuhai or Macao, they could apply for the “Northbound Travel for Hong Kong Vehicles” scheme. If members of the public wished to park in Hong Kong before heading to Zhuhai or Macao, they could choose to park at “11 SKIES”, then take an autonomous shuttle bus to the port, and interchange to the Gold Bus or other means of transport to their destination.
- (h) The AA hoped that the “Airport City” development projects would facilitate tourists’ access to the airport via the port, connect to the mass transit system in Hong Kong, and drive economic development in Tung Chung. At the same time, the AA was committed to minimising the impact on Tung Chung residents during the construction period, and the current project proposal had achieved a balance between economic development and residents’ daily lives.
- (i) As regards the airport, the Hong Kong International Aviation Academy offered training programmes and coordinated with local tertiary institutions on courses. The AA noted Members’ views on the talent training programmes.
- (j) As the Secretary for Transport and Logistics was a member of the AA Board, the Transport and Logistics Bureau would coordinate the airport development projects with other development projects in Hong Kong in accordance with established mechanisms. At the operational level, the AA would maintain communication and liaison with the Planning Department (PlanD), the Civil Engineering and Development Department (CEDD), and the TD.

10. Mr Collin CHAN gave a consolidated response as follows:

- (a) The stations of the ATCL were above-ground stations, with separate

lanes for pedestrians and bicycles underneath. During the construction period of the project, the cycle track and the bicycle parking area on Tat Tung Road would be temporarily closed. All affected facilities would be reprovisioned nearby after the completion of the project.

- (b) The “Airport City” development projects were not only targeted at the high-end consumer group. Some of the projects, including water-based leisure and recreational facilities, the Jet Fresh Market with characteristics, a sportainment complex, a waterfront promenade, a piazza and a performance venue at the AWE Phase 2, etc., were designed for the general public and a wide range of tourists. The projects would also attract various types of business tenants, which was expected to provide more consumption choices for Tung Chung residents and create more job opportunities.

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

- (a) The TD would plan and provide public transport services and facilities having regard to the transport needs arising from district development, including newly completed residential developments, commercial areas, railway stations and the “Airport City” project in the Tung Chung New Town. This would take into account factors such as geographical locations and operational efficiency of the routes. The AA was currently taking forward the autonomous transportation system “Airport City Link” and the ATCL to connect the SKYCITY, the HKP of the HZMB and the Tung Chung Town Centre. The MTR Corporation Limited was also carrying out the Tung Chung Line Extension project to connect the Tung Chung Town Centre with the future developments under the TCNTE project.
- (b) The Department had been monitoring the current traffic conditions of Tat Tung Road and planned to widen Tat Tung Road to accommodate traffic demand. Regarding the traffic conditions of Tat Tung Road after the completion of the ATCL project, the Department anticipated that the pedestrian traffic on Tat Tung Road would increase, and had therefore requested the AA to improve the pedestrian facilities in the vicinity, such as expanding of footpaths, widening of pedestrian crossings and provision of footbridges, etc. As for the vehicle traffic, the Department might also improve the traffic conditions of Tat Tung Road by regulating the bus routes and relocating the pick-up/drop-off points.
- (c) Regarding the temporary traffic management measures during the construction of the ATCL project, in accordance with standard procedures, the developers had to submit an application regarding the temporary traffic management measures to the TD and the Police for approval. The Department might require the developers to submit a

traffic impact assessment report on the traffic conditions at the locations concerned, which should include data on the daily vehicular flow on the relevant roads, the expected flow of works vehicles, and whether the roads could accommodate the expected vehicular flow under the temporary traffic management measures. If the assessment results revealed that the temporary traffic management measures were insufficient to cope with the expected vehicular flow, the Department would discuss alternative feasible solutions with the developers, such as implementing the temporary traffic management measures only during non-peak hours. The Department would consider all relevant factors when approving applications for temporary traffic management measures to ensure that the impact of the works on the public was minimised.

- (d) The Department had been maintaining close communication with the relevant stakeholders, including the AA, public transport service operators and local representatives, and would review the public transport services in the district with public transport service operators and make corresponding adjustments in a timely manner to meet passenger demand.

12. Mr Sunny TANG said that the positioning of the TCNTE project included supporting the development and operation of the “Airport City”, with planned roads already in place to connect Tung Chung and the airport. In addition, the ATCL would strengthen the connection between Tung Chung and the airport, create employment opportunities in the extension area and generate synergy. The PlanD would also maintain close communication with the AA regarding the planning and facilities of the “Airport City”.

13. Mr Eddie LAM said that the CEDD and the AA had maintained regular communication. The Department had provided the AA with the design and schedule for the TCNTE project to enable the AA to further optimise the development projects of the “Airport City”.

IV. Proposed Amendments to the Approved Peng Chau Outline Zoning Plan No. S/I-PC/12 (DIDPC Paper No. 1/2025)

14. The Chairman drew the meeting’s attention to the DIDPC Paper No. 1/2025.

15. Mr Sunny TANG briefly presented the paper with the aid of PowerPoint presentation.

16. Members had no comment on the paper.



V. Any Other Business

17. No further business was raised by Members.

VI. Date of Next Meeting

18. There being no other business, the meeting was adjourned at 3:56 p.m. The next meeting would be held at 2:30 p.m. on 29 April 2025 (Tuesday).

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