

(Translation)

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

Date : 28 February 2024 (Wednesday)
Time : 3:00 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 NG Man-kit
Mr HO Siu-kei
Mr NG Choi-wah
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Ms KWOK Wai-man, Mealoha
Mr HUI Chun-lung, MH
Mr WONG Man-hon, MH
Ms WONG Chau-ping
Mr WONG Hon-kuen, Ken
Mr YIP Pui-kei
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting

Attendance by Invitation

Ms LAW Yuk-ling, Kirstie
Mr LEE Lap-man

Senior Town Planner/Islands 2, Planning Department
Engineer/Islands 2, Transport Department

In Attendance

Mr LI Ho, Thomas
Mr LAM Wai-chuen, Eddie

Mr KWONG Wang-ngai, Walter

Ms WONG Shuk-man, Suman

Assistant District Officer (Islands)1, Islands District Office
Senior Engineer/17 (Lantau),
Civil Engineering and Development Department
District Planning Officer/Sai Kung & Islands,
Planning Department
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 the government departments to the meeting and introduced the following representatives of departments:

- (a) Mr LAM Wai-chuen, Eddie, Senior Engineer of the Civil Engineering and Development Department (CEDD);
- (b) Mr KWONG Wang-ngai, Walter, District Planning Officer/Sai Kung & Islands and Ms LAW Yuk-ling, Kirstie, Senior Town Planner of the Planning Department (PlanD); and
- (c) Mr LEE Lap-man and Ms WONG Shuk-man, Suman, Engineers of the Transport Department (TD).

I. **Question on the progress and livelihood facility planning of the Tung Chung New Town Extension**  
(DIDPC Paper No. 1/2024)

2. The Chairman welcomed the guests to the meeting to respond to the question. The written reply of the PlanD had been distributed to Members for perusal prior to the meeting.

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

4. Ms Kirstie LAW briefly presented the written reply.

5. Mr Eddie LAM said the reclamation works under the Tung Chung New Town Extension (TCNTE) were completed at large. The CEDD would actively facilitate the Housing Department (HD) in the public rental housing (PRH) projects in the extension area, with a view to enabling the first population intake in Areas 99 and 100 in 2025. The roads and infrastructure facilities in the extension area would also be completed by 2024 to cater for the population intake.

6. Members expressed their views as follows:

- (a) Members were concerned that the extension area would experience traffic problems and a shortage of livelihood facilities (including

schools, markets, sports and recreational facilities, carpark and etc.) in the future, resulting in the inability to meet the needs of residents. In addition, after the Lunar New Year, Man Tung Road was partly closed to tie in with the second phase pipeline laying works, which led to traffic congestion and affected the bus services throughout Tung Chung North. Members hoped the departments would follow up on the situation.

- (b) The population of Tung Chung was going to rise rapidly in the future, causing a shortage of school places (especially primary places) in the district. As a result, primary and secondary school students in the district might be allocated to schools in other districts, causing community problems. At present, there were kindergarten, primary school and secondary school students facing the difficulty of attending schools in other districts. Members hoped the relevant departments would follow up on the problem. Members also hoped the PlanD could expedite school site planning, so that educational bodies could build school premises as soon as possible.
- (c) Members hoped the departments would provide the latest planning blueprint for the TCNTE area and introduce the livelihood and traffic facilities in the extension area in the next meeting, so that Members could share the information with residents.
- (d) As the first batch of population intake in the TCNTE area would take place in 2025, the transport planning for the extension area should adopt the “infrastructure-led” principle, so as to avoid various traffic problems after the population intake.
- (e) Apart from the shortage of parking spaces in PRH estates, there was also a shortage of parking spaces for medium and heavy goods vehicles in Tung Chung. Currently, there were only three goods vehicle parking spaces on Fu Tung Street. Due to the shortage of parking spaces, many goods vehicles were parked at Yu Tung Road near Mun Tung Estate and Man Tung Road near Seaview Crescent at night, drawing many complaints from the public. Therefore, Members hoped the Government would allocate and reserve some sites for parking medium and heavy goods vehicles.

7. Mr LEE Lap-man made a consolidated response as follows:

- (a) The Government had been encouraging members of the public to use public transport more and use private cars less. The TD would accord priority to the parking needs of commercial vehicles and it had been conducting a study on the needs of commercial vehicles in Tung Chung district. The Department would conduct a consultation on the location and number of the additional open parking spaces for commercial vehicles in Tung Chung in due course.

- (b) The Department had been planning the number of parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (“HKPSG”), and had increased the number of parking spaces having regard to the illegal parking situation and the supply of carpark spaces under short-term tenancy in the vicinity.
- (c) The TCNTE involved many works projects. The Department would discuss the details with the Police and take into account the impact on the area before approving the temporary traffic arrangements. The Department would also monitor the various temporary traffic arrangements with the Police based on the actual situation. As regards Members’ concern about the traffic congestion at the junction of Man Tung Road, the Department was learning about the situation and would follow up with the CEDD.
- (d) As for traffic facilities, a new railway would be built in Tung Chung. Before the completion of the railway, residents in the area would mainly rely on bus services to travel to other districts. The Department would discuss with the bus companies on the arrangement for enhancing feeder bus services.

8. Mr Eddie LAM made a supplementary response as follows:

- (a) The Department noted the traffic congestion problem at the junction of Man Tung Road mentioned by Members. After collecting residents’ views, the Department would review and optimise the works arrangement, and would communicate with the TD and the Police to implement improvement measures.
- (b) The government departments concerned would report to Members the progress of the recreational facility projects and school planning in the extension area in a timely manner. The Department would continue to take forward the second phase development of the river park and the promenade project, which were currently at the detailed design stage. It was expected that the design would be completed between the end of this year and the beginning of next year. Afterwards, funding approval would be sought for the commencement of works.

9. Mr Walter KWONG made a consolidated response as follows:

- (a) The PlanD had made planning for the TCNTE area. Generally speaking, when making planning for an individual area, the Government would determine the community facilities and infrastructure required for the area in accordance with the HKPSG and based on the population and other factors, and would also reserve land at appropriate locations for other government departments to build the relevant supporting

livelihood facilities.

- (b) The planned livelihood facilities in the TCNTE area could be broadly divided into two categories, namely facilities that required standalone sites (such as schools) and facilities that did not require standalone sites (such as kindergartens and social welfare facilities built within PRH estates or private development projects). As an example of facilities that required standalone sites, the Department had reserved sites in Tung Chung Area 89 for the Education Bureau to build schools. In addition, the authority had also reserved many sites in the extension area for educational purposes and the construction of other livelihood facilities (such as sports centres and clinics, etc.). However, the actual construction schedule of these facilities would have to tie in with the timetable for residents' intake, therefore, the relevant departments would provide the planned facilities in a timely manner having regard to the resource availability and the actual needs of the area.

10. Members expressed their views as follows:

- (a) Since a large number of residential buildings would be built in the TCNTE area, Members asked the PlanD whether the standards stipulated in the HKPSG could cater for the population growth with the provision of sufficient livelihood facilities (including markets, schools, post offices, cultural and recreational facilities, etc.), and whether the Department was able to monitor the progress of the livelihood facility projects. Members asked the Department about the planning for Tung Chung West, for example, whether feeder services to the Tung Chung West Station would be available in Tung Chung Areas 42 and 46 and whether new markets would be built in the area.
- (b) Among the nine districts in the New Territories, the Islands District was the only one with positive population growth. In view of the rapid population growth in the Islands District in the next six years, Members hoped that all government departments, especially the PlanD, the TD, the CEDD and the Lands Department, would jointly explore measures to cope with the population growth. As the TD just mentioned that it had been identifying suitable sites for providing carparks under temporary short-term tenancy, Members said that members of the Islands District Council (IDC) could collaborate with the departments to solve the problem.
- (c) It was mentioned in the Budget that 80 000 private housing units could be built in Hong Kong in the coming five years and the land required would be sourced from the TCNTE area and other new development areas. In order to let members of the public to have more information on the planning of the TCNTE area, Members hoped that relevant departments could provide the works schedule of the livelihood

facilities, so as to avoid public grievances arising from the insufficiency of ancillary facilities found when new residents moved in. In addition, Members noted that there were vacant sites available in the vicinity of Area 89, and some sites could also be vacated as the CEDD relocated its offices in the future, therefore, Members suggested that the TD could consider building carparks under temporary short-term tenancy at these sites. Members were willing to conduct site visits with the CEDD, the PlanD and the TD to seek solutions.

- (d) Tung Chung used to have a population of merely 70 000 to 80 000. However, in view of the fact that Tung Chung was an isolated community and could not share facilities with other districts, a standard swimming pool could be built in the district even though the population threshold of 207 000 stipulated in the HKPSG was not met. Therefore, Members hoped the departments would take into account the actual situation of the district and exercise flexibility in striking a proper balance, rather than making site planning based solely on the requirements of the HKPSG.

11. The Chairman hoped Members would continue to maintain good communication with the various departments on the TCNTE project. If needed, the departments could arrange site visits for Members.

(Post-meeting note: The TD and eight Members conducted a site visit in Tung Chung on 23 April 2024.)

12. Mr Walter KWONG said that the HD would provide social welfare facilities when building PRH estates in Areas 42 and 46. He added that in addition to the HKPSG, the PlanD would also consider the actual situation of a district and the opinions of relevant departments in the course of planning. If the departments considered it necessary to build the relevant facilities, the Department would assist in identifying sites.

13. Mr Thomas LI said that the relevant government departments had been invited to introduce the TCNTE project to members during the last term of the IDC. Since it had been some time since the last briefing session and there were many new Members in the current-term IDC, he suggested that the Secretariat arrange another briefing session for the relevant departments to explain to Members the overall planning and the updated situation of the extension area, including details such as the works progress of individual facilities.

14. The Chairman agreed to the suggestion.

(Post-meeting note: A briefing session on the TCNTE area was held on 26 March 2024, at which the relevant government departments briefed Members on the latest planning for the extension area and discussion was made on relevant issues.)

II. Question on the provision of sufficient parking facilities in the future planning of Lantau Island  
(DIDPC Paper No. 2/2024)

15. The Chairman welcomed guests to the meeting to respond to the question. The written replies of the PlanD, the TD and the Environmental Protection Department had been distributed to Members for perusal prior to the meeting.

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

17. Ms Suman WONG briefly presented the written reply.

18. Members expressed their views as follows:

- (a) The public housing development in Tung Chung Area 99 and the Joint-user Complex in Tung Chung Area 107 would provide 80 private car parking spaces and 47 public parking spaces respectively. Members were concerned that the additional parking spaces could not cope with the demand of the future population.
- (b) The Link Asset Management Limited had converted some parking spaces in the Yat Tung Shopping Centre into shops and offices for non-profit-making organisations. As a result, some car owners were unable to rent a parking space. Moreover, the land lease did not allow the lease of parking spaces to non-residents. Therefore, Members hoped that the TD and other departments would coordinate to ensure the optimal use of the vacant parking spaces.
- (c) There were many electric vehicles parked on Chi Ma Wan Road in Ham Tin Kau Tsuen. Villagers used extension units and other devices to charge their vehicles, but the extension units were placed randomly on the road, posing a danger. Members hoped the departments could provide more charging facilities for electric vehicles. Regarding the shortage of electric vehicle chargers in areas such as Mui Wo and Tai O, Members suggested that high-speed chargers be adopted to shorten the charging time during which a parking space was occupied.
- (d) As the Mui Wo improvement works was underway, the departments had recovered the carpark at the Mui Wo Passenger Ferry Pier and converted the goods vehicle parking spaces into a bicycle parking area. As a result, large goods vehicles and commercial vehicles were parked at the carpark near the former New Territories Heung Yee Kuk Southern District Secondary School, occupying the parking spaces for private cars, and private cars could only park along the Mui Wo Ferry Pier Road, resulting in the problem of illegal parking. Members made the following suggestions:

- i. Before the completion of the 80 parking spaces in Phase 2 Stage 2 of the Improvement works at Mui Wo in 2027, the departments should seek to provide sufficient public parking spaces for private cars in the vicinity of the Mui Wo Ferry Pier.
  - ii. Members and the departments should carry out site visits on the illegal parking problem in Mui Wo at 8 a.m. and during 6 p.m. to 7 p.m. to explore solutions.
- (e) The number of private cars in the four villages in Pui O had exceeded 500, but only 35 private car parking spaces were provided in those villages. Most of the vehicles could only be parked by the roadside or on private land in the vicinity of the villages. Villagers were worried that they might no longer be allowed to park their vehicles on those private land after the relevant preservation ordinance came into effect. Members suggested that the relevant departments should release idle vacant sites and private agricultural land near roadside in South Lantau for the provision of temporary carparks, so as to solve the problem of parking space shortage.
- (f) The utilisation rate of 50% of the Citygate carpark was just an average figure. Since traffic jams often occurred and the carparks were always full in the vicinity of Citygate during weekends and holidays, Members opined that the statistics provided by the departments lacked representativeness. In addition, Members were concerned that after the resumption of customs clearance between Hong Kong and the Mainland, many Zhuhai and Macau residents would go to Citygate for shopping via the Hong Kong-Zhuhai-Macao Bridge during holidays, resulting in a substantial increase in the number of tourists in Tung Chung. Therefore, Members hoped the departments would optimise the carpark and road facilities of Citygate.
- (g) As regards the proposed provision of 120 and 80 private car parking spaces in Tai O and Mui Wo respectively, Members opined that the number of additional parking spaces was a drop in the bucket, and they hoped the departments would explain the calculation basis of the numbers. Members also suggested that other suitable sites should also be considered for providing more parking spaces.

19. Mr LEE Lap-man made a consolidated response as follows:

- (a) The Department was concerned about the parking demand in Tung Chung North and hoped that the public carparks to be constructed in Tung Chung Area 99 could satisfy part of the demand;
- (b) There were currently a number of works projects underway in Tung



Chung, necessitating the set-up of multiple temporary construction sites. The Department would continue to liaise with other departments to identify suitable sites as far as possible for the provision of carparks under short-term tenancy, so as to meet the local demand; and

- (c) As regards parking spaces for commercial vehicles, the Department had been conducting studies on the demand. The Department would later conduct a consultation on the location and number of the additional open parking spaces for commercial vehicles to be provided in Tung Chung district.

20. Members expressed their views as follows:

- (a) The departments should upgrade and provide more parking facilities with the use of technology, such as building multi-storey carparks and installing smart parking systems, to alleviate the problem of parking space shortage.
- (b) Parking facility was an element of district development and future planning, and it also directly affected tourism development and residents' travel. In addition, traffic capacity also had a direct impact on the development of Lantau Island and the local economy. Under the overarching principle of "Development in the North, Conservation for the South", if the departments still failed to provide the necessary number of parking spaces, it would be unacceptable to the residents. In addition, since Tung Chung was geographically adjacent to the Hong Kong International Airport and the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge, the local parking facilities should not only cater for the local needs of Tung Chung and Lantau Island, but also accommodate the future demand to be brought by the "Southbound Travel for Guangdong Vehicles" arrangement. Therefore, the departments should be well-prepared and avoid making planning and estimation on the basis of inaccurate figures.

21. Mr LEE Lap-man responded that the departments would be pleased to conduct site visits with Members to understand the traffic situation of Lantau Island.

### III. Date of Next Meeting

22. There being no other business, the meeting was adjourned at 4:39 p.m. The next meeting would be held on 30 April 2024 at 2:30 p.m.

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