

立法會

Legislative Council

LC Paper No. CB(1)300/15-16(06)

Ref: CB1/PL/DEV

Panel on Development

Meeting on 22 December 2015

Updated background brief on Tung Chung New Town Extension

Purpose

This paper provides background information on the proposed Tung Chung New Town Extension ("TCNTE") and summarizes the views and concerns expressed by Members on the subject at the meetings of the Legislative Council and the Panel on Development ("DEV Panel") since the 2010-2011 legislative session.

Background

2. According to the Revised Concept Plan for Lantau¹ formulated in 2007, Tung Chung in North Lantau is to be developed into a comprehensively planned new town for a total population of 220 000 with corresponding local and regional community facilities. Other than housing, the Plan placed emphasis on tourism, economic infrastructure and nature conservation. In the adjoining areas of Tung Chung, there are several large-scale infrastructure projects in progress or in the pipeline, such as the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), the Tuen Mun-Chek Lap Kok Link ("TM-CLKL") and the third runway for the Hong Kong International Airport ("HKIA"). According to the Administration, given the strategic location of Tung Chung, these projects would bring about the "bridgehead economy" benefits and there are potentials to develop Tung Chung into an attractive regional shopping and tourism node.

¹ The Concept Plan can be downloaded at the following hyperlink:
http://www.pland.gov.hk/pland_en/lantau/en/revised/index.html

Against this background and as part of the efforts to increase housing land supply, the Administration proposed at the meeting of the DEV Panel on 24 May 2011 to conduct a planning and engineering study² ("the Tung Chung Study") to establish the scope and ascertain the feasibility of the remaining development of Tung Chung New Town³.

The Tung Chung New Town Extension Study

3. The Tung Chung Study was jointly commissioned by the Civil Engineering and Development Department ("CEDD") and the Planning Department ("PlanD") in January 2012. Its overall objective was to explore the development potential and opportunities of Tung Chung and its adjacent areas with a view to recommending a preferred development scheme for the continued development of Tung Chung New Town to meet the territorial long-term housing, social, economic and environmental needs.

4. With the endorsement of the Public Works Subcommittee ("PWSC"), the Finance Committee approved on 8 July 2011 a funding proposal at an estimated cost of \$44 million in money-of-the-day prices for conducting the Tung Chung Study, which commenced in January 2012 and was scheduled for completion by 2015. A three-stage public engagement ("PE") programme was launched in June 2012.

Three-stage public engagement and the draft Recommended Outline Development Plans

5. The Stage 1 and Stage 2 PE exercises for the Tung Chung Study were conducted in 2012 and 2013 respectively. Having considered the public views collected during the two PE exercises, the Administration presented draft Recommended Outline Development Plans ("draft RODPs") for Tung Chung East (in **Appendix I**) and Tung Chung West (in **Appendix II**) respectively at the Stage 3 PE (conducted from 15 August to 31 October 2014) for public consultation.

² This planning and engineering study was proposed to the DEV Panel on 24 May 2011 under PWP Item No. 7712CL. In June 2012, when the Administration launched the Stage 1 Public Engagement for the study, it was renamed "the Tung Chung New Town Extension Study". In this paper, the study is referred to as "the Tung Chung Study".

³ As at May 2011, the population in Tung Chung New Town was about 82 000.

6. According to the Administration's paper on the draft RODPs⁴, about 48 000 flats will be provided in TCNTE to accommodate a proposed population of about 140 000 persons. The first population intake is expected to start in 2023. A commercial hub in Tung Chung East with a total gross floor area ("GFA") of about 850 000 square metres ("m²") for office, retails and hotel uses is proposed. It is expected that some 40 000 job opportunities will be created. Considering that population increase should be supported by corresponding economic job opportunities, a hybrid approach of two land use themes (i.e. "Livable Town" and "Economic Vibrancy") have been adopted to formulate the draft RODP for Tung Chung East. As regards the development of Tung Chung West, the Administration has emphasized that a balance will be struck between conservation and development. Since strong objection to the proposed reclamation in Tung Chung West has been received, the proposed 14 hectares of reclamation in Tung Chung Bay will not be further pursued. More information about the draft RODPs is in **Appendix III**.

Major views and concerns expressed by Members

7. The Tung Chung Study was discussed at a number of meetings of DEV Panel and PWSC from 2011 to 2014. At the Council meeting of 6 February 2013, a motion on "Developing a new North Lantau" was passed and the Administration was urged to, among others, expeditiously develop Tung Chung West and restrict the building height and density in Tung Chung new development areas to avoid the emergence of screen-like buildings and the heat island effect. Another motion, on "Promoting the Economic Development of Lok Ma Chau and Lantau Island", was passed at the Council meeting of 8 January 2014. Some of the suggestions raised in the motion included "to expeditiously develop Tung Chung West" and "to expeditiously build Tung Chung West Station". The wordings of the two motions are in **Appendix IV**. The major concerns and views expressed by Members at the aforesaid meetings are summarized in the ensuing paragraphs.

Development of Tung Chung West

8. Members expressed support for the Administration's decisions of reducing the planned population in Tung Chung West (from 43 000 to

⁴ "Tung Chung New Town Extension Study -- Stage Three Public Engagement – Draft Recommended Outline Development Plan" (LC Paper No. CB(1)89/14-15(05))

about 24 000) and not pursuing the proposed reclamation in Tung Chung Bay. Some Members suggested that the Administration should formulate a theme in developing the green features (such as mangroves and Tung Chung River) in Tung Chung West. To enhance the green environment in Tung Chung West for public enjoyment and develop local green economies, the Administration should consult stakeholders, including the academics, and make reference to relevant overseas experience.

Connectivity

Carrying capacity of the existing MTR Tung Chung Line

9. Members expressed concern on whether the train frequencies and the train fleet size of the existing MTR Tung Chung Line ("the Tung Chung Line") would be increased to cater for the transportation needs of the new population in TCNTE. Some Members urged the Administration to work out measures, including expansion of the Tung Chung Line, to address the problems that might arise from the potential insufficient capacity of the Tung Chung Line and greater demand for the Airport Express train services (which shared the same railway system with the Tung Chung Line) upon the commissioning of the third runway of HKIA.

10. The Administration advised that, according to the Preliminary Traffic and Transport Impact Assessment of the Tung Chung Study, it was anticipated that the Tung Chung Line, with two new railway stations, one in Tung Chung East and another in Tung Chung West, would be operating below the Design Capacity⁵ upon the full development of TCNTE after 2031. Moreover, the maximum carrying capacity of the Tung Chung Line could be increased by the construction of an overrun tunnel (i.e. a new infrastructure) in future, and upgrading of the signalling system of the Tung Chung Line by 2026. As there were several other developments under construction or planning in North Lantau (such as the proposed Topside Development at the Hong Kong Boundary Crossing Facilities of HZMB, North Commercial District on the airport island and Sunny Bay

⁵ The Design Capacity of a railway line refers to the maximum number of passengers that can be carried per hour per direction when all the space within the train compartments is taken up by passengers based on a passenger density level of 6 persons (standing) per square metre ("ppsm") on average (and all seats are taken up) and train frequencies are maintained at the maximum levels that its signalling system permits. (Source: *The Administration's follow-up paper on "Tung Chung New Town Extension Study -- Stage Three Public Engagement – Draft Recommended Outline Development Plan"* (LC Paper No. CB(1)1132/14-15(01))

development, etc.), the job opportunities to be created by such developments would relieve the traffic loading when more Tung Chung residents worked within the district.

Non-rail transport in Tung Chung

11. Some Members were concerned whether subways, footpaths, cycle tracks and minibus services would be provided to link up various areas within Tung Chung, including Tai Ho Wan, to prepare for the new development in the extension areas. The Administration advised that a working group on transport had been set up under the Lantau Development Advisory Committee ("LanDAC") to study the improvement of transport services in Lantau. Members of the working group included representatives of the Transport and Housing Bureau.

Employment opportunities in Tung Chung

12. Some Members expressed concern about the lack of diversities in the employment opportunities to be generated from the proposed commercial developments (which were focused on the hotel, entertainment, catering and retail industries) in TCNTE. Members called on the Administration to provide diversified job opportunities to the future residents. Some Members suggested that the Administration should facilitate the development of the engineering, technology and creative industries in TCNTE to bring about more job opportunities for young people.

13. Some Members opined that the mismatch between manpower supply and job positions in Lantau might worsen upon the development of TCNTE. There were a large number of job vacancies in HKIA and the North Lantau Hospital on one hand and a great demand for jobs from local residents of Tung Chung on the other. The Administration advised that land for the use of tertiary education had been reserved in TCNTE for setting up, among others, training centres to equip local residents with the relevant skills to take up the jobs offered by the logistics and exhibition businesses in Lantau.

14. On the measures to be taken to tackle the employment problem in Tung Chung, the Administration advised that LanDAC had established working groups to study issues on employment opportunities and the employment mismatch in Tung Chung. On the other hand, a GFA of 500 000 m² would be provided in and around the Metro Core Area in Tung Chung East for the development of a regional office node to facilitate the

diversification of jobs and the local economy of Tung Chung. According to the Administration, of the some 40 000 jobs to be provided in TCNTE, about 45% (18 000 jobs) would require no or relatively low skills, i.e. clerical work, elementary occupations and sales. Together with the jobs to be provided in the surrounding areas, in particular in HKIA when the Three-Runway System ("3RS") came into operation, ample job opportunities from different sectors would be provided to meet the demand from the existing and new population in Tung Chung.

Environmental issues

Nature conservation

15. On the impact of the development and/or reclamation in Tung Chung on the natural habitat and the local environment, Members called on the Administration to ensure that no damage would be done to the ecological habitat at the basin and estuary of Tung Chung River during the process of development. Members also expressed concern about the impact of reclamation works in Tung Chung East on the ecology at Tai Ho Wan and the impact of the proposed development of a marina in Tung Chung East on the marine ecology, the habitat of Chinese White Dolphins and the proposed marine park at the Brothers Islands. The Administration advised that an Environmental Impact Assessment ("EIA") was being carried out to assess and address the impact of the development of TCNTE on the ecological habitat in accordance with the requirements of the EIA Ordinance (Cap. 499).

Air pollution

16. Some Members expressed doubt on whether Tung Chung, well known for its air pollution problems, was a suitable place for further housing development. Some Members opined that air pollution in Tung Chung might be intensified following the commissioning of HZMB and the 3RS in HKIA. They suggested that the EIA should cover air pollution issues in Tung Chung and recommend measures to improve the air quality in the area.

17. The Administration advised that air pollution control strategies had been formulated to tackle the problem over the territory. In addition to reducing emissions from local sources, the Administration had cooperated with the Guangdong Province in improving the air quality of the Pearl River Delta region. Taking into account the gaseous emissions arising from the concurrent projects in the vicinity of TCNTE, the preliminary air

quality assessment for TCNTE revealed that the predicted cumulative air quality impacts on all air sensitive receivers for 2026 complied with the prevailing Air Quality Objectives⁶ and no adverse impacts were anticipated.

Noise pollution

18. Some Members pointed out that mitigation measures should be worked out to alleviate the noise pollution in Tung Chung caused by the movement of aircrafts at HKIA. The Administration advised that Noise Exposure Forecast ("NEF") was adopted in the Hong Kong Planning Standards and Guidelines ("HKPSGs") as the standard for assessing aircraft noise impact⁷. HKPSGs required that no residential developments should be located within the NEF 25 contour⁸. Based on the EIA findings for the 3RS, the predicted NEF 25 contour of the 3RS would be distant from the proposed TCNTE. The Airport Authority Hong Kong ("AAHK"), which carried out the 3RS project, had proposed a number of mitigation measures in the 3RS EIA report to address various environmental issues, including aircraft noise. The Administration advised that, prior to the commencement of the operation of the 3RS, AAHK would submit an Aircraft Noise Monitoring Plan to the Director of Environmental Protection for approval. The Plan would include monitoring of aircraft noise at representative locations, including Tung Chung. Upon the full commissioning of the 3RS planned for 2023, AAHK would collect and review the operation data annually and update the NEF 25 contour if there

⁶ The Air Pollution Control Ordinance (Cap. 311) set out Air Quality Objectives ("AQOs"), which are benchmarked against a combination of interim and ultimate targets under the World Health Organization's Air Quality Guidelines, and provides for the periodic review of the AQOs at least once every five years. (Source: http://www.epd.gov.hk/epd/english/environmentinhk/air/air_quality_objectives/air_quality_objectives.html)

⁷ Source: The Administration's follow-up paper on "Tung Chung New Town Extension Study -- Stage Three Public Engagement – Draft Recommended Outline Development Plan" (LC Paper No. CB(1)1132/14-15(01))

⁸ The noise impact arising from aircraft operation is represented by NEF contour, a criterion which takes into account the duration of flyover, the peak noise level, the tonal characteristics and the number of aircraft movements in the daytime and night-time period. For HKIA, HKPSGs stipulate a criterion of NEF 25 contour for planning of noise sensitive land uses. (http://www.epd.gov.hk/epd/noise_education/web/ENG_EPd_HTML/m2/types_4.html)

were major deviations from the assumptions adopted in the 3RS EIA report⁹.

Tolls of the Tsing Ma Bridge and the proposed Tuen Mun-Chek Lap Kok Link

19. Some Members urged the Administration to abolish the tolls for the Lantau Link (comprising Kap Shui Mun Bridge and Tsing Ma Bridge) and exempt the toll for the proposed TM-CLKL to relieve the burden arising from transportation costs on local residents and to reduce the costs for operating businesses in Tung Chung. The Administration advised that the proposal to abolish the tolls for the aforementioned crossings had been discussed at the meeting of the Traffic and Transport Subcommittee of LanDAC in January 2015. The tolls charged for the Lantau Link and the future TM-CLKL would allow the Administration to recover the full costs of providing, operating and maintaining the two major infrastructures, including the capital costs invested, in accordance with the "users-pay" principle. The Transport and Housing Bureau did not recommend pursuing the proposal further. The Administration undertook to consider and strike a balance among various factors like the impacts of the tolls on traffic flow and the economy, as well as public affordability and acceptability, when reviewing the toll rates for the Lantau Link and setting the toll rates for TM-CLKL in future.

Recent developments

20. At the meeting of DEV Panel to be held on 22 December 2015, the Administration will seek the Panel's support for upgrading part of PWP Item No. 786CL to Category A for engaging consultants to undertake detailed design and site investigation works for the implementation of the TCNTE project.

⁹ The 3RS EIA Report, which has been approved by Director of Environmental Protection, is available on the website of the Environmental Protection Department. (http://www.epd.gov.hk/eia/english/alpha/aspd_651.html)

Relevant papers

21. A list of relevant papers is shown in **Appendix V**.

Council Business Division 1
Legislative Council Secretariat
15 December 2015

東涌東建議發展大綱草圖 Draft Recommended Outline Development Plan for Tung Chung East

東涌東之建議發展大綱草圖
Draft Recommended Outline Development Plan of Tung Chung East



圖例
Legend

RS 租住公屋/屠屋 (地積比率 5-6.5 倍) Residential Subsidised Housing (Plot Ratios 5-6.5)	OU 其他指定用途 Other Specified Uses	V 鄉村式發展 Village Type Development	NBA 非建築用地 Non-Building Area
R1 住宅發展區 1 (地積比率 6.5 倍) Residential 1 (Plot Ratio 6.5)	CDA 綜合發展區 Comprehensive Development Area	CA 自然保育區 Conservation Area	地區商業平台 Local Commercial Podium
R2 住宅發展區 2 (地積比率 4-5 倍) Residential 2 (Plot Ratios 4-5)	IC 機構及社區 Institution and Community	CPA 海岸保護區 Coastal Protection Area	PT 公共交通匯處 Public Transport Interchange
R3 住宅發展區 3 (地積比率 1.5-3.5 倍) Residential 3 (Plot Ratios 1.5-3.5)	C 商業 Commercial	AGR 農業 Agriculture	△ 最高建築物高度 (在主水平基準上若干米) Maximum Building Height (in m above PD)
R4 住宅發展區 4 (地積比率 0.75 倍) Residential 4 (Plot Ratio 0.75)	DO 地區休憩用地 District Open Space	GB 綠化地帶 Green Belt	□ 最高建築物高度 (樓層數目) Maximum Building Height (in storeys)
G 政府 Government	RO 區域休憩用地 Regional Open Space	A 美化市容地帶 Amenity	
E 教育 Educational		RD 建議道路 Proposed Road	

資料來源：「東涌新市鎮擴展研究」網站

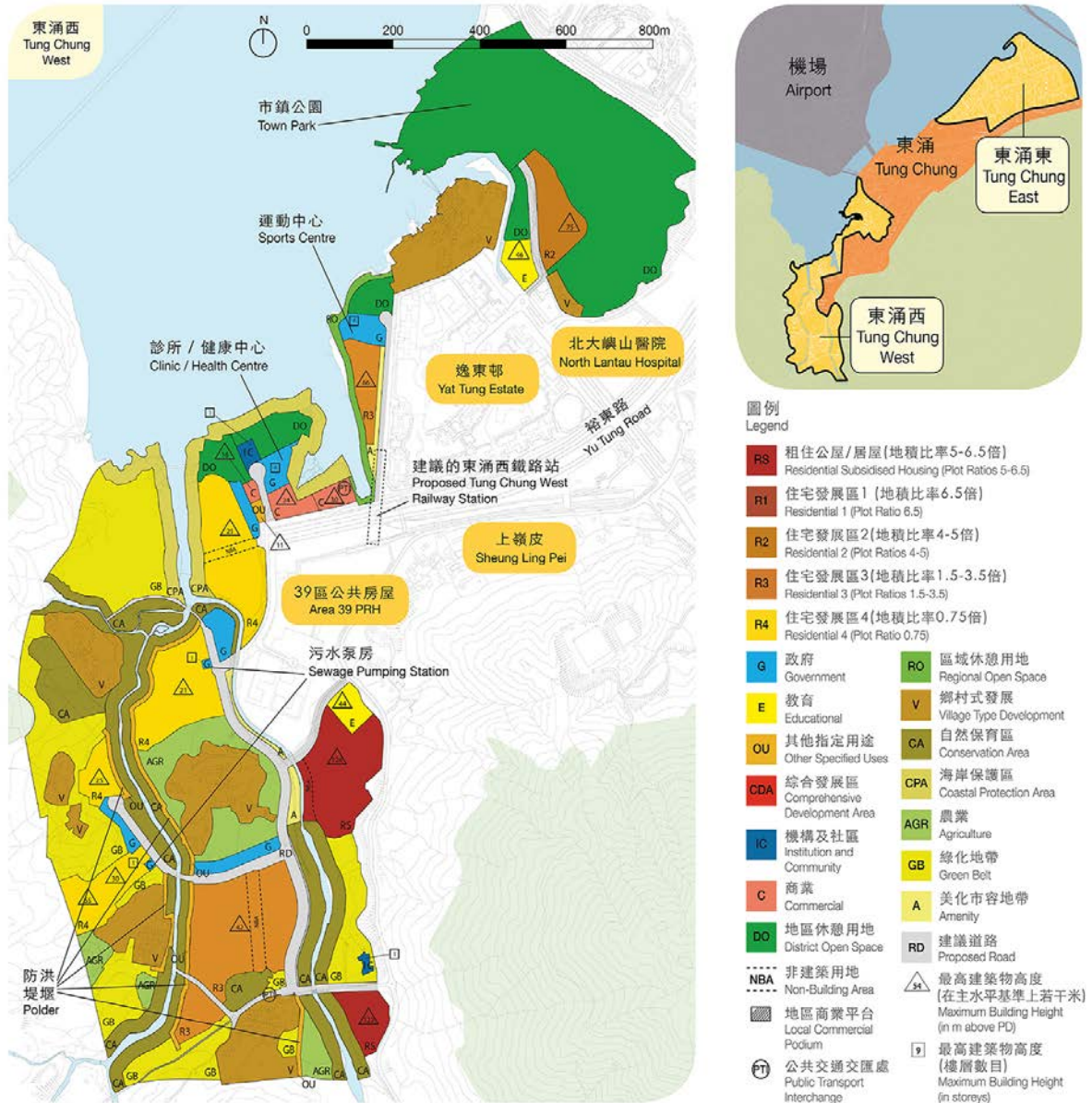
(http://www.tung-chung.hk/trad_study.html)

Source : Website of "Tung Chung New Town Extension Study"

(http://www.tung-chung.hk/eng_study.html)

東涌西建議發展大綱草圖
Draft Recommended Outline Development Plan for Tung Chung West

東涌西之建議發展大綱草圖
Draft Recommended Outline Development Plan of Tung Chung West



資料來源：「東涌新市鎮擴展研究」網站
 (http://www.tung-chung.hk/trad_study.html)
 Source: Website of "Tung Chung New Town Extension Study"
 (http://www.tung-chung.hk/eng_study.html)

**Major planning parameters and key planning features of
the draft Recommended Outline Development Plans
for Tung Chung East and Tung Chung West¹⁰**

Planned population, housing mix and development parameters

The major planning parameters adopted in the draft Recommended Outline Development Plans ("RODPs") are summarized as follows:

Table 1 Population and housing mix

Population					
Proposed population in the draft RODPs ¹¹			About 140 000		
Proposed flat number (about)	Tung Chung East ("TCE")	Tung Chung West ("TCW")	Total		
Subsidised housing	25 000	5 000	30 000		
Private housing	15 000	3 000	18 000		
Total	40 000	8 000	48 000		
Housing Mix					
	Existing ratio in Tung Chung New Town ("TCNT")	Proposed in draft RODPs			Upon full development
		TCE	TCW	Total	
Subsidised housing	63%	62%	63%	62%	63%
Private housing	37%	38%	37%	38%	37%

¹⁰ Source: LC Paper No. CB(1)89/14-15(05)

¹¹ The proposed population of Tung Chung New Town Extension excludes the planned population for the existing TCNT. The planned population of the existing TCNT is about 124 000.

Table 2 Land use budget and plot ratio

<i>Major land uses</i>		<i>Remarks</i>
Residential	Subsidised: about 28 hectares ("ha") Private: about 39 ha Total: about 67 ha	Excluding "Metro Core Area" Domestic plot ratio ("PR"): 0.75 to 6.5
Metro Core Area	about 8 ha	Domestic PR: 6 Non-domestic PR: 2.5
Commercial	about 9 ha	Non-domestic PR: 3 to 9.5
GIC¹² & other specified uses	about 20 ha	
Open space	about 47 ha	Including waterfront promenade, district open space and Town Park*
Conservation related uses	about 35 ha	Including "Coastal Protection Area", "Conservation Area" and "Green Belt" zones
Others	about 49 ha	Including "Village Type Development", "Agriculture", roads and other uses
Total	about 235 ha	

* The Town Park also serves the existing population of TCNT.

Key Planning Features

2. The draft RODPs have the following key features:

Optimization of new town extension

- (a) The sites near the proposed railway stations in TCE and TCW will have higher plot ratios ("PRs") which are in line with the concept of "transport-oriented development". For TCE, the "Metro Core Area" is intended to function as the key centre for the entire TCE and a total PR of 8.5 is proposed. For the proposed residential sites within 500m radius from the proposed railway station at TCE, a domestic PR of 6.5 is proposed. For TCW, two residential sites

¹² GIC stands for "government, institution and community".

(with PRs of 5 and 6) and three small commercial sites serving TCW (with PR of about 3) are proposed near the proposed railway station at TCW and/or along Tung Chung Road to capitalize on their proximity to or convenient access to the railway station.

Public - private housing mix

- (b) The housing mix ratio of 60 (public): 40 (private) recommended by the Long Term Housing Strategy Steering Committee and accepted by the Government is adopted. The public: private housing ratio for the newly proposed development in the TCNT extension will be 62:38 and the overall housing mix upon full development will be largely the same.

Regional commercial hub

- (c) The proposed commercial developments in TCE and the North Commercial District in the Hong Kong International Airport ("HKIA") have been planned to be complementary to each other. With a comparative advantage due to its good accessibility to the city centre and proximity to the residential developments, TCE provides an opportunity for the development of a regional office node with a gross floor area ("GFA") of 500 000 m² at the "Metro Core Area" and its surroundings.
- (d) About 155 000 m² GFA will be provided for regional retail uses and 148 000 m² GFA for local retail uses in the extension area. Capitalizing on the opportunities from a proposed marina at the waterfront of TCE, a hotel with a GFA of 50 000 m² (about 1 000 rooms), and retail, dining and tourism-associated facilities will be provided.
- (e) It is estimated that more than 40 000 jobs (including those generated by local retails) would be created from the proposed commercial developments in Tung Chung New Town Extension ("TCNTE").

Balance between conservation and development in Tung Chung West

- (f) In response to the public concerns and to ensure that development is balanced against environmental considerations, the originally proposed 14 ha reclamation in Tung Chung Bay will not be pursued.

- (g) TCW is currently characterized by its rural and natural setting together with the presence of a number of recognized villages. Due care has been exercised to ensure that the development be balanced against environmental considerations. Conservation related zonings such as "Conservation Area", "Coastal Protection Area" and "Green Belt" are proposed at various locations, taking into account the ecological function and environmental conditions of the area.
- (h) Development sites are identified in areas with more convenient accessibility to the public transport and with less impact on the existing natural environment. Scope for some low-rise low-density residential developments with PR of 0.75 and 1.5 will be allowed in land pockets in Tung Chung Valley. The existing recognized villages are respected with the provision of appropriate "Village Type Development" zones.

Open space, greenery and activity nodes

- (i) The landscape framework co-ordinates the proposed streetscapes, open space system, Central Green, Town Park and waterfront promenade to create strong linkages across the entire extension area and towards the surrounding landscape and existing urban area of TCNT. The Central Green is designed to form the focus for the landscape framework for TCE to provide a signature, high quality open space corridor through the heart of the development and is accessible to the public. As part of a comprehensive circulation strategy, Linear Parks are proposed to perform as both open space amenities and pedestrian routes. Distinctive urban design features such as the public plaza in the "Metro Core Area", the Town Park and focal points/cultural plaza at waterfront promenade are incorporated to also serve as focal nodes and event venues.
- (j) To add vibrancy to the future waterfront of TCE and enhance its attraction, the proposed marina is located to the north of the reclamation area, away from Tai Ho Inlet. The proposed marina could also make use of the adjacent navigation channel for more direct access. The number of berthing spaces would be reduced to about 95 to provide appropriate size of the artificial bay for public waterfront activities.
- (k) Street vibrancy would be enhanced by directing retail and dining facilities along pedestrian corridors and green walkways.

Provision of government, institution and community facilities

- (l) Adequate community, social welfare, recreational and education facilities are proposed in the draft RODPs in accordance with the requirements under the Hong Kong Planning Standards and Guidelines and departmental requirements. A sports ground with 3 ha in area and land for tertiary education use are also reserved. The government, institution and community ("GIC") uses and supporting facilities have been carefully planned and located such that they are easily accessible by local residents in both TCE and TCW.

Transportation and connectivity

- (m) Two railway stations, one at TCE and the other at TCW, are proposed to serve the new town extension. Public transport interchanges will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. In terms of road based transport, a section of the future Road P1 between Tung Chung and Tai Ho will be constructed, forming a major external highway connection for TCE. The road network is also designed to minimize vehicular traffic going through the residential clusters.
- (n) Comprehensive pedestrian network incorporated into the Linear Park system in TCE will link up the "Metro Core Area" with the waterfront, the existing TCNT and all the key public facilities. Cycling network along the waterfront promenade and connection to the possibly eco-trails within Tung Chung Valley will be provided.

Motion on "Developing a new North Lantau"

**Moved by Hon CHAN Han-pan
at the Council meeting of 6 February 2013**

The following motion, as amended by Hon Ronny TONG, Hon Tony TSE, Hon Alice MAK, Hon YIU Si-wing and Dr Hon KWOK Ka-ki, was passed --

That, Hong Kong develops rapidly, with North Lantau having been developed into an area with considerable development potential in tourism as well as convention and exhibition industries; as further planning for North Lantau is underway and a number of major infrastructure projects in North Lantau, including the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), a new control point at HZMB, the Tuen Mun-Chek Lap Kok Link and a third runway at the airport, are in progress, and the Administration is conducting a Planning and Engineering Study on the Remaining Development in Tung Chung, this Council urges the Administration to extensively consult various sectors on the development of North Lantau, and under the principle of balancing conservation and development and through holistic planning, improve North Lantau's internal and external transport links, make good use of control point facilities to develop a "bridgehead economy", which should include studying the opening up of the SkyPier inside Chek Lap Kok Airport for use by non-airport passengers to enable tourists and local residents to travel by water to tourist attractions in Lantau Island and Tung Chung to promote district economy, so as to develop Tung Chung into a key area of tourism as well as convention and exhibition services, and a vibrant community with local characteristics which is good for living, doing business and leisure activities, and capitalize on the opportunities arising from the North Lantau development to actively implement a "local professions first" policy and create employment opportunities, so as to drive the economic development of Hong Kong; this Council also urges the Administration, when formulating planning proposals on the development of North Lantau, to involve actively not only the Development Bureau but also other relevant Policy Bureaux, including the Transport and Housing Bureau, the Home Affairs Bureau and the Environment Bureau, and to preserve valuable features of the district economy and culture and ensure their sustainable development; specific measures should include:

- (1) to expeditiously develop Tung Chung West, including constructing an extension of Tung Chung Line, setting up an MTR station for Yat Tung Estate, conducting a study on lowering the fares of the Tung Chung Line, and launching reasonably-priced monthly tickets on a zonal basis for the Tung Chung Line;
- (2) to study the development of "on-street economy", including setting up a Tung Chung bazaar or night market and implementing a local dual economy, so as to provide small business operators with development opportunities and residents with more diversified shopping choices;
- (3) to avoid monopoly by large consortia, and build more public markets managed by the Food and Environmental Hygiene Department to provide local small business operators with stalls at relatively low rents, and provide residents with inexpensive consumption choices to alleviate their burdens of the costs of living;
- (4) to abolish the toll for Lantau Link to increase residents' outbound mobility;
- (5) to set up training colleges and educational institutions which match the mode of local economic development;
- (6) to build coastal cycle tracks in North Lantau and provide bicycle ferry services to facilitate residents go by bicycle to and from Sunny Bay, Park Island and Tsuen Wan, and develop green and low-carbon transport; and
- (7) to ensure sufficient healthcare personnel, so that the North Lantau Hospital due for completion soon can offer comprehensive healthcare services and come into operation as early as possible;

this Council also urges the Administration to allocate land for constructing large shopping areas with retail and wholesale functions, build more hotels, expedite the expansion of the Hong Kong Disneyland, perfect the support facilities of AsiaWorld-Expo and provide adequate parking spaces; besides, before developing new communities in Tung Chung and implementing concrete planning for increasing the population in North Lantau, the Administration must fully consult the residents to forge consensus, and implement the following measures:

- (8) to strictly restrict the building height and density in Tung Chung new development areas to avoid the emergence of screen-like buildings and the heat island effect, which affect Tung Chung residents' health;

- (9) to ensure that when the North Lantau Hospital commences service, its accident and emergency department can immediately operate round the clock, and it can provide comprehensive specialist out-patient and in-patient services;
- (10) to study the development of eco-tourism, opening-up of monuments and heritage trails, establishment of berths, and building of water sports centres and relevant commercial support facilities in North Lantau; and
- (11) to build a new standard outdoor sports ground in the Tung Chung area to provide residents with a sports venue.

**Motion on
"Promoting the economic development of Lok Ma Chau and Lantau Island"**

**Moved by Hon WONG Ting-kwong
at the Council meeting of 8 January 2014**

The following motion, as amended by Ir Dr Hon LO Wai-kwok, Dr Hon KWOK Ka-ki, Hon Alice MAK and Hon Charles Peter MOK, was passed --

That, with the gradual materialization of the Guangdong-Hong Kong-Macao "one-hour living circle", cross-boundary flows of people and goods are bound to increase further; in this connection, this Council urges the Government to expeditiously study the setting up of a business and shopping centre in Lok Ma Chau and, in the light of the impending completion of the Hong Kong-Zhuhai-Macao Bridge, set up an inter-departmental development committee to promptly formulate an overall development plan and perfect the infrastructure support for Lantau Island, so as to promote the development of diversified industries such as tourism, convention and exhibition, logistics and environmental protection, etc., including building more hotels and shopping malls on Lantau Island, so as to stimulate the economic development of the areas concerned, thereby creating diversified employment and business start-up opportunities; this Council also urges the Government to develop eco-tourism, open up monuments and heritage trails, build water sports centres, build more relevant commercial support facilities on Lantau Island, and set up flea markets, holiday bazaars and markets and cooked food centres managed by the Food and Environmental Hygiene Department, etc. in Tung Chung; the Government should also improve the external transport of Lantau Island, especially the bus services in Tung Chung West, and request the MTR Corporation Limited to reduce the fares of the Tung Chung Line and expeditiously build Tung Chung West Station; this Council also urges the Government to, with a "people-oriented" mindset and on the premise of balancing conservation and development, expeditiously plan for the development of Lok Ma Chau and Lantau Island to stimulate the economy; the relevant proposals include:

- (1) to develop 'on-street economy', including conducting studies on the setting up of night markets in Tung Chung and the establishment of markets with characteristics and traditional culture in suitable places of Lantau Island and Lok Ma Chau, so as to implement a dual economy, thereby providing small business operators with development opportunities and offering residents and tourists more diversified shopping choices;

- (2) to develop new industries such as research and development of new technology-intensive industries, cultural and creative industries and the environmental industry, etc., in Lantau Island and the Lok Ma Chau Loop, so as to create more positions at the middle and low levels for providing residents with various employment opportunities;
- (3) to conduct studies on the development of cycling tourism in Lantau Island and Lok Ma Chau, including expeditiously implementing the construction of coastal cycle tracks in North Lantau, extending the cycle track works connecting the Northwest and Northeast New Territories to Lok Ma Chau and providing bicycle ferry services from Lantau Island to Sunny Bay, Park Island and Tsuen Wan, etc., so as to enable both areas to develop green and low-carbon transport and green economies;
- (4) making reference to the model of 'holiday markets' in overseas countries, to promote bazaar culture and organic produce markets in both areas, so as to promote local fresh fisheries and agricultural products and facilitate the development of relevant industries;
- (5) to construct training colleges which match the mode of local economic development on the sites for developing higher education in the Lok Ma Chau Loop, so as to train more local talents to dovetail with Hong Kong's future economic development;
- (6) to expeditiously develop Tung Chung West, and expeditiously implementing the alignment and station points of the Northern Link mentioned in the 'Railway Development Strategy 2000', so as to provide transportation support for the development of both areas;
- (7) to open up the Sky Pier for use by inner harbour ferries, so as to increase Tung Chung's connection with other areas; and
- (8) to abolish the toll for Lantau Link and launch reasonably-priced monthly tickets on a zonal basis for the Tung Chung Line, so as to reduce the travelling expenses of Lantau Island residents and tourists;

this Council also urges the Government to, by making use of their cross-boundary advantages, reserve sites in Lok Ma Chau and Lantau Island for developing scientific research and data storage, and for building the relevant ancillary facilities, thereby enhancing Hong Kong's competitiveness.

Tung Chung New Town Extension

List of relevant papers

Council/Committee	Date of Meeting	Paper
Panel on Development	24 May 2011	<p><u>Administration's paper</u> on "PWP Item No. 7712CL -- Planning and engineering study on the remaining development in Tung Chung" (LC Paper No. CB(1)2205/10-11(03))</p> <p><u>Minutes of meeting</u> (LC Paper No. CB(1)265/11-12)</p>
Public Works Subcommittee	14 June 2011	<p><u>Administration's paper</u> on "712CL -- Planning and engineering study on the remaining development in Tung Chung" (LC Paper No. PWSC(2011-12)24)</p> <p><u>Minutes of meeting</u> (LC Paper No. PWSC81/10-11)</p>
Legislative Council	16 May 2012	<p><u>Hansard</u> -- Oral question (No. 6) on "Measures to improve the economy and livelihood of residents of Tung Chung" (P. 9865 - P. 9876)</p>
Panel on Development	28 June 2012	<p><u>Administration's paper</u> on "Tung Chung New Town Development Extension Stage One Public Engagement" (LC Paper No. CB(1)2207/11-12(10))</p> <p><u>Paper on Tung Chung New Town Development Extension</u> prepared by the Legislative Council Secretariat (LC Paper No. CB(1)2207/11-12(11))</p>

Council/Committee	Date of Meeting	Paper
Panel on Development	22 January 2013	<p>Administration's paper on "2013 Policy Address -- Policy Initiatives of Development Bureau" (LC Paper No. CB(1)428/12-13(03))</p> <p>Minutes of meeting (LC Paper No. CB(1)735/12-13)</p>
Legislative Council	6 February 2013	<p>Hansard -- Motion debate on "Developing a new North Lantau" (P. 6684 to P. 6785)</p> <p>Progress report on the motion</p>
Panel on Development	28 May 2013	<p>Administration's paper on "Tung Chung New Town Extension Study -- Stage 2 Public Engagement" (LC Paper No. CB(1)1077/12-13(07))</p> <p>Minutes of meeting (LC Paper No. CB(1)56/13-14)</p> <p>Administration's follow-up paper (LC Paper No. CB(1)1323/12-13(01))</p>
Legislative Council	11 December 2013	<p>Hansard -- Oral question (No. 1) on "Development of bridgehead economy on Lantau Island" (P. 4219 - P. 4229)</p>
Legislative Council	8 January 2014	<p>Hansard -- Motion debate on "Promoting the economic development of Lok Ma Chau and Lantau Island" (P. 5344 to P. 5419)</p> <p>Progress report on the motion</p>

Council/Committee	Date of Meeting	Paper
Panel on Development	28 January 2014	<p>Administration's paper on "Initiatives of Development Bureau in the 2014 Policy Address and Policy Agenda" (LC Paper No. CB(1)741/13-14(03))</p> <p>Minutes of meeting (LC Paper No. CB(1)1246/13-14)</p>
Special meeting of the Finance Committee	2 April 2014	<p>Administration's replies to Members' initial written questions -- Reply Serial Nos. DEVB(PL)016, DEVB(PL)224, DEVB(PL)243, DEVB(PL)263, DEVB(PL)277, DEVB(PL)396 and DEVB(PL)442</p>
Panel on Development	28 October 2014	<p>Administration's paper on "Tung Chung New Town Extension Study -- Stage 3 Public Engagement -- Draft Recommended Outline Development Plan" (LC Paper No. CB(1)89/14-15(05))</p> <p>Minutes of meeting (LC Paper No. CB(1)347/14-15)</p> <p>Administration's follow-up paper (LC Paper No. CB(1)275/14-15(01))</p>
Special meeting of the Panel on Development	3 December 2014	<p>Minutes of special meeting (LC Paper No. CB(1)448/14-15)</p> <p>Administration's follow-up paper (LC Paper No. CB(1)1132/14-15(01))</p>
Panel on Development	27 January 2015	<p>Administration's paper on "Initiatives of Development Bureau in the 2015 Policy Address and Policy Agenda" (LC Paper No. CB(1)447/14-15(03))</p> <p>Administration's paper on "Increasing Land Supply" (LC Paper No. CB(1)407/14-15(01))</p>

Council/Committee	Date of Meeting	Paper
Special meeting of the Finance Committee	1 April 2015	<u>Administration's replies to Members' initial written questions</u> -- Reply Serial Nos. DEVB(PL)171, DEVB(PL)214, DEVB(PL)332 and DEVB(PL)349