

**DRAFT TUNG CHUNG EXTENSION AREA
OUTLINE ZONING PLAN NO. S/I-TCE/1**

**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/I-TCE/1-R1 TO R59
AND COMMENTS NO. TPB/R/S/I-TCE/1-C1 TO C78**

Subject of Representations	Representers	Commenters
<i>Supportive Representations</i>		
<p><u>Support</u> the draft Tung Chung Extension Area OZP No. S/I-TCE/1 (the draft OZP) and <u>comment</u> on the substantial provision of commercial area.</p> <p><u>Support</u> the proposed marina and propose water sports facilities.</p>	<p><u>Total: 2</u></p> <p>R1: Coral Ching Limited</p> <p>R2: The Hong Kong Water Sports Council</p>	<p><u>Total: 9</u></p> <p><u>Comment on R1 and R2:</u> C1: Individual</p> <p><u>Oppose R2</u> C2: Green Sense</p> <p><u>Support R2:</u> C3 to C9: Individuals</p>
<i>Adverse Representations</i>		
<p><u>Oppose</u> and <u>provide</u> views concerning the proposed reclamation and further development, proposed marina, air pollution, private residential developments, overloading of the carrying capacity of Tung Chung, lack of public market and special school, and demolition of the existing Pak Mong Pier.</p>	<p><u>Total: 56</u></p> <p><u>Individuals</u> R3 to R51 and R59</p> <p><u>Green Groups/Concern Groups</u> R52: Designing Hong Kong Limited R53: The Conservancy Association R54: World Wide Fund for Nature Hong Kong R55: Kadoorie Farm and Botanic Garden R56: Save Lantau Alliance R57: Green Sense</p>	<p><u>Total: 67</u></p> <p><u>Concern over R5 to R11, R13 to R14</u> C10: Designing Hong Kong Limited</p> <p><u>Support R3 to R57:</u> C11 to C68, C70 to C77: Individuals C69: 環保生態保育協會</p>
<i>Representation providing comments</i>		
<p><u>Provide</u> comment on the railway noise on the proposed residential developments.</p>	<p><u>Total: 1</u></p> <p>R58: MTR Corporation</p>	<p><u>Total: 1</u></p> <p>C1: Individual</p>

Subject of Representations	Representers	Commenters
	Limited	
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Grand Total	59	78

Note: The representations and sample of standard emails, and comments and samples of standard letters/emails are attached at **Annex I** and **Annex II** respectively. A CD-ROM containing the names of all representers and commenters as well as their submissions is enclosed at **Annex III** (for TPB Members only).

1. **Introduction**

- 1.1 On 8.1.2016, three new/amended Outline Zoning Plans (OZPs) including the Tung Chung Extension Area (TCE), Tung Chung Town Centre Area (TCTC) and Tung Chung Valley (TCV), which mainly incorporate land use proposals as recommended under the Tung Chung New Town Extension Study (the Tung Chung Study) were exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the two-month exhibition period, a total of 125 representations were received on the three OZPs including 59 representations¹ on the draft OZP. The representations were subsequently published for three weeks, and 78 comments on the representations to the draft OZP were received.
- 1.2 On 8.7.2016, the Town Planning Board (the Board) decided to consider the representations and comments collectively in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representations and comments. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Tung Chung New Town Extension Study

- 2.1 The Tung Chung Study was jointly commissioned by the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) in 2012 with

¹ Upon checking, a total of 59 valid representations were received, rather than 58 as reported to the Board on 8.7.2016. **R59** submitted a letter same as or similar to **R5** to **R14** was added in the list of representations.

the overall objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. Three stages of public engagement were conducted from 2012 to 2014. The Board was briefed on 19.9.2014 during Stage 3 Public Engagement (PE3) on the draft Recommended Outline Development Plan (RODP) on the future land use proposals of Tung Chung New Town Extension (TCNTE) covering TCE and Tung Chung West (TCW) under the Tung Chung Study. While there is generally no objection to the direction of the Tung Chung Study, Members made comments and suggestions on urban design, transport connectivity, housing mix, balanced development and the proposed marina development.

- 2.2 During PE3, more than 4,000 public comments were received. The public generally supported that the extension for Tung Chung New Town (TCNT) should be implemented as soon as possible. There was no major public concern on the proposed reclamation and development intensity in TCE. However, the public requested that the natural environment and ecologically sensitive areas in TCW should be preserved. The RODP was revised taking into account the public comments received, consultations with relevant government departments, and planning and engineering considerations. According to the revised RODP, the planned population in TCNTE will be about 144,400 and about 49,400 flats will be provided. Together with the planned population of 124,000 in the existing TCNT, the total planned population of the whole TCNT with its extension will be about 268,400².

Gazettal under the Environmental Impact Assessment Ordinance and Foreshore and Sea-bed (Reclamations) Ordinance

- 2.3 An Environmental Impact Assessment (EIA) Report³ to assess the environmental impacts of TCNTE was submitted under the EIA Ordinance (EIAO) to the Director of Environmental Protection (DEP) on 8.10.2015 for approval. The EIA Report has been exhibited for public inspection from 4.12.2015 to 2.1.2016 and was approved with conditions by DEP on 8.4.2016.
- 2.4 Concurrently, the reclamation scheme of TCE was gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance (FS(R)O) (Cap. 127) on 8.1.2016. 12 objections were received.
- 2.5 Funding application for the detailed design and construction works of the TCNTE project has been approved by Legislative Council (LegCo) on 27.5.2016. The detailed design and construction works for TCE commenced in mid June 2016, while the design and construction works for TCW is scheduled to commence in September 2016 tentatively. Reclamation, site formation and engineering infrastructural works are scheduled to commence in phases from end 2017 for TCE and end 2018 for TCW with the first population intake by end 2023 the earliest. The development of TCNTE is expected to be fully completed by 2030.

² This does not include the planned population in the village areas.

³ A copy of the EIA Report and the Executive Summary of the Tung Chung Study are deposited at the Secretariat of the Board for Members' reference.

3. Consultation after exhibition of the draft OZP

Consultations of the three OZPs with Islands District Council (IsDC) and Tung Chung Rural Committee (TCRC) were conducted at their meetings on 1.2.2016 and 28.1.2016 respectively. In relation to the draft OZP, members of IsDC mainly raised comments on the implementation programme of the cycling track and cycle park, the lack of provision of a municipal market, the impact on water quality by the proposed marina club and the transport connection to the three villages in Mui Wo. An extract of the relevant IsDC meeting minutes is at **Annex IV**. Members of TCRC had no comment on the draft OZP.

4. The Representations

4.1 Among the 59 representations received, two are supportive representations submitted by a company (**R1**) and an organisation (**R2**), and 56 are adverse representations submitted by 50 individuals (**R3** to **R51** and **R59**) and six green groups/concern groups (**R52** to **R57**). One representation (**R58**) indicates no objection to the draft OZP but raises concern on railway noise issue. The major grounds of representations are summarized as follows:

- (a) for the two supportive representations (**R1** and **R2**), **R1** expresses support to the draft OZP, but comments on the lack of strong justifications for the provision of the substantial amount of commercial area. **R2** supports the proposed marina and proposes water sports facilities;
- (b) all of the 56 adverse representations (**R3** to **R57** and **R59**) (of which 13 are standard letters) oppose or concern about the reclamation and/or the further development in Tung Chung, as it would threaten the marine habitat, Chinese White Dolphins (CWD) and the nearby proposed Brothers Marine Park (BMP), worsen the air pollution, and affect the ecology of Tai Ho River estuary and the Site of Special Scientific Interest (SSSI). 13 representations (**R5** to **R11**, **R13** to **R14**, **R52**, **R54** to **R56**) oppose the proposed marina. 17 representations (**R15** to **R28**, **R52**, **R56** and **R57**) concern that the increase in population in Tung Chung would overload the overall carrying capacity in the area, such as traffic and community facilities. Seven representations (**R5** to **R7**, **R10**, **R11**, **R13** and **R14**) concern that the residential sites are mainly for private residential development. Five representations (**R5** to **R7**, **R12** and **R59**) concern that there is no provision of public market and special school. Four representations (**R5** to **R7** and **R13**) oppose the demolition of the existing Pak Mong Pier; and
- (c) one representation (**R58**) provides comment on the measures to mitigate the railway noise impacts on the proposed residential developments situated closely to the existing Tung Chung Line (TCL) and Airport Express (AEL).

4.2 The representations and sample of standard emails are at **Annex I**. A summary of grounds of representations/representers' proposals and PlanD's responses is at

Annex V. The locations of representations/representer's proposals are shown at **Plans H-1 to H-3b** and **Drawing H-1**.

Grounds of Representations

Supportive Representations

- 4.3 **R1** appreciates the planning intention to create more jobs and business opportunities for Hong Kong residents and the Tung Chung community but comments that there is lack of strong justifications for the substantial provision of commercial area in view of the abundant existing and future retail supply in the region e.g. Northern Commercial Development (NCD) on airport island, Topside Development in the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macau Bridge (HZMB) and the existing Citygate in Tung Chung. The Government should critically review the need for the regional retail provision of 163,300m² gross floor area (GFA) in TCNTE or examine carefully its market positioning from a macro perspective. Instead of huge office node and regional mall, some other uses such as Science Park (SP) and Industrial Estate (IE) for innovative industries like film making and creative, media advertising etc. should be considered.
- 4.4 **R2** supports the proposed marina as it will create mooring opportunities which are in short supply, provide an interesting focal point on the waterfront, and create business opportunities and employment. It will also become an important recreational facility for future residents. However, the design and layout of the marina have to be improved. The locality is ideally suitable for water sports and addition of artificial beaches can provide a major public recreational feature for local people.

Adverse Representations/Representation Providing Comment

- 4.5 The major grounds of the adverse representations (**R3** to **R57** and **R59**) and the comment provided by one representation (**R58**) are summarised below:

*Opposition to further development in Tung Chung (**R3** to **R28**, **R30** to **R36**, **R45** to **R47**, **R52**, **R55** to **R57** and **R59**)*

- (a) Majority of the land is planned for private residential development. The proposed low to medium-density residential developments could not effectively address the housing problem. The needs of residents should be fulfilled and the environment should be taken into account. Tung Chung carries a lot of ecological value. The Government should optimise other land resources, e.g. brownfield sites and/or barrack sites in urban area, instead of reclamation in Tung Chung.
- (b) Tung Chung is one of the districts of serious air pollution. Further reclamation and development in Tung Chung, in particular, high-density residential development, would further worsen the air quality problem in the area and increase medical cost. The TCNTE project should adopt the new Air Quality Guidelines by the World Health Organisation (WHO) to evaluate the

cumulative impacts on the existing and future residents in Tung Chung. The Government should adopt the concepts of low-carbon city and people-oriented planning in TCNTE.

Objection to the proposed reclamation (R5 to R12, R15 to R57 and R59)

- (c) The proposed reclamation would threaten the marine habitat, CWD, the nearby proposed BMP, and the ecology of Tai Ho River estuary and the SSSI. The reclamation area of TCNTE should be reviewed. No further reclamation should be undertaken in Siu Ho Wan and Sunny Bay.
- (d) The increased marine construction vessel traffic due to reclamation would cause excessive habitat loss and disturbance to CWD and discourage the return of CWD to the area. The project area is a potential area used by dolphins during night time. However, no night-time survey on CWD was conducted. An underwater noise impact assessment for CWD and passive acoustic monitoring to confirm CWD's activities during night time should be conducted. A Marine Park should be designated at the waters off Tai O in West Lantau by 2019 to compensate the reclamation-induced habitat loss. The proposed reclamation is contrary to the principle of the Convention on Biological Diversity⁴ (CBD) to halt biodiversity loss which has been extended to Hong Kong since 2011. The Government should fully respect, commit to and implement the CBD principle. A baseline review and a strategic environmental impact assessment for Lantau should be conducted to assess the cumulative environmental impacts by all the reclamation projects.
- (e) The proposed BMP (about 1,200m from TCE) is a compensation measure of the HZMB project. The cumulative impacts of a number of concurrent projects in the nearby area such as HZMB and HKBCF, the Three Runway System (3RS) of the Hong Kong International Airport (HKIA), and TCE would degrade the conservation performance of the proposed BMP, in particular due to increase marine vessel traffic and cumulative exceedance of suspended solids level. The TCNTE project's construction barges should be barred from the proposed BMP and double silt curtains should be deployed at the TCE area and monthly water sampling inside the proposed BMP should be conducted.
- (f) The reclamation will lead to a loss of 145 ha of seabed area to the east of Tung Chung which is close to Tai Ho Wan with aquatic species of high conservation value i.e. Ayu Sweetfish and Horseshoe Crab. The potential impacts on the aquatic species should be adequately addressed and effectively mitigated.
- (g) The impact of reclamation to the fisheries is not minor. A total of 1,592 ha

⁴ The CBD is an international treaty on the conservation of biodiversity, the sustainable use of its components, and fair and equitable sharing of benefits deriving from the use of genetic resources. The CBD seeks to facilitate achievement of these objectives by providing a guidance framework on the essential components of and the key considerations involved in formulating a comprehensive conservation strategy. In general, Parties to the CBD are required to adopt measures with regard to the CBD's provisions as far as possible and as appropriate in light of specific local circumstances for protecting biodiversity.

of fishing ground will be lost in the Lantau waters if there are concurrent projects taken place at the same time, i.e. construction of 3RS, HZMB and TCE. There is unfair assessment on fisheries impact evaluation. The total active fishing grounds in Hong Kong and in Lantau waters should be re-calculated. The impacts and the extent to the operation of fishermen should be re-assessed.

- (h) The proposed ecological shoreline is an untried measure in Hong Kong and should be tested before adopting it as a mitigation measure for the reclamation and a pilot study should be conducted. Its conservation outcome and cost-effectiveness is questionable.

Objection to the proposed marina (R5 to R11, R13, R14, R52, R54 to R56)

- (i) The increased levels of vessel movement and the underwater noise caused by the proposed marina will disturb the CWD and driving them away from their habitat.
- (j) The need for a marina with 95 berths at Tung Chung is not clearly justified.
- (k) The proposed marina at the waterfront open space would privatize the public space.
- (l) The proposed marina should be deleted but there is support to public typhoon shelters for small vessels and water sports activities.

Overloading of carrying capacity (R15 to R28, R52, R56 and R57)

- (m) The population increase in Tung Chung will overload the overall carrying capacity of Tung Chung which will lead to inadequate provision of transport and community facilities. A review should be conducted to examine the traffic flow of the road networks of Tung Chung, North Lantau Highway (NLH) and Tuen Mun – Chek Lap Kok Link (TM-CLKL) upon completion of TCNTE. The development intensity and population of TCNTE should be reduced.
- (n) The future job opportunities are not diverse but limited to retail, food beverage and professional services.
- (o) The shopping malls in TCE are designated mainly for tourists and cannot meet the needs of the residents. There should be more “Government, Institution or Community” (“G/IC”) sites for municipal market, flea market and community complex to cater for the need of local residents.
- (p) The Government should provide a comprehensive plan for Lantau development including TCNTE instead of the current piecemeal approach.

Lack of special school, public market and cycling facilities (R5 to R7, R12 to R14, R56 and R59)

- (q) There is no special school in Tung Chung. Students have to commute to schools in other districts. The proposed special school in Tung Chung is still not yet implemented.
- (r) There is no public market managed and operated by the Food and Environmental Hygiene Department (FEHD) in Tung Chung to cater the need of local residents.
- (s) There is a lack of cycling facilities. Cycling can reduce carbon emission, protect the environment and promote tourism in Lantau. A cycling track around the Lantau Island and to connect Tung Chung and the airport should be provided.

Objection to demolition of Pak Mong Pier (R5 to R7 and R13)

- (t) The Pak Mong Pier is a precious public space which should be better utilized and should not be demolished.

Railway noise (R58)

- (u) Proposed residential developments along the existing TCL and AEL might be subject to railway noise impacts. The commercial developments in Areas 57, 113, 129 and 130 are required to provide noise screening from the railway noise to those residential developments. Supplementary noise reviews should be conducted by future property development proponents of the residential sites if there is a programme mismatch between the implementation of the commercial developments and occupation of the residential sites to ensure interim compliance with statutory regulations. Besides, detailed noise review regarding potential impacts from TCL and AEL and mitigation measures should be conducted and implemented by the future property development proponents including building setback design, use of non-sensitive building as screening, single aspect building design, architectural fins, and/or double-glazed fixed windows at their own cost and to the satisfaction of the Environmental Protection Department (EPD). These requirements should be imposed in the planning briefs, statutory plan and/or land administration documents.

Representers' Proposals

4.6 The representers' proposals are summarised below:

Expansion of Marina and Water Sports Centre (R2)

- (a) **R2** proposes two land use options in relation to the proposed marina and water sports centre which enable a marina to accommodate some 200 plus vessels, a larger public park, a marina support area, a water sports centre and artificial beaches (**Drawing H-1**):

- (i) **Option 1** (Relocated Marina and Improved Public Waterfront Park) (Preferred Option): Expansion of the OZP boundary to include a portion of the sea as “Other Specified Use” (“OU”) annotated “Marina” (“OU(Marina)”); the originally proposed marina to be rezoned to “Open Space” to provide an enlarged waterfront park. Area 144 zoned “OU(Marina Club, Boat Repairing and Commercial Facilities Associated with Marina Development)” to be retained and enlarged. Area 143 to be rezoned from “OU(Marina Club, Boat Repairing and Commercial Facilities Associated with Marina Development)” to “OU(Water Sports Centre)”; two areas along the waterfront to be zoned “OU(Public Beach)” for the provision of two artificial beaches; and
- (ii) **Option 2** (Marina Location Unchanged): The marina location unchanged but included within the OZP boundary and zoned “OU(Marina)” so as to give statutory control and certainty to the water area; Area 143 to be rezoned from “OU(Marina Club, Boat Repairing and Commercial Facilities Associated with Marina Development)” to “OU(Water Sports Centre)”; two areas along the waterfront to be zoned as “OU(Public Beach)”.

5. Comments on Representations

- 5.1 Among 78 comments received, three comments (**C1**, **C2** and **C10**) oppose the reclamation and/or the proposed marina. Seven comments (**C3** to **C9**) are standard letters supporting the proposals on provision of sites in Tung Chung for water sports. 67 comments (**C11** to **C77**) are similar comments mainly in relation to the reclamation, provision of community facilities, transport facilities, development intensity, preservation of nature and local character, etc. One comment (**C78**) does not relate to any representation.
- 5.2 **C1** questions on the need of reclamation and comments that **R1**'s proposal to review “Commercial” zones and **R58**'s proposals on the noise mitigation measures could not resolve the community and environmental problems brought by reclamation. **C1** proposes to delete the marina facilities and return the waterfront to the public for different activities.
- 5.3 **C2** opposes **R2** and proposes to delete the proposed marina which would increase the number of vessels entering the area and affect the marine habitat. He agrees to **R52**'s proposal to cover the whole Lantau in the terrestrial and marine baseline studies. **C10** supports **R5** to **R11**, **R13** and **R14** and opposes the proposed marina as it would privatize the public space. **C10** also suggests specifying typhoon shelter and surrounding land for public uses.
- 5.4 **C3** to **C9** support the proposals of **R2** to provide sites in Tung Chung for water sports. There is no provision for water sports facilities in Tung Chung at present and there is urgent need to provide active sports facilities for young people in Tung Chung. The proposals to provide artificial beaches and water sports

facilities in the new reclamation area are supported. The locality is ideally suited for water sports and a site for a water sports centre is fully supported.

- 5.5 **C11 to C77** are similar comments supporting **R3 to R57**. **C13 to C15, C19, C26, C37, C38, C41, C52, C58, C59, C61, C62, C64, C69, C70, C72, C76 and C77** comment that there is need for the provision of market operated by FEHD in Tung Chung. **C12 and C66** comment that the nature should be protected. **C14, C17, C19, C22 and C51** comment on the transportation of area and the implementation of proposed railway station at TCNTE. **C27 and C76** raise concern on the protection of countryside and woodland.
- 5.6 **C78** does not relate to any representation but comments that Tung Chung Rugby Club supports the development of two full-sized rugby fields in Tung Chung.
- 5.7 The comments and samples of standard letters/emails are attached at **Annex II**. A summary of the comments on representations and PlanD's responses are set out at **Annex VI**.

6. Planning Consideration and Assessments

The Representation Sites and their Surrounding Areas (Plans H-1 to H-3b)

- 6.1 The draft OZP covers a total area of about 216.67 hectares (ha), located on the northshore of Lantau Island to the southeast of HKIA at Chek Lap Kok, to the south of the artificial island of the HKBCF of HZMB, and to the northwest of Tai Ho. The Area is planned as an extension area of TCNT from its existing town centre area. It consists of the existing Area 52 to Area 56 to the north of Ying Hei Road, the reclamation area of the New Town extension (about 120.5 ha) and the reclamation area for the planned Road P1 (Tung Chung – Tai Ho Section) (about 8.6 ha) connecting TCE with the existing town centre area and NLH. The Lantau North (Extension) Country Park is to its south. The TM-CLKL connecting HKBCF of HZMB with NLH is located to the east and MTR Siu Ho Wan Depot is located to the further east. The Area is separated from the artificial island of HKBCF of HZMB by a water channel of about 390m wide. NLH, AEL and TCL pass through the southern part of the Area to link with the town centre area and the airport island.
- 6.2 The representation sites of **R3 to R57** and **R59** cover the reclamation area on the draft OZP. The representation site of **R2, R5 to R11, R13, R14, R52, R54 to R56** covers the “OU(Marina Club, Boat Repairing and Commercial Facilities Associated with Marina Development)” zone and the proposed marina. The representation site of **R5 to R7 and R13** on the Pak Mong Pier is at northeast of the Area.

Planning Intention

- 6.3 The planning intention for “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial

centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

- 6.4 The planning intention for “R(A)” zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 6.5 The planning intention for “R(B)” zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Board.
- 6.6 The planning intention for “G/IC” zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 6.7 The planning intention for “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 6.8 The planning intention for “OU(Commercial and Residential Development cum Public Transport Interchange)” zone is intended for an integrated development for commercial and residential uses cum public transport interchange with the provision of open space and Government, institution or community facilities. The commercial developments may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business / financial centre and regional and district commercial / shopping centre.
- 6.9 The planning intention for “OU(Marina Club, Boat Repairing and Commercial Facilities Associated with Marina Development)” zone is primarily intended for the development of a marina club with boat repairing and commercial facilities associated with the marina development.

Responses to Grounds of Representations and Representers’ Proposals

Supportive Views

- 6.10 The supporting views of **R1** and **R2** are noted. The following are responses to their comments/proposals.

Review of Regional Retail Provision and Need for Innovative Industries (R1)

- 6.11 In respect of **R1**’s concerns on the regional retail provision and market positioning of Tung Chung from a macro perspective, it should be noted that the planning of the commercial activities for TCNTE has already taken into consideration other known and planned development projects on Lantau and its surrounding, which include the potential Topside Development of HKBCF of

HZMB, the NCD as well as convention and exhibition facilities at HKIA, Hong Kong Disneyland, and areas being or to be studied including Sunny Bay and Siu Ho Wan so as to achieve synergy, optimal coordination and collaboration among these developments. To capture the strategic location of Tung Chung and the development opportunities derived from the bridgehead economy, TCNTE provides an opportunity for the development of a regional office node with a critical mass, a GFA of about 500,000m² mainly clustered in the Metro Core Area and the commercial belt around the TCE Station. The retail provision in TCNTE is also to ensure complementary with the surrounding developments and to capture the locational advantage of population concentration around the railway station. The regional retail node will mainly be clustered around the proposed TCE Station with GFA of about 120,000m² and along the waterfront with GFA of about 40,000m². Apart from the regional retailing facilities, local retail uses with GFA of about 114,000m² in form of 2-storey commercial belts along edges of residential sites fronting the linear parks are also proposed to encourage street shops to provide opportunities for local residents to open small business and to meet the daily life of the local residents. The commercial facilities concept of TCE is at **Plan H-4**.

- 6.12 According to the development strategy for Lantau as proposed by the Lantau Development Advisory Committee (LanDAC) in January 2016, the Metro Core Area of TCE is positioned as a smart commercial node with supplementary business hotels and other supporting facilities to facilitate the agglomeration economy. Given the limited existing amount of commercial space in Tung Chung, an ample amount of new provision is necessary to create a critical mass for the commercial node to thrive.
- 6.13 Regarding **R1**'s suggestion to include SP and IE in Tung Chung for innovative industries like film making and creative, media advertising etc., the overall objective of TCNTE is to extend the existing new town into a distinct community which can meet housing, social, economic, environmental and local needs. On this premise, apart from the provision of housing land, opportunity has been taken to provide a regional office node capitalising on its strategic location. No land has been reserved for SP and IE having regard to planning and environmental considerations, which would require extensive land reserve and may not be compatible with the planned land uses. That said, flexibility is allowed for offices related to SP and innovative industries such as offices for research and development, Information Technology and telecommunications industries etc. 'Broadcasting, Television and/or Film Studio' is also a Column 2 use within "C" zone which can be considered by the Board through planning application mechanism. The strategic linkage of Tung Chung with other areas such as Tuen Mun and Hung Shui Kiu New Development Area (NDA) where land for industrial developments has been reserved would also enable such synergy.

Expansion of Marina and Water Sports Centre (R2)

- 6.14 In respect to **R2**'s proposal to have a larger marina which could accommodate some 200 plus vessels, Project Manager (HKI&I), CEDD (PM/HKI&I, CEDD) advises that the assessments conducted under the Tung Chung Study are based on the assumed capacity of 95 berths. The increase in vessels movements in and out

of the marina would lead to major disruption to ship movement in the Tung Chung Channel and through the restrictive bridge opening. Director of Marine (D of Marine) also comments that further extension of the proposed marina will encroach into the existing Tung Chung Channel and block the Channel. This would also likely give rise to unacceptable environmental impact to the proposed BMP and CWD's habitat. DEP also advises that the potential environmental impacts have to be assessed in an EIA study to confirm its compliance with the EIAO requirements.

- 6.15 CTP/UD&L, PlanD comments that the proposed water sports centre and public beach could add variety and vitality to the waterfront, but there are no development detail or suggested development controls for the proposed uses. There is also a lack of technical assessments including visual appraisals. Chief Architect/CMD2, Architectural Services Department comments that as long as the promenade along the coastline is open and accessible, integration of the regional open space with marina and water sports facilities may have synergy effect to create an identity of the place. Director of Leisure and Cultural Services (DLCS) advises that they have no plan to develop water sports centre in Tung Chung, but have no strong view if **R2** is interested in the development and operation of the water sports centre in the proposed location. D of Marine comments that the proposed artificial beach at the west edge will encroach into the Tung Chung Channel. There will be compatibility problem among the users of the beach, the marina and the Tung Chung Channel. In any case, water sports facilities associated with the marina development may be regarded as ancillary use under the current "OU(Marina Club, Repairing and Commercial Facilities Associated with Marina Development)" zoning.

Adverse Representations/Representation Providing Comment

*Opposition to further development in Tung Chung (**R3 to R28, R30 to R36, R45 to R47, R52, R55 to R57 and R59**)*

- 6.16 The overall objective of TCNTE is to extend the existing TCNT into a distinct community which can meet housing, social, economic, environmental and local needs. The TCE reclamation is one of the important land supply sources to meet territorial housing and economic needs in medium to long-term. The Government has been striving to increase land supply to meet the population growth and to sustain economic and social development of Hong Kong through a multi-pronged land supply approach, including rezoning, resumption, redevelopment, reclamation, rock cavern development and re-use of ex-quarry sites so as to ensure a robust and resilient land supply strategy. The Government has also conducted comprehensive studies for a number of areas in the rural New Territories with high concentration of brownfield sites, such as Kwu Tung North NDA, Hung Shui Kiu NDA and Yuen Long South Potential Development Area, for identifying development potential and releasing land for new town/comprehensive development with necessary infrastructure upgrading works. The environmental and ecological issues of the proposed reclamation and new development under the TCNTE project have been properly assessed and addressed in the EIA Report to confirm its compliance with the EIAO requirements and the EIA Report was approved by EPD in April 2016.

- 6.17 There are concerns that the majority of the land in the TCE is for private residential development and the proposed low to medium-density residential developments could not effectively address the housing problem. It should be noted that different types of residential development are planned in TCNTE to ensure a balanced housing mix and different housing choices will be available for different social groups. A public/private housing split of about 63:37 is currently adopted for TCNTE which is generally in line with the public/private housing split of 60:40 as recommended by the Long Term Housing Strategy Steering Committee. The types of public housing (Subsidised Sales Flats or Public Rental Housing) will be determined upon implementation of the development. Different densities of residential developments (“R(A)” ranging from PR5 to 6.9; “R(B)” ranging from PR2.5 to 3.9) are proposed taking into account individual site characteristics, local circumstances, relevant planning and urban design considerations and infrastructural capacity. To take advantage of the convenient transport network and make good use of the land resources to meet the pressing housing demand, a Transit Oriented Development (TOD) concept is adopted in which area near the railway station will adopt a higher development density.
- 6.18 Regarding the specific concern on air quality, according to the approved EIA Report for TCNTE, with the implementation of the recommended mitigation measures, the potential air quality impacts from the proposed reclamation and construction and operation phases of the developments would comply with the requirements under the EIAO. As regards to **R52**’s request for adoption of new Air Quality Guidelines by WHO, EPD advises that in accordance with the EIAO, the potential air quality impact from the construction and operation of the proposed developments in TCNTE have to be evaluated against the Air Quality Objectives prevailing in Hong Kong at the time of approval of the EIA Report, instead of the Air Quality Guidelines by WHO.
- 6.19 With regard to the suggestion of adopting the concept of a low-carbon city in TCNTE, it is in line with the current planning in TCNTE in which railway system is planned as a backbone of the passenger transport system in TCNTE so as to minimise road traffic and use of private cars. One new railway station is planned in TCE and one new railway station is planned in TCW with TOD concept adopted. Furthermore, comprehensive networks of cycle tracks (12km for TCNTE including 5km along the TCE waterfront), cycle parking facilities and pedestrian walkways are also planned to encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles and thus reduce greenhouse gas emissions.

Objection to the proposed reclamation (R5 to R12, R15 to R57 and R59)

Impact to Marine Life and CWD

- 6.20 The proposed reclamation at TCE has taken into account the impact on the surrounding ecologically sensitive areas including those in Tung Chung Bay, Tung Chung Stream, the proposed BMP, Tai Ho Wan and Tai Ho SSSI. The extent of reclamation in TCE has been derived taken into account the need to preserve habitats of high ecological value. Director of Agriculture, Fisheries and

Conservation (DAFC) advises that the environmental and ecological issues of the TCNTE project had been properly assessed and addressed in the EIA for TCNTE to confirm its compliance with the EIAO requirements. The EIA Report was approved with conditions by EPD on 8.4.2016. PM/HKI&I, CEDD advises that with implementation of appropriate mitigation measures, no adverse environmental impact during the construction and operation phases is anticipated.

- 6.21 DAFC advises that according to the approved EIA Report, the reclamation of TCNTE constitutes only a very small proportion of the overall habitat range of the CWD population in Hong Kong and is located in the very low use location. The implication of habitat loss on CWD would be low.
- 6.22 Under the Tung Chung Study, there are a series of measures proposed to reduce the marine traffic volume and the potential disturbance to CWD, including: (i) using large barges, (ii) using land transportation where possible, (iii) reuse of excavation materials where possible, (iv) using travel route approved by relevant authorities, (v) no entry of core area of BMP, (vi) posing more stringent speed limit than that required in marine park regulations within BMP, and (vii) no anchorage and stop-over inside BMP. Besides, the future contractor is required to submit a “Proposal on Reducing Marine Traffic” and a “Works Vessel Travel Route Plan” for prior approval before commencement of the works. With these measures, the residual impacts on the CWD population in Hong Kong are not expected to be significant and are considered acceptable.

Disturbance to the BMP

- 6.23 DAFC advises that the potential ecological impacts to BMP and its functionality due to the TCNTE project have been properly assessed and addressed in the approved EIA Report. According to the EIA Report, with implementation of the proposed mitigation measures to reduce marine traffic volume, the identified impacts to the functions and quality of the proposed BMP would be reduced to an acceptable level. There is no overlap of peak construction periods of 3RS and the TCNTE project. The suspended solids contribution from the proposed project which adopts non-dredged method with the use of silt curtain would unlikely give rise to adverse water quality impacts. Besides, water quality monitoring will be carried out three days in a week at the proposed BMP during construction phase to ensure compliance with the established standards in the EIA Report.

Impact on Tai Ho SSSI

- 6.24 Since there will be no development near Tai Ho Stream SSSI, no adverse impact is anticipated to the Stream due to the proposed development. DAFC advises that the potential impact of sedimentation and hydrodynamic change to Tai Ho Wan has been assessed and ranked as insignificant.

Impact on Fisheries

- 6.25 Fisheries impact assessment has already been conducted under the approved EIA. The maximum production loss from TCNTE would be only about 15 tonnes per

year, comparing with the approximate 160,000 tonnes of total fisheries production in 2014. The magnitude of the impact is not severe given the low production rate of the area.

Eco-shoreline

- 6.26 Eco-shoreline is recommended as a mitigation measure in the approved EIA Report for the loss of general marine habitat due to the proposed reclamation, which would help provide beneficial functions to the local ecosystems through suitable design, whilst providing coastal protection. The feasibility of the eco-shoreline has been assessed and addressed in the approved EIA Report of TCNTE.

Cumulative Environmental Impacts

- 6.27 A Cumulative Environmental Impact Assessment Study for the Three Potential Near-shore Reclamation Sites in the Western Waters of Hong Kong (CEIA) Study commissioned by CEDD was completed in 2015 to assess the potential cumulative impacts on the air quality, water quality, ecology and fisheries from the implementation of the three potential reclamation sites including Sunny Bay, Siu Ho Wan and Lung Kwu Tan and other ongoing, committed, planned and proposed development projects in the western waters (e.g. TCNTE, HZMB, etc.) at a strategic level. With implementation of appropriate mitigation options, the study assessments concluded that there would be no major issues as regards the air quality, water quality, ecology and fisheries impacts.
- 6.28 Chief Engineer/Ports Works, CEDD advises that given the various constraints in land development and pressing demand in land resources, for years, the Government has adopted a multi-pronged and flexible approach including reclamation outside the Victoria Harbour for enhancing land supply to support social and economic development of Hong Kong. Nevertheless, should the reclamation projects at Siu Ho Wan and Sunny Bay be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology. DAFC advises that the CBD was extended to Hong Kong in 2011. Hong Kong has been adopting a nature conservation policy and a wide range of measures in line with the objectives of the Convention.

Objection to the proposed marina (R5 to R11, R13, R14, R52, R54 to R56)

Need for the proposed marina

- 6.29 There has been a territorial demand for marina in Hong Kong. The numbers of pleasure licensed vessels in Hong Kong is increasing at a rate of about 6% per year⁵ while all the existing marinas in Hong Kong are already fully occupied with a waiting list. Owing to land scarcity in Hong Kong and the fact that most of the existing waterfront are occupied by other uses and facilities, finding a suitable site for a new marina in Hong Kong has been a challenge. The new reclamation in TCE provides great opportunity for a new marina to fulfil the increasing demand

⁵ Source: The Port of Hong Kong Statistical Tables of Marine Department 2013, 2014 and 2015.

as it can provide both suitable water space for berthing spaces as well as land for supporting facilities (e.g. maintenance, management, clubhouse, etc.). Tung Chung is also a suitable location for new marina in view of the diverse facilities and activities that can be offered by the future development of Tung Chung and Lantau, as well as the proximity to Lamma Island, Lantau South, Soko Island, etc. where pleasure vessels may travel to. From urban design and land use planning perspectives, the proposed marina enhances the vibrancy of the waterfront and to create a new leisure and activities node for the area. It is considered compatible with the adjacent hotel and commercial developments and can help create diversified job opportunities such as those related to maintenance, services, catering, management, etc. The waterfront open spaces and the areas around the proposed marina will also be developed as the focal points of the area.

Environmental Impact

- 6.30 The environmental impact that may arise from the marina has been addressed in the approved EIA Report for TCNTE and no insurmountable problem has been identified. A separate EIA will be conducted to fulfil the statutory requirements under EIAO before implementation. The operation and implementation arrangement of the proposed marina will be further looked into during the detailed design of the TCNTE project.

Privatization of the Waterfront and Provision of Public Typhoon Shelter

- 6.31 There are concerns that the proposed marina would privatize the public space at the waterfront. It should be noted that the majority of the waterfront is zoned “O” for the development of waterfront promenade and cycle tracks for the public to enjoy the open sea view. It will also serve as a pedestrian walkway to enhance connectivity of the entire TCNT. The waterfront promenade would be designed as a continuous, barrier free public open space devoted to pedestrian and cyclists that intimately connected with the inner landscape framework of the development.
- 6.32 From the planning perspective, proposed typhoon shelter is considered not compatible with the planning intention of creating a distinct and vibrant waterfront in TCE which is a new leisure and activity node for the area.

*Concern on the carrying capacity (**R15 to R28, R52, R56 and R57**)*

- 6.33 There are concerns that the population increase in Tung Chung would overload the carrying capacity of the area such as transport and community facilities. Besides, the employment opportunities are not diversified enough to cater for the need of the local population.
- 6.34 A comprehensive transport network has been planned to serve TCNTE. TCNTE will be mainly supported by railway transport with two new railway stations⁶

⁶ According to the Railway Development Strategy 2014 (RDS-2014), it is planned to extend the existing TCL westward with a new station at TCW. An indicative implementation programme, subject to detailed studies and availability of resources, in around 2020 to 2024 has been noted in RDS-2014. The Tung Chung Study also recommends a new TCE station. The Government will continue to liaise with relevant parties with a

proposed to connect Tung Chung with other parts of the territory. According to the Traffic and Transport Impact Assessment of the Tung Chung Study, the design capacity of TCL (assuming 4 persons per m²), with the two new railway stations at TCE and TCW, can accommodate the planned population upon full development of TCNTE. Tai Ho Interchange and Road P1 (Tung Chung – Tai Ho Section) connecting TCE and NLH are proposed to relieve future traffic demand. Besides, TM-CLKL to be completed in 2018 will offer an alternative route and ease the traffic flow of NLH. New public transport interchanges (three in TCE) will be provided to facilitate the interchange between different modes of transport in the area (**Plan H-5**). There are currently about 37 franchised bus routes serving Tung Chung. Transport Department will ensure that adequate public transport services will be provided to serve the future population.

- 6.35 The provision of community, social welfare, recreational and educational facilities in TCTNE are planned in a holistic manner to serve population of the whole new town and its extension in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant departments. These include a sports ground of 3 hectares, indoor sports centres, post-secondary education facilities, clinic, schools, fire-station and police station. The GIC uses are also carefully planned and located such that they are easily accessible by local residents and will serve the wider community. Additional sites are reserved for unforeseen GIC uses such as municipal market when need arises.
- 6.36 There are currently limited commercial activities in Tung Chung. Under the Tung Chung Study, commercial developments including offices, retails, hotels and marina are to be provided in TCNTE and diversified employment opportunities will be created e.g. office work, professional service, management, property management, hotel management, tourism service, dining and retail services. With the introduction of different business types, TCNTE is expected to create an additional 40,000 job opportunities⁷. Other development projects in the surroundings (e.g. 3RS, HKBCF, NCD and Sunny Bay) will also bring more jobs to Tung Chung. Local retail uses are also planned along the Linear Parks and the main streets to provide opportunities for local residents to open up small business and to enhance street vibrancy. Besides, land for post-secondary education and other school uses has been reserved to provide education and training facilities for Tung Chung residents (e.g. tourism, aviation, food and beverage etc.) to meet the need of development and workforce in Tung Chung and its surroundings.
- 6.37 As regards **R56**'s proposal to reduce the development intensity and population of TCNTE, as stated earlier, the overall objective of TCNTE is to extend the existing new town into a distinct community which can meet housing, social, economic, environmental and local needs. The TCE is also one of the important land supply sources to meet territorial housing demand in medium and long-term. The

view to facilitating the implementation of the TCE station in a timely manner to meet the development needs of TCNTE.

⁷ From a rough estimates of the 40,000 new job provided in the TCNTE area, about 45% (18,000 jobs) would be for clerical works, elementary occupations and service sales workers which require no or relatively low skills.

Government should make good use of this land resource so long as the proposed residential developments and increase of population are acceptable in all aspects including environment, ecology, planning and urban design, transport, community and social aspects.

- 6.38 A comprehensive development strategy for Lantau was proposed by LanDAC in January 2016, with a view to developing Lantau into a smart and low-carbon community for living, work, business, leisure and study while balancing and enhancing development and conservation. The Government is now consolidating and analysing the comments received during PE and targeted to announce the Blueprint for Lantau Development by end of 2016.

Special School (R5 to R7, R12 and R59)

- 6.39 Secretary for Education advises that apart from the seven primary school sites, three secondary school sites, another site for school use and a post-secondary institution site reserved in TCNTE, a site in Area 108 has been reserved in Tung Chung for special school use which is a new special school to operate primary and secondary sections for children with mild, moderate and severe intellectual disabilities with 18 classrooms and 60 boarding places. Education Bureau plans to consult the Legislative Council (LegCo) Panel on Education in the fourth quarter of 2016 and seek funding approval from LegCo in early 2017. Subject to the funding approval, the construction work is expected to commence in early 2017 for completion in the first half year of 2019.

Public Market (R5 to R7, R12, R56 and R59)

- 6.40 In considering the provision of a new public market, the Government will take into account relevant factors on a case-by-case basis, including the population within an area (including the demographic mix), community needs, the presence of public and private market facilities nearby, the number of fresh provision retail outlets available in the vicinity, the actual situation of individual area, etc. For TCNT, there are at present market facilities and other fresh provision retail shops such as the wet markets in Yat Tung Estate and Fu Tung Estate. Two new public wet markets are to be further provided within public housing developments in Areas 56 and 39 of Tung Chung, which are under construction for completion by 2016 and 2018 tentatively. The Government's consideration is to facilitate the public's convenient access to fresh food retail outlets for meeting their daily needs, and at the same time ensure the proper and efficient use of public resources. Sites have already been reserved in TCNTE for possible development of a myriad of GIC facilities in which public markets are always permitted and could be developed should the need arise. Besides, retail facilities including markets could also be provided at "R(A)" sites for both public and private housing developments. Relevant bureaux and departments will work closely together to follow up the issue during the detailed design and implementation stage of TCNTE.

Cycling Facilities (R5 to R7, R13 and R14)

- 6.41 A comprehensive cycle track network has been proposed to connect the major

destinations in TCE, such as proposed TCE Station, residential areas and district open spaces. There are also cycle parking facilities in various places in TCE. Area 147 near the future Tai Ho Interchange is also reserved for a possible cycle park. In response to the proposal that a cycling track around the Lantau Island to connect Tung Chung and the airport, PM/HKI&I, CEDD advises that the possibility of extending the cycle track to Siu Ho Wan and Sunny Bay would be explored when planning future developments in those areas.

Demolition of Pak Mong Pier (R5 to R7 and R13)

- 6.42 As the existing Pak Mong Pier falls within the reclamation area of TCE, there is a need to remove the pier. During construction phase, temporary provision of landing steps would be provided. New public landing steps in new seawall will be provided upon completion of the reclamation in TCE.

Railway Noise (R58)

- 6.43 The proposed commercial developments along TCL and AEL are strategically located to provide noise screening from the railway lines and timely implementation of these commercial developments is anticipated in this regard. The detailed design study of the TCNTE project would review the need of interim noise mitigation measures for railway noise should there be any foreseeable mismatch between the implementation programme of commercial developments and population intake of the residential developments. In addition, requirement for submission of Environment Assessment Study Report to EPD, covering review on potential noise impacts among others, under the leases of the property developments would be considered during the implementation stage.

7. Responses to Comments and Proposals

- 7.1 The views of the comments and proposals as highlighted in paragraphs 5.1 to 5.7 are similar to the grounds of representations. The assessments in paragraphs 6.10 to 6.43 above are relevant. Detailed responses to the comments are provided in **Annex VI**.
- 7.2 With regard to **C27** and **C76**'s concern on the protection of countryside and woodland, the concerned areas including the foothills adjoining the Country Park are zoned "GB" on the OZP. There is a general presumption against development within the "GB" zone. Development within this zone will be strictly controlled.
- 7.3 With regard to **C78**'s specific comment on the development of two full-sized rugby fields (120m by 80m) in Tung Chung, it should be noted that various "G/IC" sites are reserved for the provision of sports and recreational facilities in TCE including an outdoor sports ground in Area 138 (3ha), two indoor sports centres in Area 102 (0.6ha) and Area 140 (0.6ha) respectively. Concerned parties can seek policy support for development within these sites.

8. Consultation

8.1 The following government bureaux and departments have been consulted and their comments have incorporated in above paragraphs and the responses in **Annexes V** and **VI**, where appropriate:

- (a) Secretary for Education;
- (b) Secretary for Food and Health;
- (c) Chief Architect/CMD2, Architectural Services Department;
- (d) Chief Building Surveyor/New Territories East 1 & Licensing, Buildings Department;
- (e) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department;
- (f) Chief Town Planner/Strategic Planning, PlanD;
- (g) Chief Town Planner/Urban Design and Landscape, PlanD;
- (h) Commissioner of Transport;
- (i) Director of Agriculture, Fisheries and Conservation;
- (j) Director of Environmental Protection;
- (k) Director of Food and Environmental Hygiene;
- (l) Director of Housing;
- (m) Director of Leisure and Cultural Services;
- (n) Director of Marine;
- (o) Director of Social Welfare;
- (p) District Lands Officer, Islands, Lands Department; and
- (q) Project Manager (Hong Kong Islands and Islands), CEDD.

8.2 The following government bureaux and departments have been consulted and they have no major comment on the representations:

- (a) Secretary for Development;
- (b) Secretary for Home Affairs;
- (c) Commissioner for Heritage's Office, Development Bureau;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Engineer/Consultants Management, Drainage Services Department;
- (f) Chief Engineer/Drainage Projects, Drainage Services Department;
- (g) Chief Engineer/Hong Kong and Islands, Drainage Services Department;
- (h) Chief Engineer/Port Works, CEDD;
- (i) Chief Highway Engineer/New Territories East, Highways Department;
- (j) Commissioner of Police;
- (k) Commissioner for Tourism;
- (l) Controller, Government Flying Service;
- (m) Director of Electrical and Mechanical Services;
- (n) Director of Fire Services;
- (o) Director-General of Communications;
- (p) Director-General of Civil Aviation;
- (q) Director of Health;
- (r) District Officer/Islands, Home Affairs Department;
- (s) Government Property Administrator; and
- (t) Head of Geotechnical Engineering Office, CEDD.

9. Planning Department's Views

The supportive views of **R1** to **R2** and views provided by **R58** are noted. Based on the assessments made in paragraph 6 above and for the following reasons, PlanD does not support the remaining views of **R1** and **R2** and the views of **R3** to **R57** and **R59** for the following reasons and considers that the Plan should not be amended to meet the representations:

For all Representations

- (a) The overall objective of TCNTE is to extend the existing TCNT into a distinct community which can meet housing, social, economic, environmental and local needs. The TCE reclamation is one of the important land supply sources to meet territorial housing and economic needs in medium to long-term. The environmental and ecological issues of the proposed reclamation and new development under the TCNTE project have been properly assessed and addressed in the EIA Report to confirm its compliance with the EIAO requirements and was approved by EPD in April 2016. Various technical assessments have also been conducted to confirm that the project is acceptable in terms of traffic, infrastructure, landscape, air ventilation and visual impacts.

Additional reasons on specific grounds and proposals

*Review of Regional Retail Provision and Need for Innovative Industries (**R1**)*

- (b) The planning of the commercial activities for TCNTE has already taken into consideration other known and planned development projects on Lantau and its surrounding to achieve synergy, optimal coordination and collaboration among these developments.
- (c) TCE is positioned as a regional office and smart commercial node. No land has been reserved for SP and IE in TCE having regard to planning and environmental considerations. Flexibility has been allowed in the Notes of the draft OZP for provision of offices related to innovative industries. The strategic linkage of Tung Chung with other areas such as Tuen Mun and Hung Shui Kiu NDA where land for industrial developments has been reserved would enable such synergy.

*Expansion of marina and provision of water sports centre (**R2**)*

- (d) There is no environmental and technical assessment to support the feasibility for the proposed expansion of the marina and the public beaches. The proposal will encroach into the existing Tung Chung Channel and also likely give rise to unacceptable environmental impact.

*Opposition to further development in Tung Chung (**R3 to R28, R30 to R36, R45 to R47, R52, R55 to R57 and R59**)*

- (e) Different types of residential development are planned in TCNTE to ensure a balanced housing mix and different housing choices. The public/private housing split adopted in TCNTE is generally in line with that recommended by the Long

Term Housing Strategy Steering Committee. The proposed densities of residential developments have taken into account individual site characteristics, local circumstances, relevant planning and urban design considerations, infrastructural capacity and the TOD concept.

- (f) The air quality issue of the new development under the TCNTE project have been properly assessed and addressed in the EIA Report to confirm its compliance with the EIAO requirements and was approved by EPD in April 2016. The concept of low-carbon city has been adopted in TCNTE in which railway system is planned as a backbone of passenger transport and comprehensive networks of cycle tracks and pedestrian walkways are planned to reduce demand for private vehicles and thus reduce greenhouse gas emissions.

Objection to the proposed marina (R5 to R11, R13, R14, R52, R54 to R56)

- (g) There is a territorial demand for marina and TCE is considered a suitable location. The proposed marina and its associated facilities would enhance the vibrancy of the waterfront and is compatible with the adjacent hotel and commercial developments. The waterfront promenade will remain as a public open space for public enjoyment.
- (h) The environmental impact that may arise from the proposed marina has been addressed in the approved EIA Report of TCNTE and no insurmountable problem has been identified. The operation and implementation arrangement of the proposed marina will be further looked into at the detailed design stage. A separate EIA will be conducted to fulfil the statutory requirements under the EIAO before implementation.

Overloading of carrying capacity (R15 to R28, R52, R56 and R57)

- (i) A comprehensive transport network has been planned to serve TCNTE. The design capacity of TCL, with the two new railway stations at TCE and TCW, can accommodate the planned population upon full development of TCNTE. Tai Ho Interchange and Road P1 (Tung Chung – Tai Ho Section) connecting TCE and NLH are also proposed to relieve future traffic demand. Besides, TM-CLKL to be completed in 2018 will offer an alternative route and ease the traffic flow of the NLH.
- (j) The provisions of community, social welfare, recreational and educational facilities in TCTNE are planned in a holistic manner to serve population of the whole new town and its extension in accordance with the requirements under the HKPSG and based on the advice of the relevant departments.
- (k) TCNTE will create an additional 40,000 job opportunities. The significant increase in commercial development will create diversified employment opportunities in the area. Other development projects in the surroundings (e.g. 3RS, HKBCF, NCD and Sunny Bay) will also bring more jobs to Tung Chung. Local retail uses are also planned along the Linear Parks and the main streets to provide opportunities for local residents to open up small business.

Special School (R5 to R7, R12 and R59)

- (l) A site has been reserved in Tung Chung for special school use for children with mild, moderate and severe intellectual disabilities.

Public Market (R5 to R7, R12, R56 and R59)

- (m) There are at present market facilities and other fresh provision retail shops such as the wet markets in Yat Tung Estate and Fu Tung Estate and two new public wet markets to be provided within new public housing developments. Sites have already been reserved in TCNTE for possible development of a myriad of GIC facilities in which public markets are always permitted and could be developed should the need arises. Besides, retail facilities including markets could also be provided at “R(A)” sites for both public and private housing developments. Relevant bureaux and departments will work closely together to follow up the issue during the detailed design and implementation stage of TCNTE.

Cycling Facilities (R5 to R7, R13 and R14)

- (n) A comprehensive cycle track network, cycle parking facilities and a cycle park have been proposed to connect the major destinations in TCE. The possibility of extending the cycle track to Siu Ho Wan and Sunny Bay would be explored when planning future developments in those areas.

Demolition of Pak Mong Pier (R5 to R7 and R13)

- (o) There is a need to remove the existing Pak Mong Pier within the reclamation area of TCE. New public landing steps will be provided upon completion of the reclamation.

Railway Noise (R58)

- (p) The proposed commercial developments along TCL and AEL are strategically located to provide noise screening from the railway lines and timely implementation of these commercial developments is anticipated in this regard. The need for interim noise mitigation will be considered at the detailed design stage.

10. Decision Sought

The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendments to the draft OZP to meet/partially meet the representations.

11. Attachments

Annex I	Submissions of Representations and Sample of Standard Emails
Annex II	Submissions of Comments and Samples of Standard Letters/Emails
Annex III	CD-ROM Containing the Names of All Representers and Commenters as well as Their Submissions (for TPB Members only)
Annex IV	Extract of Minutes of the Islands District Council Meeting on 1.2.2016
Annex V	Summary of Representations and PlanD's Responses
Annex VI	Summary of Comments on Representations and PlanD's Responses
Plan H-1	Location Plan of the Representations and Comments
Plan H-2	Aerial Photo of the Representations and Comments
Plan H-3a and 3b	Site Photos
Plan H-4	Commercial Facilities Concept
Plan H-5	Pedestrian and Cycling Network Concept
Drawing H-1	Proposals of Representer (R2)

**PLANNING DEPARTMENT
SEPTEMBER 2016**