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19 May 2017

Clerk to the Establishment Subcommittee
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Connie SZETO)

Dear Ms SZETO,

Establishment Subcommittee
Follow-up to Meeting on 26 April 2017
EC(2016-17)29

Enclosed please find our response to the letter of The Honourable CHU Hoi-dick provided at the meeting of the Establishment Subcommittee of the Legislative Council held on 26 April 2017.

Yours sincerely,

(signed)
(C H LAI)
for Secretary for Development

c.c. Secretary for Financial Services and the Treasury
(Attn: Deputy Secretary for Financial Services and the Treasury (Treasury) 1)
Director of Civil Engineering and Development
(Attn: Project Manager (Hong Kong Island and Islands))

**LEGISLATIVE COUNCIL
ESTABLISHMENT SUB-COMMITTEE**

**Follow-up Action Arising from the Discussion
at the Meeting on 26 April 2017**

EC(2016-17)29

Regarding The Honourable CHU Hoi-dick's letter provided at the meeting, after consulting the Commerce and Economic Development Bureau, the Transport and Housing Bureau and the relevant departments, our replies to various enquires in the letter are given as follows.

Question (I) Deed of restrictive covenant and option deed

Hong Kong people and I have just learned about the content of the Deed of Restrictive Covenant (DRC) signed by the Hongkong International Theme Parks Limited (HKITP) and the Government, which imposes height restrictions on the development of the Sunny Bay reclamation, covering as much as 5 000 hectares of land and waters. However, the Government did not mention it at the Panel on Development meetings, and its members have been misled with suspicion of having been deceived.

- (1) Please inform us whether construction of any tourism facilities in competition with the Hong Kong Disneyland Resort (HKDL) will not be allowed on the reclamation there, and only those that will facilitate the business of the HKDL can be built.**
- (2) Please inform us whether consent of The Walt Disney Company (TWDC) is required regarding the development of the East Lantau Metropolis (ELM).**
- (3) Please inform us when the Government will enter into official negotiation with the TWDC on amendment to the DRC. What are the rights and obligations of government representatives in the negotiations? What is the legal basis?**
- (4) Is the Government required to pay additional public money so as to secure the consent of the TWDC to relax the height restrictions on development?**
- (5) If the Government asks for a 10-metre relaxation of room for development for the hundreds of lots in the areas affected by the DRC, the commercial value generated as a result of the relaxation will be as much as \$300 billion as estimated by Dr The Honourable YIU Chung-yim. Will the Government indicate whether this estimate is reasonable? If it is not, please provide a rough estimate.**
- (6) If business of the HKDL continues to be sluggish, will the Government consider re-acquiring the option for Phase 2 Site immediately, so as to provide new directions and new possibilities for the planning of Lantau? What is the current market value of the option?**

Reply : As stated in the Legislative Council (LegCo) Brief on “Hong Kong Disneyland” dated 18 November 1999 issued by the Government, the Executive Council advised and the Chief Executive ordered on 16 November 1999 a series of arrangements to implement the development and operation of Hong Kong Disneyland Resort (HKDL) at Penny’s Bay, Lantau Island. The arrangements at that time included authorising the Lands Department to enter into a Deed of Restrictive Covenant (DRC) on behalf of the Government with the Hongkong International Theme Parks Limited (HKITP) whereby the future development of the land in the vicinity of the HKDL would be subject to certain height, building and land use restrictions, so as to maintain the aura of fantasy of the HKDL and ensure the compatibility of the uses in the vicinity of the HKDL. The DRC has been registered with the Land Registry (Memorial No.: IS278911) since January 2000 for public inspection. The information for the six parts of the query is provided below:

- (1) Regarding the Sunny Bay reclamation, as set out in the paper submitted by the Government to the LegCo Panel on Development (No. CB(1)578/16-17(07)), the Government recommends that the Sunny Bay reclamation site can mainly be used for recreation and tourism-related developments. For example, the site can be developed into a recreation and tourism gateway for northeast Lantau by establishing new tourist attractions, recreational or leisure facilities, themed hotels, as well as retail, catering and entertainment facilities. Those facilities (except internationally branded theme parks and casinos) are compatible with the permitted land uses at the Sunny Bay reclamation area under the DRC. Detailed uses for the Sunny Bay reclamation will be explored in subsequent planning and engineering studies.
- (2) We have to point out that relaxing the development restrictions around the HKDL is not a requisite or prerequisite for the development plan of the East Lantau Metropolis (ELM) and the Sunny Bay reclamation. It would only enhance development and planning flexibility and allow greater resilience and room in future for exploring the development potential of Lantau and its surroundings, including the vicinity of the HKDL. The development of ELM and Sunny Bay do not require the consent from The Walt Disney Company (TWDC).
- (3) In light of the concerns of the community (including LegCo) over the development restrictions around the HKDL, the Government and TWDC are currently discussing the details regarding the relaxation of certain development restrictions, yet no agreement on the relaxation details has been reached and the discussions are still ongoing.
- (4) Relaxing the development restrictions around the HKDL is a win-win arrangement for both the Government and the HKDL. Having settled in Hong Kong for 11 years, the HKDL understands that it is part of Hong Kong’s tourism industry, and that the long-term development of Hong Kong will drive the

growth of its business. To show its commitment to Hong Kong and in light of the community's (including LegCo's) voices requesting relaxation of the development restrictions, the TWDC is willing to support and fit in with the long-term overall development of Hong Kong. The Government is not required to spend any public money.

- (5) Regarding the effect on the relevant lots due to the relaxation of development restrictions, it would depend on the actual terms of relaxation, planned uses, planned development intensity and the provision of infrastructure. The Government has no plan to make any estimation based on such assumed conditions.
- (6) The HKITP has an option to buy the site planned for the Phase 2 development of the HKDL under the option deed, and the site currently can, in accordance with the permitted land uses under the DRC, be used for different short-term uses, such as leisure and sports facilities. As the Phase 2 development of the HKDL is one of the possible options for its future long-term development, the Government and the TWDC will continue to explore the Phase 2 development.

Question (II) Transport Infrastructure Study at Kennedy Town

Regarding item (f) of paragraph 12, please provide the study report for the CWRP Subhead 5101CX Item 5H92CL "Technical study on transport infrastructure at Kennedy Town for connecting to East Lantau Metropolis". If the study report is not ready at the moment, please advise when it will be available. I have reiterated the need to acquire this study report so as to understand the difficulty in the construction of the cross harbour transport infrastructure before it is suitable to discuss any related funding application for Lantau.

Reply : The "Technical study on transport infrastructure at Kennedy Town for connecting to East Lantau Metropolis" is still in progress and planned for completion in mid 2017 tentatively. Upon completion of the study, we can provide the parts of the study report that can be disclosed to the public for the LegCo's reference.

Question (III) Study at Sok Kwu Wan

Regarding item (p) of paragraph 12, please provide the study report for the "Planning & Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study". Please also advise the work of the Government in the past 3 years since the public engagement in 2014, as well as the implementation programme, the costs and the schedule for seeking funding approval of the item.

Reply : The stage 2 community engagement for the “Planning & Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island – Feasibility Study” was carried out from March to May 2014. Different public views on various aspects of the Draft Recommended Outline Development Plan (RODP), including the theme, scale, land uses, transport connection, etc. were received. In view of these public views, the Government commenced the “Market Sounding Out and Invitation for Development Proposals Exercise for Development at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island” in August 2016 to conduct a market sounding exercise so as to formulate the proposal on the development mode. Subject to the results of the exercise, the Draft RODP may need to be amended, and the implementation programme and cost estimates can only be worked out by that time. The Feasibility Study is now still in progress for anticipated completion in 2018. Upon completion of the study, we can provide the parts of the study report that can be disclosed to the public for the LegCo’s reference.

Question (IV) Reclamation at Siu Ho Wan

- (1) As regard item (f) of paragraph 12, please provide the study report of CWRP Block Vote 5101CX Item 5H95CL “Technical study on landside development at Siu Ho Wan”**
- (2) In the environmental assessment document of MTRCL’s “Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works – Project Profile” in October 2016, it has not mentioned other reclamation, i.e. the project mentioned in item (e) of paragraph 12 of the paper. Will the Government please advise whether MTRCL’s environment assessment is split up to deceive the public?**
- (3) Will Home Ownership Scheme flats, instead of private flats, be considered for the site atop the railway station?**
- (4) With polluting facilities like the organic waste treatment facilities and columbarium site, etc, near Siu Ho Wan reclamation and its isolated location, is the reclamation site still suitable for development? Will the Government consider only developing the topside of the railway depot but not reclaiming the sea?**

Reply :

- (1) “Technical Study on Developments at Siu Ho Wan and the Associated Transport Infrastructures – Feasibility Study” is still in progress and is anticipated to be substantially completed in mid-2017. Upon completion of the study, we can provide the parts of the study report that can be disclosed to the public for the LegCo’s reference.
- (2) In recent years, the Government and the MTR Corporation Limited (MTRCL) have been exploring the development potential of land at existing and future railway stations and other railway-related sites. The MTRCL’s Siu Ho Wan

depot is one of the sites that is under active consideration. As stated in the 2017 Policy Address, the statutory planning procedures for the site will commence this year and the site can provide not less than 14 000 residential units in the medium to long term.

The proposed development at Siu Ho Wan depot (hereinafter referred to as the "proposed development") will be built atop the depot, which involves the retrofitting of existing Siu Ho Wan depot facilities. The proposed development will not involve any reclamation works.

As with all land development projects, various technical assessments and studies (including studies on the aforementioned engineering matters, planning studies and environmental impact assessment (EIA)) are being conducted for the proposed development to ascertain the feasibility of the project in various technical aspects.

Currently, MTRCL is conducting two EIA for the proposed development, namely:

- (a) "Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot" (Project Profile No. PP-542/2016 and EIA Study Brief No. ESB-294/2016); and
- (b) "Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works" (Project Profile No. PP-544/2016 and EIA Study Brief No. ESB-296/2016).

Siu Ho Wan reclamation and the nearby landside development is another development project being planned by the Government. According to the above EIA Study Briefs, the applicant (i.e. MTRCL) shall take into account other existing and planned projects, including but not limited to Siu Ho Wan reclamation and the nearby landside development, to evaluate the cumulative environmental impacts when conducting the EIA for the proposed development.

Similarly, when the Government carries out the EIA for the Siu Ho Wan reclamation and the nearby landside development, the existing and the planned projects should also be taken into consideration, including the aforesaid proposed development by MTRCL, to evaluate the cumulative environmental impacts.

- (3) Based on the findings of different studies, the Government will duly follow-up with MTRCL on the technical issues as well as the implementation arrangement and details of the proposed development. We note the concern of The Honourable CHU Hoi-dick on whether the proposed development would have any Home Ownership Scheme flats.
- (4) According to the First-term Work Report "Space for All" issued by the Lantau Development Advisory Committee, with the proposed development atop Siu Ho

Wan depot and the proposed new MTR station, Siu Ho Wan area would have the potential to be developed as a new community adjacent to Tung Chung New Town and provide space for private professional training/tertiary educational uses. The Government is aware of the development constraints near Siu Ho Wan reclamation, which includes the land use compatibility issues with the Siu Ho Wan Organic Waste Treatment Facilities Phase 1 under construction and the proposed columbarium facilities. Therefore, we had commenced the “Technical Study on Developments at Siu Ho Wan and the Associated Transport Infrastructures – Feasibility Study” in July 2015 to identify major issues related to Siu Ho Wan development and the preliminary feasible solutions as early as possible so that they can be further investigated in the next stage of study. When the study is substantially completed, the Government will formulate the work plan for the next stage, including the initial development option, scope of further studies and programme, etc.

Question (V) The Effect of Airport Three-runway System on NEF 25

Please provide plans showing the Noise Exposure Forecast (NEF) 25 contours before and after the implementation of the airport three-runway system.

Reply : Plans showing the Noise Exposure Forecast (NEF) 25 contours before and after the implementation of the airport three-runway system can be downloaded from the following links:-

- (a) Noise Exposure Forecast (NEF) 25 contour (2011)
http://www.epd.gov.hk/eia/register/report/eiareport/eia_2232014/html/Drawing%207-3-003.pdf
- (b) Noise Exposure Forecast (NEF) 25 contour (2030)
http://www.epd.gov.hk/eia/register/report/eiareport/eia_2232014/html/Drawing%207-3-007.pdf

Question (VI) Spa and resort development at Soko Islands

- (1) **Please provide the study report for the CWRF Subhead 5101CX Item 7E34RG “Preliminary feasibility study of spa and resort development at Cheung Sha and Soko Islands”. If the study report is not ready at the moment, please advise when it will be available.**
- (2) **Please advise whether the Sustainable Lantau Office will be involved in this project. Please advise the cost estimate.**
- (3) **Please advise the feedback received in relation to this proposal during the public engagement exercise on “Space for All”. Please explain why the Government has not terminated the study in view of the substantial amount of objections.**

Question (VII) Cable Car Extension to Tai O

- (1) Please provide the study report for the CWRP Subhead 5101CX Item 7E38RG “Preliminary feasibility study of cable car system from Ngong Ping to Tai O”. If the study report is not ready at the moment, please advise when it will be available.**
- (2) Please advise whether the Sustainable Lantau Office will be involved in this project. Please advise the cost estimate.**
- (3) Please advise the feedback received in relation to this proposal during the public engagement exercise on “Space for All”. Please explain why the Government has not terminated the study in view of the substantial amount of objections.**

Reply : Questions (VI) and (VII) are answered collectively below:

- (1) The two preliminary feasibility studies are still ongoing and are expected to complete later this year. Upon completion of the study, we can provide the parts of the study reports that can be disclosed to the public for the LegCo’s reference.
- (2) Depending on the outcome of the preliminary feasibility studies, the Sustainable Lantau Office (SLO) will make an overall consideration of the way forward for these proposals. The project cost estimates are still under preparation.
- (3) The Public Engagement Report of “Space for All” has been uploaded to the website (www.LanDAC.hk) in November 2016 for public viewing. We will make reference to the public views received during the public engagement activities, the technical assessment results of the preliminary feasibility studies (including environment and ecology, transport facilities, land use and planning, financial aspects etc.), as well as the development and conservation strategy and the overall development need of Lantau before deciding on how or whether to take forward the proposals.

Question (VIII) Update of Hong Kong-Zhuhai-Macao Bridge Information

- (1) Regarding item (c) of paragraph 12, what is the progress of Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (HZMB) since funding approval in 2015?**
- (2) Besides, Prof. Anthony CHEUNG Bing-leung, the Secretary for Transport and Housing, has mentioned that the estimate of traffic flow was being updated when seeking additional funding approval for HZMB in end 2015/early 2016. Has the update been completed? Please provide the study report to this Subcommittee.**

Reply :

- (1) The Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB) commenced in January 2015 and is anticipated to complete by 2018. We are formulating the development plan and conducting technical assessments. The Stage 2 Community Engagement is tentatively scheduled to be held in end 2017 or early 2018.
- (2) According to the information from the Transport and Housing Bureau, based on the current progress of works, it is striving to complete the overall project of HZMB by end of 2017, for achieving early concurrent commissioning at the three places after taking into account factors such as the implementation arrangement for cross-boundary policy. At present, it is not too meaningful to forecast the traffic volume in 2017 or the early stage of commissioning of the bridge. In fact, the planning of infrastructure in Hong Kong is usually based on medium to long term traffic forecast, and it is seldom to update or re-assess the traffic forecast during the construction stage. In this connection, the three governments are now concentrating on the forecast of traffic flow in medium to long term (i.e. year 2030 and 2036) and the related analysis. As the Hong Kong government is still liaising with the consultant engaged by the joint working committee of the three governments on the details, we can only explain to the public when further information is available.

Question (IX) Traffic Engineering Costs and Additional Information

- (1) **The public engagement documents for the “Space for All” in 2016 and the “Hong Kong 2030+” this year have both set out the Strategic Traffic and Transport Infrastructure Concept Plan. The Government is requested to translate the existing map into written information, detailing the start/end points, transport function, nature, target capacity and initial cost estimate for each of the proposed transport infrastructure projects, particularly the sea-crossing railways and highways in the northwest New Territories (NWNT), East Lantau and Hong Kong Island.**
- (2) **It seems that the above Strategic Traffic and Transport Infrastructure Concept Plan also proposes a railway from Tuen Mun to Chek Lap Kok. Why had the railway not been considered during construction of the Tuen Mun–Chek Lap Kok Link (TM–CLKL)? Will a railway be re-considered now? If so, what are the difficulties involved? What is the latest cost overrun for the TM–CLKL project? What is situation for time overrun? What are difficulties for the project?**

Reply :

- (1) The transport network proposed in the public engagement documents for the “Space for All” in 2016 and the “Hong Kong 2030+” completed at the end of April 2017 includes the NWNT–Lantau–Metro Area Transport Corridor. The transport corridor will use railway as its backbone. Apart from connecting the interior areas of the ELM, it will also connect externally to Hong Kong Island West, Kowloon West and North Lantau, and further to the NWNT via the HKBCF island. Besides, the proposed transport corridor also comprises a strategic highway connecting the ELM eastwards to Hong Kong Island West and northwards to northeast Lantau/North Lantau Highway, which can then further connect to the NWNT. This transport corridor will also provide an alternative access to the airport and the NWNT. Further investigation of this proposed transport network is still depending on the ongoing “Hong Kong 2030+” study and the strategic studies on the artificial islands in the central waters yet to be conducted.

On the other hand, Transport and Housing Bureau will base on the findings from the study and public engagement exercise of “Hong Kong 2030+”, which will provide the planning direction after 2030, to implement the strategic studies on railways and trunk roads beyond 2030. The study will include the review on the need of transport infrastructure arising from the development of Lantau, NWNT and New Territories North (NTN) areas so as to pin down the initial layout of the infrastructure and the implementation programme according to the change of the distribution of population and employment so that the planning of major transport infrastructure can match with the overall long term land development of Hong Kong.

The proposal for the traffic and transport network is only a draft conceptual plan. Details of the infrastructure planning are subject to further study, and no detailed information on the relevant Public Works Programme is available at present.

- (2) According to the Transport and Housing Bureau, during the planning stage of TM-CLKL, the Highways Department has considered the feasibility of combining the railway along with the TM-CLKL. At the reclaimed land for the two portals to the sub-sea tunnel section of the Northern Connection, it is necessary to construct ramps for vehicles to climb up to the ground surface. Nevertheless, the railway has a more stringent requirement on gradient when compared with carriageway. If combining the railway is required, an alignment with a lower gradient would have to be adopted, which would excessively lengthen the extent of the reclamation and affect the existing marine traffic. Based on the above reasons, it is found technically infeasible to combine the railway to the link if the railway and carriageway follow the same alignment. In this connection, the Government did not include the railway in the item of TM-CLKL. The total Approved Project Estimates for the items of

TM-CLKL (i.e. PWP item 6846TH “TM-CLKL – detailed design, site investigation and advance works” and 6857TH “TM-CLKL – construction works” is \$46,708 million and up to present, there is no cost overrun.

Besides, as stated in the response to part (1), the Transport and Housing Bureau will take forward strategic studies on railways and major roads beyond 2030 to support the ELM development proposed in the recent years, which will include exploration of the transport infrastructure demand arising from development of Lantau, NWNT and NTN, etc., and the study of the NWNT-Lantau-Metro Area Transport Corridor.

Question (X) Development Permission Area Plan of Pui O

As Pui O Coastal Protection Area does not fall within the areas covered by Development Permission Area Plan, illegal development and dumping of soil debris in the vicinity could not be controlled with enforcement actions and prosecution. The general public has criticized the issue for years. Would the Government tell that the Development Bureau, Civil Engineering and Development Department and the proposed Sustainable Lantau Office will promise to follow up such issue immediately?

Reply : We understand the community’s demand which requests the problem to be dealt with more properly. We will make particular effort, after the establishment of the SLO, to continue liaising with green groups, conservationists and local stakeholders and coordinate the relevant departments to actively follow up the fly-tipping incidents as well as to proactively investigate and study any effective measures to combat fly-tipping of soil debris in south Lantau.

Question (XI) Route 11

As Route 11 is also part of the NWNT–Lantau–Metro Area Transport Corridor, i.e. planned supporting infrastructure for East Lantau, I consider that the Government should provide this Subcommittee with information on the two trunk roads leading from the NWNT to the Metro Area for reference, including:

- (1) the estimates of the vehicular flow at the Tai Lam Tunnel for the next ten years ;**
- (2) the initial estimate of the vehicular flow at the TM–CLKL ;**
- (3) the latest estimate of the vehicular flow at the TM–CLKL after updating the estimate of the vehicular flow at the HZMB ;**
- (4) the Government’s intended toll levels for the Tai Lam Tunnel after the franchise ends; and**
- (5) the latest alignment, schedule and costs of the Tuen Mun Western Bypass and the estimate of its vehicular flow.**

Reply : We understand that The Honourable CHU Hoi-dick has also raised the above questions at the meeting of the Panel on Transport. We have referred the question to the Transport and Housing Bureau for a consolidated reply.

Question (XII) Tung Chung East

- (1) Would the Government provide information on the intention, land use planning and implementation programme for the public market serving the entire Tung Chung area (including Tung Chung East)?**
- (2) Given the acute housing problem, could the Government consult the public again on the public/private housing mix in Tung Chung East with justifications?**
- (3) Would the Government provide information on the anticipated implementation mechanism for the Tung Chung East Railway Station and how to prevent private developers from monopolising the commercial facilities adjacent to the Tung Chung East Railway Station and to revert the important public space back to the public?**

Reply :

- (1) For the Tung Chung New Town, there are at present market facilities and other fresh provision retail shops including the wet markets in Yat Tung Estate and Fu Tung Estate. Two new wet markets are to be provided within public housing developments in Tung Chung Areas 56 and 39 which are under construction for completion by 2017 and 2018 tentatively. Moreover, the Government has initially identified a suitable site in the east of Tung Chung New Town East Extension Area to build a sizable public market. Located in the vicinity of a public transport interchange, the proposed site is also close to the proposed Tung Chung East MTR Station, thus facilitating its link with the existing Tung Chung MTR Station and the proposed Tung Chung West MTR Station. The proposed market site will therefore be accessible to more members of the public. In this regard, it will cater for not only the needs of the residents in the new development area, but also the needs of the population in the Tung Chung area. The relevant policy bureaux and departments will work closely together in the detailed design and implementation stage of the Tung Chung New Town Extension.
- (2) Tung Chung New Town Extension is one of major initiatives to meet the housing and economic development needs in the medium to long-term under the Government's multi-pronged approach to increase land supply. The current public/private housing mix for the development of Tung Chung East is 63:37 (25,700 units: 15,100 units) which is higher than the target set under the

Long Term Housing Strategy and can address the strong public request for increasing public housing supply. Three stages of public engagement were conducted for the Tung Chung New Town Extension Study between 2012 and 2014. Public comments were received through various means including forums, workshops, roving exhibitions, focus group meetings and briefing sessions. All comments received were compiled and analysed, which formed the basis for the formulation of the Recommended Outline Development Plan. Besides, the Tung Chung Extension Area Outline Zoning Plan (OZP) covering the Tung Chung East area was gazetted by the Town Planning Board (TPB) for representations and comments in early 2016. The TPB held a hearing meeting on 28 September 2016 to consider the representations and comments received. After giving consideration to the representations and comments, the TPB decided on 18 November 2016 not to propose any amendment to the OZP. The Chief Executive in Council approved the OZP on 7 February 2017. The current planning and land uses in the Tung Chung New Town Extension Area have thoroughly considered and reflected the public comments received during the course of the planning study and the statutory planning process. The Government currently has no plan to consult the public again on the public/private housing mix in Tung Chung East. Having said that, as there is still a long lead time from now to completion of the Tung Chung New Town Extension project, should there be significant changes in the planning circumstances such as adjustments in housing policy or the housing supply target, the Government will consider the need to further review the planned land uses and the public/private housing mix.

- (3) Having regard to the indicative implementation window recommended in the Railway Development Strategy 2014, in January 2017, the Transport and Housing Bureau invited the MTRCL to submit a proposal for the implementation of the Tung Chung West Extension (and Tung Chung East Station). The Government will evaluate the proposal subsequently. In line with the established procedures, prior to the finalisation of any new railway schemes, the Government will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable. °

Located north of the Tung Chung East Railway Station, Area 113 will be developed into a “Metro Core Area” functioning as the key centre for the entire Tung Chung East. The area will be developed as an integrated development with housing, office, a public transport interchange, open space, government, institution and community facilities as well as commercial and retail facilities. In the planning of the Tung Chung New Town East Extension Area, the Central Green, which is a public open space planned in a north-south direction, will serve as a major focus and activity node/event venues in the heart of the area. Area 113 will provide pedestrian facilities allowing the public to access from the proposed Tung Chung East Railway Station to the Central Green (Area 113 and Tung Chung East Railway Station are separated at ground level by a major

road P1 and railway tracks). According to the current planning, the Central Green will be developed and managed by the Government as a public open space, whereas Area 113 zoned “Other Specified Uses” annotated “Commercial and Residential Development cum Public Transport Interchange” on the Tung Chung Extension Area Outline Zoning Plan will be for private development. Future development of the site in Area 113 should be governed by Master Layout Plan submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Lands to ensure proper design of the development and the provision, connection and space of the above mentioned public facilities before the development proceeds.