

**DRAFT TUNG CHUNG TOWN CENTRE AREA
OUTLINE ZONING PLAN NO. S/I-TCTC/21
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/I-TCTC/21-R1 TO R28
AND COMMENTS NO. TPB/R/S/I-TCTC/21-C1 TO C81**

Subject of Representation/ Representation Site	Representers	Commenters
<i>Supportive Representation</i>		
Generally <u>support</u> the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/21 (the draft OZP) and the rezoning of the “Comprehensive Development Area” (CDA”), but <u>oppose</u> the rezoning of Area 48 from “Residential (Group A)” (“R(A)”) to the “Residential (Group B)3” (“R(B)3”) zone in Area 48 and concern on the provision of community facilities.	<u>Total: 1</u> R1: Coral Ching Limited	<u>Total: 3</u> <u>Comment on R1:</u> C1: Individual <u>Oppose R1</u> C2 to C3: Individuals
<i>Adverse Representations</i>		
<u>Oppose/concern about/provide views</u> on the draft OZP; and/or further development of Tung Chung; and/or the extent of “Village Type Development” (“V”) zones; and/or the proposed rezoning of “CDA” and/or rezoning of “Open Space” (“O”) zone under Amendment Items A1, C, D1 to H1 ; and/or adjustment of zoning boundaries under Amendment Items B2 and R3 ; and/or traffic, security, environment, ecology and	<u>Total: 27</u> <u>Individuals</u> R2 to R3, R6 to R16, R18 to R19 and R28 <u>Green Groups/Concern Groups</u> R20¹: Green Group’s Joint Submission R21: Designing Hong Kong Limited	<u>Total: 81</u> <u>Oppose R2</u> C1 to C3 and C12: Individuals C4: Green Sense <u>Oppose R3</u> C1 and C3: Individuals C4: Green Sense <u>Support R6 to R7, R9 to R12 and R21</u> C15 to C81: Individuals

¹ **R20** is a Green Groups’ Joint Submission submitted on behalf of Designing Hong Kong Limited, Eco-Education & Resources Centre, Green Lantau Association, Green Power, Hong Kong Bird Watching Society, Hong Kong Outdoors, Lantau Buffalo Association, the Conservancy Association and World Wide Fund for Nature Hong Kong.

Subject of Representation/ Representation Site	Representers	Commenters
<p>conservation issues; and/or lack of market managed by Food and Environmental Hygiene Department (FEHD) in Tung Chung; and/or overloading of the overall capacity of Tung Chung.</p> <p><u>Oppose</u> designating private land as “Green Belt” (“GB”) and “Conservation Area” (“CA”) zones under Amendment Item A1.</p> <p><u>Concern</u> about the inadequate sports and recreational facilities especially for water sports in Tung Chung.</p> <p><u>Oppose</u> rezoning of “Government, Institution or Community” (“G/IC”) to “Commercial” (“C”) under Amendment Item K.</p>	<p>R22: Green Power and Eco-Education & Resources Centre</p> <p>R23: The Hong Kong Bird Watching Society</p> <p>R24: The Conservancy Association</p> <p>R25: World Wide Fund for Nature Hong Kong</p> <p>R26: Kadoorie Farm and Botanic Garden</p> <p>R27: Save Lantau Alliance</p> <p>R4: Individual</p> <p>R5: The Hong Kong Water Sports Council</p> <p>R17: Individual</p>	<p><u>Support R20</u> C4: Green Sense C12: Designing Hong Kong Limited C15 to C81: Individuals</p> <p><u>Provide views on R21</u> C13: Widsom Management Company Limited</p> <p><u>Oppose R22</u> C14: Individual</p> <p><u>Support R22 to R27</u> C12: Designing Hong Kong Limited C15 to C81: Individuals</p> <p><u>Oppose R4</u> C1: Individual</p> <p><u>Support R5</u> C5 to C11: Individuals</p> <p>-</p>
Grand Total	28	81

Note: The representations, 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 28 representations² on the draft TCTC OZP. The representations were subsequently published for three weeks, and 81 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 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 Tung Chung East (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. Taking into account the public comments received, consultations with relevant government departments, and planning and engineering considerations, the RODP was revised. 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 268,400³.

² Upon checking, a total of 28 valid representations were received rather than 27 as reported to the Board on 8.7.2016. R28 submitted a letter same as or similar to R6 to R15 was added in the list of representations.

³ This does not include the planned population in village areas.

Gazettal under the Environmental Impact Assessment Ordinance

- 2.3 An Environmental Impact Assessment (EIA) Report⁴ 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 Funding application for the detailed design and construction works of the TCNTE project was approved by Legislative Council on 27.5.2016. The detailed design and construction works for TCE commenced in mid June 2016 while for TCW is scheduled to commence in September 2016 tentatively. Site formation and engineering infrastructural works are scheduled to commence in phases from end 2017 for TCE and end 2018 for TCW. The development of TCNTE is expected to be fully completed by 2030.

Amendments to the draft OZP

- 2.5 The proposed amendments to the draft OZP are mainly to incorporate the land use proposals in the RODP under the Tung Chung Study relevant to the existing town centre area and its extension and to reflect latest development proposals and as-built developments in the town centre area.

3. Consultation after exhibition of the draft OZP

- 3.1 Consultations of the three draft 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 concerns/comments on the early implementation of the town park, provision of cultural and recreational facilities, the impact of “CA” and “GB” zonings on the value and development right of private land, road connection and sewerage facilities for the villages, land resumption of the inhabited licensed structures, provision of cycle track and pedestrian connection for the residents of Yat Tung Estate, improvement of Tung Chung Road, provision of parking facilities for Ma Wan Chung Village and the provision of a public market. An extract of the relevant IsDC meeting minutes is at **Annex IV**.
- 3.2 Members of TCRC also raised similar concerns on the lack of infrastructures such as road, parking, drainage and sewerage facilities for the existing villages in Tung Chung, lack of water supply for agricultural activities, lack of commercial uses and local economy in TCW and the deprivation of development right due to designation of conservation zonings, and requested for expansion of “V” zones.

⁴ 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.

4. The Representations

- 4.1 Among the 28 representations received, one is supporting representation submitted by a company (**R1**), 27 are adverse representations submitted by 18 individuals (**R2 to R4, R6 to R19 and R28**), an organization (**R5**), and eight green groups/concern groups (**R20 to R27**). The major grounds of representations are summarized as follows:
- (a) for the supportive representation (**R1**), it generally supports the OZP and **Amendment Items D to J** on the rezoning of “CDA” to other zones, but opposes the downzoning of Area 48 to “R(B)3” under **Amendment Item C**, and proposes to rezone Area 43 for government, institution or community (GIC) use; and
 - (b) among the 27 adverse representations, 17 representations (**R6 to R16 and R28**) oppose the rezoning of sites to “V” and residential use under **Amendment Items C and R3**, rezoning of “CDA” under **Amendment Items D1 to J** and/or excision of country park from the planning scheme boundary under **Amendment Item B2**. Eight representations (**R20 to R27**) mainly concern on the adverse impacts on environment, ecology and conservation of Tung Chung Valley, Stream and Bay and propose to cover Wong Lung Hang area by a Development Permission Area (DPA) Plan. Three representations (**R6, R7 and R17**) oppose rezoning Area 6 from “G/IC” to “C(3)” under **Amendment Item K**. Two representations (**R18 and R19**) oppose further development in Tung Chung. Four representations (**R5 to R7 and R12**) concern that there is no provision of public market and special school in Tung Chung. The remaining four representations concern on the “V” zones of Wong Nei Uk, Chek Lap Kok New Village and Ma Wan New Village (**R2**), propose to rezone “O” for residential use (**R3**), object to designating his land as “GB” and “CA” (**R4**) and concern about inadequate provision of water sports facilities (**R5**).
- 4.2 The representations 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-9a**.

Grounds of Representations

Supportive Representations (Plans H-1 and H-2)

- 4.3 **R1** generally supports the draft OZP and the rezoning of “CDA” to other zones (**Amendment Items D to J**) to reflect existing developments and allow flexible land use zonings but raises following concerns:
- (a) the proposed downzoning of Area 48 from “R(A)” to “R(B)3” (from plot ratio (PR) 5 to 2) violates the current policy objective to increase the supply of housing land. The site is within acceptable walking distance from the proposed TCW Railway Station and should be retained for high-density residential development which accords with the planning concept of Transit

Oriented Development (TOD). The building height (BH) of 55 metre above Principal Datum (mPD) under the “R(B)3” zone is in conflict with the stepped BH profile. The site is relatively flat, vacant and ready for implementation; and

- (b) the provision of community services and facilities should be strengthened to ensure that the entire TCNT is self-contained and sustainable for the local community. Area 43 (zoned “GB”) is located between two “R(A)” zones and along Tung Chung Road. The site should be rezoned to “G/IC” so as to avoid underutilization of land, decentralize the GIC facilities to the fringe of the town centre, reduce the reliance on private car and secure local employment opportunities.

Adverse Representations (Plans H-1 and H-2)

- 4.4 The major grounds of the adverse representations (**R2 to R28**) are summarised below:

*Concerns on the privatization of open space, loss of vegetation and reduction of recreational spaces and cycle parking spaces (**R6 to R16, R21 and R28**)*

- (a) Rezoning of open space under **Amendment Items C, E1, F1 and G1**, the pedestrian area adjoining Le Bleu Deux under **Amendment Item F2** and the Citygate under **Amendment Item H1** for private residential/commercial/road use would take away the public space and activity space, worsen the air pollution problem and cause pollution from construction works which is harmful to the health of residents. The open spaces should be retained and planned according to the needs of the residents. If rezoning of “O” is necessary, the sites should be used for small-scale public housing or elderly public housing.
- (b) The **Amendment Items C, D1, D2, E1, F1, F2, G1 and R3** would cause the loss of vegetation and trees in the existing community and the surrounding “GB” zone, and would remove the open space and recreational space serving the existing residents. A detailed plan for compensation of trees and re-allocation of open space should be provided during and after the construction of projects.
- (c) Rezoning of the cycle parking area for Citygate and One Citygate for commercial use under **Amendment Item H1** would result in further privatization of public space. The number of cycle parking spaces in the site should be reduced, and planting for improving air quality and seating places for people waiting at the terminus should be provided.
- (d) There are inadequate cycle parking spaces. Rezoning of the cycle parking area outside the carpark entrance of Tung Chung Crescent for road use under **Amendment Item D2** would lead to loss of cycle parking spaces. The cycle parking area should be retained. Area under **Amendment Item J** should also be rezoned for provision of cycle parking area to create a bicycle-friendly community. An overall plan for cycling path should be provided.

Concerns on “V” and residential development (R2, R3, R6, R7, R11 to R14, R21, and R28)

- (e) More housing sites are needed and more residential land should be provided to west of Yat Tung Estate under **Amendment Item A1 (R3)**.
- (f) Rezoning of the sites to “V” zone and for low-density residential development under **Amendment Item C** could not help to improve the living and working environment of citizens and would also destroy the natural environment. These sites should be used for public housing development (**R6, R7, R11, R12 and R14**).
- (g) Rezoning the site northeast of Ma Wan New Village from “GB” to “V” under **Amendment Item R3** could not help to resolve the land problem. This site should be rezoned for public housing or elderly public housing development (**R6, R7, R13 and R14**).
- (h) Areas zoned for Small House development should be limited to the previous “V” zone plus a reserve for the approved Small House applications only (**R21**).
- (i) Land is not fully utilized under the rapid development of Tung Chung. The “V” zone should be expanded to meet the demand of the residents in Tung Chung (**R2**).

Ecological conservation and environmental concerns (R20 to R27)

- (j) The Tung Chung Stream, Valley and Bay, and Wong Lung Hang Stream, an Ecologically Important Stream (EIS), and its surrounding areas are widely recognized to be ecologically important and naturally wooded with vegetation. The local habitats and ecological value should be preserved (**R20 to R27**). There is strong opposition for further development and incorporation of new areas for residential development in Tung Chung as Tung Chung carries a lot of ecological value (**R18**).
- (k) There are proliferation of incompatible developments and vandalism in TCV (**R20, R22, R23, R25 to R27**). The lack of effective land use control and enforcement power against unauthorized land uses, incompatible development and environmental vandalisms such as diversion of stream, filling of land/pond or excavation of land in the eastern part of TCV and Wong Lung Hung due to the lack of DPA Plan coverage would diminish the ecological and landscape value of these areas and result in the loss of important habitats and species (**R20, R22 to R27**).
- (l) The eastern part of TCV and Wong Lung Hang areas are integral parts of the whole Tung Chung River-cum-Bay hydrological and ecological system which should receive stricter and more effective land use control to ensure a comprehensive management of flood regulation, water quality and nature conservation (**R20**).

- (m) Implementation of environmental protection and conservation land uses should be carried out early (**R20** and **R22**). A ‘conservation first before development’ strategy to protect the river source should be adopted (**R20**). The principle of the Convention on Biological Diversity (CBD)⁵ should be followed and the river system should be regarded as a whole in assessing the ecological value (**R21**).
- (n) Compatible land use for further enhancement of the ecological and cultural value of TCV and Tung Chung Bay should be recommended (**R22**). Government should avoid developing residential areas in TCV, allocate permeable land use by conserving vegetation, avoid large concrete surface areas and strengthen enforcement against dumping, unauthorized vehicle access and developments on both sides of Tung Chung Stream (**R20**). Reduction of development pressure and wide ranging measures should be adopted to alleviate development impacts on Tung Chung Stream and Wong Lung Hang. (**R20**, **R21** and **R24**).
- (o) The residential developments (in particular the proposed high-rise residential developments zoned “R(A)” in Area 42 and Area 46) and village type developments would generate noise, sewage and light pollution (**R27**), affect the natural landscape, hydrology and ecology of Tung Chung Stream, threaten the inhabited wildlife, impact the water quality of Tung Chung Stream (**R20**, **R21** and **R24**) and worsen the air pollution and geotechnical risks (**R21** and **R22**).
- (p) TCW will be highly vulnerable to dumping of construction and demolition waste generated in future development because of the long transport distance to waste facilities such as landfills and the charging for vehicles travelling through North Lantau Highway (NLH) (**R22**). Large vehicles, construction trucks and similar machineries must be prohibited and restricted from access to TCV and Tung Chung Bay, in particular, the section of Tung Chung Road west of Ha Ling Pei (**R20**) and the sections of Tung Chung Road and Yu Tung Road to the west of Chung Yan Road (**R22**).
- (q) It is not clear from the Environmental Impact Assessment (EIA) if there is any provision for loss of mangrove or mudflat habitat which is covered by the proposed regional open space zone (Area 32) (**R26**).
- (r) The development plan for Tung Chung Area should be terminated to save the Chinese White Dolphins (CWD) (**R19**).

⁵ 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.

Concern on the carrying capacity of Tung Chung (R6, R7, R11, R12, R21, R22 and R27)

- (s) There is concern on the overall capacity of Tung Chung area with the planned increase in population, especially its air quality, provision of job opportunities and biological diversity. A comprehensive plan for Lantau development and to cover the whole Lantau in the terrestrial and marine baseline studies should be provided. The new Air Quality Guidelines of the World Health Organization to evaluate the cumulative impacts should be adopted (**R21**).
- (t) There is concern on the carrying capacity of Tung Chung MTR Line and the impact of pollution and construction trucks to residents. A comprehensive traffic plan and detailed traffic impact assessment should be provided during and after the construction of projects (**R21**).
- (u) The "R(A)" sites (Areas 42 and 46) near the Prajna Dhyana Temple will aggravate the existing traffic problem in Tung Chung Road (**R27**). There is concern on geotechnical risks of the proposed high-rise residential development in Area 42 and 46 (**R22**).
- (v) The ferry transport service in Tung Chung should be strengthened and better utilized (**R6, R7, R11 and R12**).

Provision of sports/recreational and GIC facilities (R5, R21 and R27)

- (w) There are inadequate sports and recreational facilities in Tung Chung for young people (**R5**) and the proposed facilities located in TCE are too far for residents in TCTC (**R21**). There is a need to provide well managed facilities for sports and recreational activities in view of the additional public housings in Areas 39, 42 and 46 (**R5**). A more detailed plan for the provision of recreational facilities should be provided (**R21**).
- (x) Tung Chung Bay provides opportunity for water sports which require more sheltered water. These sports can co-exist with the existing natural environment, provide high quality interaction between the land and the water and will provide new recreational outlets for the existing and future residents in TCW and TCNT. A site at the waterfront adjacent to Yat Tung Estate was previously proposed for sports centre (Area 32). The site is considered suitable for water sports centre use and can be implemented without the need for reclamation (**R5**).
- (y) There is currently lack of community facilities in Tung Chung. More GIC sites should be provided near Yat Tung Estate for the provision of municipal market, flea market and GIC complex. The planned school provision should be reviewed based on the population forecast so as to release more sites for other GIC facilities (**R27**).
- (z) A local market operated by licensed hawkers suggested by local groups should be considered (**R21**).

Boundary Adjustments on the Planning Scheme Area (R6 to R10 and R28)

- (aa) There is no clear justification for excising areas currently covered by the Lantau North (Extension) Country Park from the planning scheme area under **Amendment Item B2 (R6 to R10 and R28)**.

Rezoning Area 6 from “G/IC” to “C(3)” under Amendment Item K (R6, R7 and R17)

- (bb) The rezoning proposal would lead to traffic congestion at the road outside Exit A of Tung Chung MTR Station, where there would be insufficient space to pick up and drop off area for the passengers (**R6 and R7**).
- (cc) The air quality in Tung Chung is very poor. The proposed building would have adverse impacts on visual, air ventilation and air quality (**R17**).
- (dd) Area 6 should be retained as open area. If development is necessary, the building height should not be higher than that of Citygate, and more non-building areas should be reserved around the building (**R17**).

Deprivation of development right (R4)

- (ee) Designating the representer’s land near Wong Lung Hang area as “GB” and “CA” zones will cause depreciation of land and affect land owner’s development right. The property right should be protected by the Government and by Law. The Government should resume the representer’s private land falling within “GB” and “CA” zones (**R4**).

Representers’ Proposals

- 4.5 The representers’ proposals are summarised below (**Plans H-4 to H-8**):

Rezoning of Area 48 (R1)

- (a) Area 48 should be rezoned from “R(B)3” to “R(A)” and its BH should be reviewed with reference to adjoining Yat Tung Estate with existing BH of 130mPD (**Plan H-4a1**).

Rezoning of land for “V” zone and residential development (R2 and R3)

- (b) The total area of the “V” zones should be expanded including the expansion of Wong Nei Uk Village, designating land to the west of Chek Lap Kok New Village and to the northeast of Ma Wan New Village currently zoned “GB” as “V” (**Plans H-4b1 to H-4b3**) (**R2**).
- (c) “O” under **Amendment Item A1** should be rezoned to “R(A)” or “Commercial/Residential” (**Plans H-4c1 to H-4c3**) (**R3**).
- (d) “R(A)” zones in TCV and Tung Chung Bay should be deleted while land should be reserved for agriculture and food waste collection (**R27**).

Ecological conservation and environmental concerns (R20 to R27)

- (e) The eastern part of TCV and Wong Lung Hang area and its riparian should be excised from the draft OZP and covered in a new DPA plan or Country Park Extension (**Plans H-5 to H-8**) (**R20 to R27**).
- (f) The area covering 30m on either side of river courses, banks and tributaries of Tung Chung Stream and Wong Lung Hang, Tung Chung Stream Estuary and Tung Chung Bay should be zoned “Site of Special Scientific Interest” (“SSSI”) (**Plan H-5**) (**R20 and R22**).

Provision of GIC facilities (R1 and R5)

- (g) Area 43 should be rezoned from “GB” to “G/IC” (**Plan H-4a2**) (**R1**);
- (h) A portion of “O” located immediately to the north of the “R(B)2” site in Area 33 should be rezoned “Other Specified Use” (“OU”) annotated “Water Sports Centre” (**Plan H-4d**) (**R5**).

5. Comments on Representations

- 5.1 Among 81 comments received, two comments (**C1** and **C13**) relate to the provision of GIC facilities, four comments (**C2** to **C4** and **C12**) relate to the expansion of “V” zones, six comments (**C1** to **C4**, **C12** and **C14**) relate to rezoning of “GB” and “CA” zones and nature protection for Wong Lung Hang area and seven comments are standard letters (**C5** to **C11**) related to the provision of water sports facilities. 67 comments (**C15** to **C81**) are similar comments mainly related to provision of community facilities, transport facilities, development intensity, preservation of nature and local character, etc.
- 5.2 **C1** agrees to **R1** on the need for the provision of more GIC facilities for Tung Chung residents. However, **C1** to **C3** do not agree **R1**’s proposal to rezone the “GB” zone in Area 43 to non-conservation zonings and also raise concerns on **R2**’s proposals on the expansion of “V” zones. **C1** also does not agree with the request for government resumption of private land. **C1** raises concerns on **R3**’s proposal on the increase of housing sites to the west of Yat Tung Estate.
- 5.3 **C4** opposes **R2**’s proposal on the expansion of “V” zone of Wong Nei Uk Village and has strong reservation on **R3**’s proposal to increase housing sites without any long-term population planning and scientific assessment. **C4** agrees to **R20**’s proposed mechanism on nature protection.
- 5.4 **C5** to **C11** support **R5**’s proposal to provide sites in Tung Chung for water sports.
- 5.5 **C12** opposes **R2**’s proposal on the expansion of “V” zones, concerns with **Amendment Item C** and objects to **Amendment Item R3**. **C12** supports **R20** and **R22** to **R27**’s proposals to cover Wong Lung Hang areas in a new DPA plan or Country Park Extension. **C12** suggests that the areas zoned for small houses development should be limited to previous “V” zone plus a reserve for approved

small house applications only.

- 5.6 **C13** does not relate to any amendment item or representation but proposes to rezone Area 8 (near the junction of Yu Tung Road and Chung Yan Road) from “GB” to “G/IC” for a cycling hotel development.
- 5.7 **C14** opposes **R22**’s proposal in designating DPA and “SSSI”, as most of the land are privately owned and supports the provision of long-term planning for the community facilities on the government land.
- 5.8 **C15** to **C81** are similar comments supporting **R6, R7, R9** to **R12, R20** to **R27. C17, C18, C19, C26, C30, C41, C42, C45** to **C46, C62, C63, C65** to **C66, C68, C73, C74, C76, C80** and **C81** and comment that it is necessary for the provision of market operated by FEHD in Tung Chung. **C16, C26, C31, C70** and **C80** comment that the nature should be protected. **C18, C21, C23, C26** and **C80** comment on the transportation of area and the implementation of proposed Tung Chung West railway station. **C15, C33, C37, C38, C41, C68, C74** and **C81** comment on the establishment of local economy and facilities for local residents and **C50** comments that the local character should be preserved. **C35, C55, C62** and **C63** comment that development intensity should be reduced and unjustified development should not be carried out.
- 5.9 The comments and samples of standard letters/emails are at **Annex II** and a summary of the comments 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-3d)

- 6.1 The draft OZP covers a total area of about 341.66 hectares (ha), located on the northshore of Lantau Island to the southeast of the Hong Kong International Airport (HKIA) at Chek Lap Kok, to the south of TCE, and to the east of Tung Chung Bay and TCV. The Lantau North (Extension) Country Park is to its south. The Area is planned as the Town Centre of the TCNT. It consists of the existing TCTC, the existing villages, stream course, vegetated area between the existing developed area and the Lantau North (Extension) Country Park and part of TCNTE. The Area connects with the TCE extension area to its north and TCV to its west. The Area is separated from the airport island of Chek Lap Kok by a 200m wide water channel. The NLH and the MTR Airport Express (AE) pass through the Area to link with the airport island and Hong Kong Island and the MTR Tung Chung Line (TCL) provides a domestic railway service for the Area.
- 6.2 The representation sites of **R6** to **R16** and **R28** cover the sites rezoned from “CDA”, “O”, “G/IC” and area shown as ‘Road’ under **Amendment Items D1, D2, E1, F1, F2, G1, H1** and **J**, the sites under **Amendment Items B2, C** and **R3**. The representation sites of **R1** cover the sites rezoned from “CDA”, “O”, “G/IC” and area shown as ‘Road’ under **Amendment Items D1, D2, E1, F1, F2, G1, H1** and **J**, the “R(B)3” zone under **Amendment Item C** and a “GB” zone under **Amendment Item A1**. The representation sites of **R2** mainly cover on the “V” zone of Wong

Nei Uk Village, “R(B)3”, “G/IC” and “GB” zones near Wong Nei Uk Village, Ma Wan New Village and Chek Lap Kok New Village under **Amendment Items A1, C and R3**. The representation site of **R3** covers on the “O” zone to the west of Yat Tung Estate under **Amendment Item A1**. The representation sites of **R4** cover some private lots on the “GB” and “CA” zone near Wong Lung Hung Stream under **Amendment Item A1**. The representation site of **R5** covers the part of the “O” zone to the north of “R(B)2” zone and to the west of Yat Tung Estate under **Amendment Item A1**. The representation site of **R17** covers the “C(3)” zone under **Amendment Item K**. The representation site of **R18** covers all the new sites for residential development and the representation site of **R19** covers all the new proposed development sites.

Planning Intention

- 6.3 The planning intention for “C” zone is intended primarily for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as the commercial centre in the Town Centre.
- 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 on application to the Town Planning Board.
- 6.6 The planning intention for “V” zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and re-provisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.
- 6.7 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.
- 6.8 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.

- 6.9 The planning intention for “OU (Railway Station)” zone is intended for the development of the Tung Chung Mass Transit Railway Station.
- 6.10 The planning intention for “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to preserve the existing topography and natural vegetation at the fringe of the new town as well as to provide passive recreational outlets. There is a general presumption against development within this zone.
- 6.11 The planning intention for “CA” zone is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as EIS from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Responses to Grounds of Representations and Representers’ Proposals

Supportive Views

- 6.12 The supporting views of **R1** on the draft OZP and the rezoning of “CDA” to other zones are noted. The following are responses to **R1**’s concerns and proposals on Areas 43 and 48.
- 6.13 The “R(B)3” site at Area 48 is located adjacent to Ma Wan Chung Village and at the foot of a knoll which is planned to be the future town park (**Plan H-4a1**). The site is proposed for residential use with a PR of 2 and BH of 55mPD under the Tung Chung Study, taking into account its location, topography, land use compatibility, infrastructure capacity and relevant planning and urban design considerations. A stepped height profile would be established for the area with height decreasing towards the waterfront from the top of the knoll at 75mPD and the “R(B)1” zone (maximum BH at 75mPD) in Area 23 to the “R(B)3” zone (maximum BH of 55mPD) in Area 48 and then to the “V” zone of Ma Wan Chung Village in Area 41 (maximum 3 storeys) and Tung Chung Bay.
- 6.14 In respect of **R1**’s proposal that Area 48 should be retained for “R(A)” development with a PR of 5 and a BH with reference to Yat Tung Estate of 130mPD, it should be noted that the site context and the planning circumstances of the area covering Area 48 and Area 23 have been changed after the review of the development in TCW under the Tung Chung Study. According to the RODP under the Tung Chung Study, taking into account the ecological value of Tung Chung Bay, no reclamation is proposed. Ma Wan Chung Village will be preserved with its cultural heritage. The area is no longer intended for high-density residential development, while lower-density developments compatible with the surroundings including traditional Ma Wan Chung Village and the planned town park are proposed.

- 6.15 As advised by Chief Town Planner/Urban Design and Landscape (CTP/UD&L), the proposed increase in BH would create overshadowing effect on the adjacent village development in Ma Wan Chung. The stepped height profile under the OZP for this area is logical and respects the current setting of the mountain and waterfront as well as the local context. Taken into account the elongated shape of the site and the stepped height profile, the current development parameters are appropriate. Besides, as advised by CEDD, the proposed increase in development intensity will lead to an increase in population and demand for various infrastructures including traffic and sewerage provision etc. which have not been assessed in the Tung Chung Study. DEP also advises that the associated environmental impacts have to be properly assessed to confirm the environmental acceptability of the proposal.
- 6.16 In response to **R1**'s concern on the need for community facilities for local community and the proposed rezoning of Area 43 from "GB" to "G/IC" for the provision of GIC facilities (**Plan H-4a2**), it should be noted that the provision of GIC facilities in TCNTE is 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 relevant departments. The GIC uses are also carefully planned and located such that they are easily accessible by local residents and to serve the wider community. Area 43 is located in between Tung Chung Stream eastern bank and Tung Chung Road covering Fong Yuen area. As advised by the Director of Agriculture, Fisheries and Conservation (DAFC), according to the approved EIA, the Fong Yuen area is covered by wet abandoned agricultural land and provides habitat for wildlife, in particular the rare butterfly species *Jhoro Scrub Hopper*. The "GB" zone, in which there is a general presumption against development, is considered appropriate for the area.

Adverse Views

Concerns on the privatization of open space, loss of vegetation and reduction of recreational spaces and cycle parking spaces (R6 to R16, R21 and R28)

- 6.17 There are concerns on the privatization and loss of open spaces and activity places, loss of vegetation and impacts on the community and environment of the area arising from the rezoning of open spaces for residential or commercial uses in relation to the rezoning of "CDA" under **Amendment Items E1, F1, G1 and H1 (R6 to R16 and R28)** or road uses under **Amendment Items D1 and F2 (R6 to R10, R21 and R28)**. It should be noted that **Amendments Items E1, F1, G1 and F2** are only minor boundary adjustments of the sites to tally with the lease boundaries and to reflect the as-built situation and existing land features. These amendments would not affect the existing vegetation, open spaces and recreational spaces and would not generate any impact on the community, environment and air quality (**R6 to R10, R13 to R15, R21 and R28**). Similarly, **Amendment Item R3** involves zoning boundary adjustment to reflect the existing features including slopes, the existing village area and road. These amendments would not affect the existing vegetation and trees in this area (**R21**). Besides, as the concerned amendments mainly involve small strip of lands, they are not feasible for the development of public housing and elderly public housing as proposed by some representers (**R6, R7, R9, R10, R13 to R15 and R28**).

- 6.18 In response to the concern on the loss of open space and vegetation due to the rezoning of “O” for residential development (Areas 23 and 48) under **Amendment Item C (R6 to R15, R21 and R28)** and that tree compensation plan should be provided (**R21**), the proposed rezoning of “O” will not affect the provision of the planned town park and there will be adequate provision of public open space in Tung Chung upon completion of TCNTE. Besides, according to the EIA Report of the Tung Chung Study, the concerned vegetation within sites zoned for residential use is mainly secondary woodland. To mitigate the loss of woodlands caused by the development of TCNTE, compensation woodland planting has been proposed under the EIA Report for TCNTE.
- 6.19 The rezoning under **Amendment Item H1** from “CDA”, “O” and “G/IC” to “C(2)” is to reflect as-built commercial development i.e. Citygate in accordance with the approved Master Layout Plan. This amendment would not result in privatization of open space or have any impact on the provision of cycle parking space, planting and seating places for people waiting at the terminus (**R6, R7, R11 and R12**).
- 6.20 For the concerns on the lack of cycle parking spaces and the loss of cycle parking spaces as a result of rezoning from “CDA” and “O” to area shown as ‘Road’ under **Amendment Item D2**, it should be noted that **Amendment Item D2** is minor zoning boundary adjustment to reflect the existing road alignment and amenity area of Mei Tung Road and Tat Tung Road. The existing cycle parking area in the amenity area will not be affected. There are seven existing cycle parking areas in the Area in which three of them are near Areas 4 and 14 (near the junction of Tat Tung Road and Hing Tung Street, at Tat Tung Road near NLH and near the junction of the Tat Tung Road and Mei Tung Street), two in Area 107, one at Yu Tung Road near Yat Tung Estate and one in Area 52 to the southwest of the Tung Chung Development Pier (**R6, R7, R9 to R12**) (**Plan H-10**). As to the request to rezone the area under **Amendment Item J** for cycle parking area to create a bicycle-friendly community, **Amendment Item J** is to rezone the site currently occupied by the existing Tung Chung Railway Station as “OU (Railway Station)” (**R6, R7, R11 and R12**). A comprehensive cycling network with adequate parking facilities has been proposed for the entire TCNT and its extension area. The cycling routes have already been provided along the main roads within the existing TCTC and will be linked up with the cycling routes planned within the TCNTE area as recommended under the Tung Chung Study.

Concerns on “V” and residential development (R2, R3, R6, R7, R11 to R14, R21 and R27)

- 6.21 In response to **R3**’s suggestion to provide more housing sites to the west of Yat Tung Estate (covering Areas 32 and 33) (**Plan H-4c1**) and to rezone the “O” under **Amendment Item A1** to “R(A)” or “Commercial/Residential” (covering Areas 26 and 35) (**Plans H-4c2 and H-4c3**), relevant factors including the natural environment and the local context have to be taken into account. The area to the west of Yat Tung Estate is located along the waterfront with a mudflat coastline. Sensitive treatment to preserve the coastal area and the natural character of Tung Chung Bay is required. Development should also be compatible with the surrounding low-rise village settlements of Ma Wan Chung Village and intensive

development should be avoided as far as possible. Taking into account the local context and environment and to strike a balance between development and conservation, a “R(B)2” site for medium-density residential development in Area 33 is designated to the west of Yat Tung Estate and Area 32 is zoned “O” for a planned waterfront park with open views towards Tung Chung Bay and the airport island. An amphitheatre is also proposed to encourage outdoor activities and enhance vibrancy of the waterfront. For other “O” zones, the “O” zone in Area 26 is to reflect an existing children playground and the “O” zone in Area 35 is to reflect the existing plant nursery.

- 6.22 On the other hand, there are concerns that the rezoning of the sites for low-density residential development and village development under **Amendment Item C** would destroy the natural environment (**R6, R7, R11, R12** and **R14**). To maximise land resources and capitalize on the proximity to the TCW Railway Station, two sites (“R(B)1” in Area 23 and “R(B)3” in Area 48) (**Plan H-3c**) are proposed for residential development under **Amendment Item C**. The development parameters of the two residential sites at PR of 2 and 4 and BH of 55mPD and 75mPD respectively have already taken into consideration the surrounding rural and natural environment. Besides, the “V” zone under **Amendment Item C** is to reflect the existing recognised villages of Ma Wan Chung Village and Wong Nei Uk Village (**Plan H-3c**) and an existing village cluster to the north of Ma Wan Chung Village and to provide land suitable for village expansion to meet the Small House demand of the recognized villages. The boundaries of the “V” zone has been drawn up having regard to existing building structures, the extent of ‘Village Environ’ (‘VE’) (**Plan H-9**), approved Small House applications, outstanding Small House application, building lots, local topography, site characteristics and estimated Small House demand. Areas of dense vegetation, active agricultural land, difficult terrain, ecologically sensitive areas and streamcourses have been avoided where possible.
- 6.23 With regards to **R6, R7, R11, R12** and **R14**’s suggestion to provide public housing development instead of rezoning the sites for low-density residential development and village development under **Amendment Item C**, 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. Different types of residential development are planned in TCNTE to ensure a balanced housing mix and different housing choices for different social groups. There are already public housing developments including Yat Tung Estate and planned public housing developments in Areas 27, 39, 42 and 46 in the Area.
- 6.24 Regarding **R27**’s proposal to delete “R(A)” sites in TCV and Tung Chung Bay, taken into consideration of the local context and the need for preservation of the TCV, only areas with low ecological value and high accessibility should be optimized to accommodate development needs. In fact, areas within TCV are designated for low-density and village developments only. For Areas 42 and 46 (**Plan H-3a**), they are designated “R(A)” as they are adjacent to Tung Chung Road and of low ecological value, these areas are considered appropriate for residential development. The proposed provision of food waste collection facilities will be studied in the detailed design stage should a demand for food waste recycling arises

in the future.

- 6.25 As to **R6, R7, R13** and **R14** concerns that the rezoning of the site northeast of Ma Wan New Village from “GB” to “V” under **Amendment Item R3 (Plan H-3b)** could not help resolve the land problem, the amendment is mainly zoning boundary adjustment to reflect the existing features including slopes, the existing village area and road. As the concerned strip of land is very small, it is not possible for the development of public housing and elderly public housing as suggested.
- 6.26 With regard to **R21**’s views that the “V” zone should be confined to existing building structures and approved Small Houses, it should be noted that the planning intention of the “V” zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by government projects. The boundaries of the “V” zones for the villages within the Area have been drawn up taking account of the existing building structures, the extent of ‘VE’, approved Small House applications, outstanding Small House application, building lots, local topography, site characteristics and estimated Small House demand.
- 6.27 **R2**’s proposal to expand the “V” zone of Ma Wan New Village is not justified (**Plan H-4b1**). According to District Lands Officer/Islands, Lands Department (DLO/Is, LandsD), the then Ma Wan Village had been resumed and cleared in the resumption project namely “Tung Chung Area 30 Public Housing Development, Tung Chung, Lantau Island, NT” and resited to the location of the existing Ma Wan New Village. The existing “V” zone reflects the resited village.
- 6.28 Besides, according to Head of Geotechnical Engineering Officer (H(GEO)) of CEDD, the areas proposed by **R2** for the expansion of “V” zones near Wong Nai Uk and to the west of Chek Lap Kok New Village (**Plans H-4b2** and **H-4b3**) are overlooked by steep natural terrain and Natural Terrain Hazard Studies (NTHS) are required for any Small House development which would have significant cost implication, and render developments not economically viable. He suggests limiting the “V” zone expansion to avoid an expansion of the village cluster towards a more vulnerable area. The area adjoining Wong Nai Uk in Area 24B is an existing sewage pumping station and the area to the north in Area 48 is located further away from the existing village cluster and is identified suitable for medium-density residential development and Area 24A is reserved for undesignated “G/IC” use (**Plan H-4b2**). As for Chek Lap Kok Village, the existing “V” zone reflects the resite village. Water Supplies Department (WSD) also advises that any “V” zone should not encroach upon the “G/IC” zone for Tung Chung Service Reservoir and its associated facilities (**Plan H-4b3**). Furthermore, the areas proposed for extension are basically outside ‘VE’ of the respective villages.

Ecological conservation and environment concerns (R18 to R27)

Tung Chung Bay/Valley/Stream and Fong Yuen area

- 6.29 For **R20** to **R27**’s concerns on the conservation of Tung Chung Bay/Valley/Stream and their riparian area, these areas mostly fall outside the draft OZP. Ecological surveys have been conducted in formulating the land use proposals in the RODP

under the Tung Chung Study which forms the basis of the draft OZPs covering the areas. Reclamation in Tung Chung Bay has been avoided in order to preserve habitats of high ecological value including seagrass beds, mudflats and mangroves. Ecologically sensitive areas and habitats such as Tung Chung Stream and its riparian zones and Tung Chung Bay have been identified and zoned “CA” and “Coastal Protection Area” (“CPA”) (in TCV OZP) with a view to protecting them from any development or impacts from developments nearby. DAFC also advises that the environmental and ecological issues of the TCNTE project have been properly assessed and addressed in the EIA for TCNTE to confirm its compliance with the EIAO requirements. The EIA Report was approved by EPD with conditions on 8.4.2016. For the impact on CWD (**R19**), it mainly concerns reclamation in TCE OZP. Detail responses are in **Annex V**.

- 6.30 Regarding **R18, R20, R21** and **R24**’s concerns on the adverse impacts on the natural landscape, hydrology and ecology of Tung Chung Stream and the air pollution and geotechnical risks generated from the proposed high-density residential development in Areas 42 and 46 to the east of the eastern bank of Tung Chung Stream (**Plan H-3a**), taken into consideration of the local context and the need for preservation of TCV, only areas with low ecological value and high accessibility should be optimized to accommodate imminent development needs. Developments in the area are limited to areas north and south of Fong Yuen in Areas 42 and 46 (**Plan H-3a**), which are more disturbed and fragmented and thus of lower ecological value. Area 42 is designated as high-density residential development as it is adjacent to existing built-up area and site under development (Area 39) and directly connected to Tung Chung Road. Area 46 is separated from the ecologically sensitive middle and southern sections of Fong Yuen by Shek Mun Kap Road. According the approved EIA, there is no adverse ecological and environmental impact to the area arising from the proposed developments. The middle and southern sections of Fong Yuen area, which are of higher ecological value, are zoned “GB”.

Wong Lung Hang area

- 6.31 **R20** to **R27** concern on the conservation measures on local habitats and areas of ecological value, e.g. Wong Lung Hang Stream, an EIS, and its riparian area and request for excising Wong Lung Hang area from the draft OZP and covering it by a new DPA Plan or Country Park Extension (**Plans H-3b** and **H-5** to **H-8**). Wong Lung Hang Stream is located to the south of the existing TCTC area. Large part of the Wong Lung Hang area is government land. The only access road to the area is a single-lane service road of WSD, i.e. Wong Lung Hang Road, with a gate restricting the vehicular access to the upper area of Wong Lung Hang Stream. Some private agricultural land could be found along the bank of the Wong Lung Hang Stream but mainly separated from Wong Lung Hang Road by a vegetated slope. Taking into account its remoteness from the existing TCTC, the topography, the existing land status and conditions, and the existing restriction on vehicular access, no developments are planned or envisaged in the surroundings and the area is subject to relatively low development threat.

- 6.32 Having said that, in order to preserve the ecological value and the natural habitat and environment, Wong Lung Hang Stream and its riparian area of 30m wide are already zoned “CA” to preserve the stream from human activities, whereas the fringe of its riparian area, the surrounding area covered by dense vegetation and woodland and area near the Lantau North (Extension) Country Park are zoned “GB” to preserve the habitats and natural environment of the area comprehensively. The “CA” zone is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as EIS from the adverse effects of development. “GB” zone is primarily intended for defining the limits of development areas by natural features and to preserve the existing natural landscape as well as to provide passive recreational outlets. There is general presumption against development within both zones. Development will be strictly controlled. For “CA” zone, in general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted. According to DAFC, “CA” and “GB” zones are considered appropriate to reflect the existing habitat condition and provide buffer areas to the EIS. In this regard, designation of “CA” and “GB” zones on the draft OZP are considered appropriate for the planning control of and the preservation of the existing habitat condition and provide buffer areas to the EIS.
- 6.33 As to the concern of lack of land use control and enforcement power against eco-vandalism e.g. waste dumping, discharge of waste water, incompatible developments, etc., “GB” and “CA” zones have been designated on the draft OZP for the protection of the natural environment. Any diversion of streams, filling or excavation of land in the “GB” and “CA” zones would require planning permission from the Board.
- 6.34 Regarding **R20** and **R22**’s concern on the ecological impacts of implementation/construction methods, no insurmountable problems have been identified and appropriate mitigation measures have been proposed in the EIA Report under the Tung Chung Study. Detailed responses are provided at **Annex V**.
- 6.35 The ‘conservation first before development’ strategy as requested by **R20** and **R22** has been adopted by designating conservation zonings to the above areas. In this regards, 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.

*Concern on the carrying capacity of Tung Chung (**R6, R7, R11, R12, R21, R22 and R27**)*

- 6.36 There are concerns that the population increase in Tung Chung would overload the carrying capacity of the area especially air pollution and transport facilities (**R21** and **R27**).
- 6.37 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 **R21**'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.

- 6.38 A comprehensive transport network has been planned to serve TCNTE. TCNTE will be mainly supported by railway transport with two new railway stations⁶ proposed to connect Tung Chung with other parts of the territory. According to the Traffic and Transport Impact Assessment, the design capacity of Tung Chung Line (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 North Lantau Highway (NLH) are proposed to relieve future traffic demand. Besides, Tuen Mun-Chek Lap Kok Link (TM-CLKL) to be completed in 2018 will offer an alternative route to the local population and ease the traffic flow of NLH. New PTIs (three in TCE and two in TCW including one at Shek Mun Kap Road which is connected to the Area via Tung Chung Road) will be provided for facilitating the interchange between different modes of transport in the area. There are currently about 37 franchised bus routes serving Tung Chung. Transport Department (TD) will ensure that adequate public transport services will be provided to the future population (**R21** and **R27**).
- 6.39 For **R27**'s specific concern on the traffic impacts to Tung Chung Road generated from the proposed residential development in Area 42 and 46, the Traffic and Transport Impact Assessment was carried out under Tung Chung Study. The traffic generation from the proposed residential developments near the Prajna Dhyana Temple and the impacts to the Tung Chung Road have been assessed under this assessment. According to the result of this assessment, no insurmountable impacts would be generated and mitigation measures would be implemented for the improvement of traffic infrastructure for the whole Tung Chung. Regarding **R22**'s concern on the geotechnical stability of the TCW area, no insurmountable problems have been identified and appropriate mitigation measures have been proposed. Detailed responses are provided for the above views at **Annex V**.
- 6.40 In respects to **R6**, **R7**, **R11** and **R12**'s suggestions on strengthening the ferry transport service provision, there are three existing piers in Tung Chung, in which two are in Ma Wan Chung and one is near Tung Chung Waterfront Road in TCTC which are zoned "OU" annotated 'Pier'. These "OU" zones are intended to designate land for piers to facilitate marine access to Tung Chung. There is existing ferry service provided between Tuen Mun, Tung Chung, Sha Lo Wan and Tai O at Tung Chung Development Pier. TD advises that the licensed ferry service would be

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

strengthened, subject to passenger demand.

- 6.41 As to **R21**'s request for a comprehensive plan for Lantau development, it should be noted that a comprehensive planning strategy for Lantau was proposed by Lantau Development Advisory Committee (LanDAC) in January 2016. The Government is considering the public views during the public engagement and targeted to announce the Blueprint for Lantau Development by end 2016.

Boundary Adjustments on the Planning Scheme Area (R6 to R10 and R28)

- 6.42 For the concern on excising areas currently covered by the Lantau North (Extension) Country Park from the planning scheme area under **Amendment Item B2**, the amendment is only boundary adjustment to tally with the boundary of the Lantau North (Extension) Country Park gazetted under the Country Parks Ordinance (**R6 to R10 and R28**) (**Plans H-1 and H-2**). The excised areas will be under the control of Country and Marine Parks Authority. The amendment is considered appropriate.

Provision of sports/recreational and GIC facilities (R5, R21 and R27)

- 6.43 There are concerns on the inadequate sports and recreational facilities and request for more GIC facilities in Tung Chung. The provision of GIC facilities including school and recreational facilities are planned in a holistic manner to serve population of the whole new town and its extension in accordance with HKPSG and advice of the relevant departments. The GIC uses are also carefully planned and located such that they are easily accessible by local residents and to serve the wider community (**R5, R21 and R27**). Additional sites are reserved for unforeseen GIC uses such as municipal market when need arises (**R27**).
- 6.44 With regards to **R5**'s proposal for water sports at Tung Chung Bay and the provision of water sports centre in Area 32 and rezoning it from "O" to "OU" annotated 'Water Sports Centre' (**Plan H-4d**), DLCS advises that they have no plan to develop water sports centre in Tung Chung. According to CEDD, Tung Chung Bay is considered as an ecologically sensitive area in which there are abundant mudflats and mangroves along the coast. These mudflats and mangroves have supported a vast number of species of conservation importance. Proposed water sports at Tung Chung Bay would give rise to marine environmental impacts on water quality and ecology. **R5** has not provided any technical assessment to demonstrate that the proposed water sports centre and the proposed water sports activities would not create adverse impacts on the ecology, environment and water quality of the Tung Chung Bay.
- 6.45 In response to **R21** and **R27**'s concern on the provision of market, 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 the 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.

Rezoning Area 6 from "G/IC" to "C(3)" under Amendment Item K (R6, R7 and R17)

- 6.46 Considering its prime location, proximity to the Tung Chung Railway Station, better utilization of land, and that the site is no longer required for government offices use, Area 6 (**Plan H-3d**) is rezoned from "G/IC" to "C(3)" for commercial uses and is subject to maximum non-domestic PR of 5 and BH of 100mPD, which is in line and compatible with the development intensity and BHs of the surrounding developments such as Citygate.
- 6.47 In responses to **R17**'s concerns on the impacts on visual, air ventilation and air quality generated from the rezoning under **Amendment Item K**, a Visual Appraisal (VA) and an Air Ventilation Assessment (AVA) Expert Evaluation (EE)⁷ have been carried out to evaluate the potential visual impact and air ventilation impact arising from the proposed commercial development in Area 6.
- 6.48 CTP/UD&L of PlanD advises that according to the VA, the proposed development would not create visual incompatibility with the surrounding areas. Although it would reduce the visual openness at some viewpoints, the impact is localized and view corridors in the area would not be affected. In order to minimise the residual impact of the proposed development, it is recommended that the future developer should explore various design measures in accordance with the Sustainable Building Design (SBD) Guidelines, at the detailed design stage. The AVA EE concludes that the future developments in Area 6 would have some impact on its surroundings under prevailing wind from the northeast, east and southeast. To mitigate the impact, it is recommended that, at the building design stage, the future developer should refer to the design guidelines of Building Disposition and Building Permeability in HKPSG and follow the building separation requirement in the SBD Guidelines. Otherwise a quantitative AVA study would be required to minimise the impacts of the future development.
- 6.49 In consideration that Area 6 is located in the prime area of the existing TCTC in close proximity to the Tung Chung Railway Station and with respects to the planning theme of TOD planning concept adopting in Tung Chung and better utilise the prime land, Area 6 is considered appropriate to be rezoned as "C(3)" for commercial development. The future developer would be requested to implement mitigation measures as recommended in the VA and AVA EE to minimise the impacts to the surroundings.

⁷ A copy each of the VA and AVA EE are deposited at the Secretariat of the Board for Members' reference.

- 6.50 With regards to **R6** and **R7**'s concerns on the traffic congestion, a Traffic Impact Assessment (TIA) will be conducted under the Detailed Design & Construction Study of the Tung Chung Study to assess the traffic impact and recommend mitigation measures prior to the disposal of the site. For the concern on the loss of pick-up and drop-off area for the passengers, a public transport interchange (PTI) would be reprovided on the ground floor of the future commercial development in Area 6. Temporary arrangement of the PTI would be required during the construction period.

Deprivation of development right (R4)

- 6.51 With regard to **R4**'s objection to the inclusion of some private land into the "GB" and "CA" zones and requests for land resumption by the Government, DAFC comments that the representer's lots (**Plan H-1**) at Wong Lung Hang are densely vegetated and located along the banks of Wong Lung Hang Stream, an EIS. The ecologically important Wong Lung Hang Stream is largely natural. The Stream is characterized by diverse freshwater fish species, with records of species of conservation importance such as Beijiang Thick-lipped Barb (*Acrossocheilus beijiangensis*). "CA" and "GB" zones are considered appropriate to reflect the existing habitat condition and provide buffer areas to the EIS. Since the private land is primarily demised for agricultural purpose under the block government lease and 'Agricultural Use' is always permitted within the "GB" and "CA" zones, there is no deprivation of the rights of the landowners. The Government currently has no prevailing policies for resuming private land for conservation use in Tung Chung.

7. Responses to Comments and Proposals

- 7.1 The views of the comments and proposals as highlighted in paragraphs 5.1 to 5.9 are similar to the grounds of representations. The assessments in paragraphs 6.13 to 6.51 above are relevant. Detailed responses to the comments are provided in **Annex VI**.
- 7.2 **C13**'s proposal to rezone Area 8 (near the junction of Yu Tung Road and Chung Yan Road) from "GB" to "G/IC" for a cycling hotel development is noted. However, the proposal is not related to any amendment item or representation.

8. Consultation

- 8.1 The following government bureaux and departments have been consulted and their comments have incorporated in above paragraphs and the response 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 Engineer/Construction, WSD;
 - (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;
- (q) Head of Geotechnical Engineering Office, CEDD; and
- (r) 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 Building Surveyor/New Territories East 1 and Licensing, Buildings 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 Civil Aviation;
- (p) Director-General of Communications;
- (q) Director of Health;
- (r) District Officer/Islands, Home Affairs Department; and
- (s) Government Property Administrator.

9. Planning Department's Views

9.1 The supportive view of **R1** is noted. Based on the assessments made in paragraph 6 above and for the following reasons, the PlanD does not support the remaining views of **R1** and the views of **R2** to **R28** 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

Concerns on the privatization of open space, loss of vegetation and reduction of recreational spaces and cycle parking spaces (R6 to R16, R21 and R28)

- (b) The amendments under **Items D1, D2, E1, F1, F2, G1, H1, J and R3** are only minor boundary adjustments of the sites to tally with the lease boundaries and/or to reflect the as-built condition, and existing land features and road alignment. These amendments would not affect the existing vegetation, open spaces and recreational spaces and would not generate any adverse impact on community, environment and air quality. These amendments mainly involve small strip of lands, and are not feasible for the development of public housing and elderly public housing.
- (c) The rezoning of “O” for residential development under **Amendment Item C** will not affect the provision of the planned town park. There will be adequate provision of public open space in Tung Chung upon completion of TCNTE. According to the EIA Report of the Tung Chung Study, compensation woodland planting has been proposed under the EIA Report for TCNTE.
- (d) A comprehensive cycling network with adequate parking facilities are proposed for the entire TCNT and its extension area. The cycling routes have already been provided along the main roads within the existing TCTC and will be linked up with the cycling routes planned within the TCNTE area as recommended under the Tung Chung Study.

Concerns on “V” and residential development (R2, R3, R6, R7, R11 to R14 and R21)

- (e) The proposed development to the west of Yat Tung Estate including a waterfront park zoned “O” and a “R(B)2” site for medium-density residential development are appropriate in striking a balance between conservation and development and taking into account relevant planning considerations.
- (f) The rezoning to “V” and residential development under **Amendment Item C** have already taken into account relevant planning considerations and would not destroy the natural environment. Besides, appropriate private/public housing split has been adopted for TCNTE and there are already public housing developments in the Area.

- (g) **Amendment Item R3** is mainly zoning boundary adjustment to reflect the existing features including slopes, the existing village area and road. The concerned strip of land is very small and is not possible for the development of public housing and elderly public housing.
- (h) The boundaries of the “V” zone has been drawn up having regard to existing building structures, the extent of ‘VE’, approved Small House applications, outstanding Small House application, building lots, local topography, site characteristics and estimated Small House demand. Areas of dense vegetation, active agricultural land, difficult terrain, ecologically sensitive areas and streamcourses have been avoided where possible.
- (i) The area adjoining Wong Nai Uk in Area 24B is an existing sewage pumping station and the area to the north in Area 48 is located further away from the existing village cluster and is identified suitable for medium-density residential development. Besides, the “V” zones for Ma Wan New Village and Chek Lap Kok New Village reflect the resited villages. The expansion of the “V” zones for these villages is not justified.

Ecological conservation and environmental concerns (R1 and R18 to R27)

- (j) The environmental and ecological issues of the TCNTE project had been properly assessed and addressed in the EIA Report for TCNTE to confirm its compliance with the EIAO requirements and was approved by EPD with conditions on 8.4.2016.
- (k) Conservation zonings such as “CA” and “GB” have been designated for the preservation of important habitats in Tung Chung Bay, Valley and Stream and Wong Lung Hung area and their riparian area and surrounding woodlands. There is general presumption against development under these zones. Besides, any diversion of streams, filling or excavation of land in the “GB” and “CA” zones require planning permission from the Board. The zonings are considered appropriate for conservation protection.
- (l) There is restricted access to the Wong Lung Hang area and majority of the area is government land. As no developments are planned or envisaged in the surroundings, the area is subject to relatively low development threat. The current “CA” zoning for Wong Lung Hang Stream and its riparian area is considered appropriate for conservation protection.
- (m) Developments around Fong Yuen area are limited to Areas 42 and 46 taking into consideration the ecological value of the area and other relevant planning considerations. According the approved EIA, there is no adverse ecological and environmental impact to the area.
- (n) According to the approved EIA Report for TCNTE, with the implementation of the recommended measures, the potential environmental impacts from the proposed construction and operation phases of the developments would comply with the requirements under EIAO.

Concern on the carrying capacity of Tung Chung (R6, R7, R11, R12, R21, R22 and R27)

- (o) According to the approved EIA Report for TCNTE, 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. With appropriate mitigation measures, there will also be no insurmountable problems on the geotechnical stability of the TCW area.
- (p) A comprehensive transport network has been planned to serve TCNTE. According to the Traffic and Transport Impact Assessment, the design capacity of the 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 to the local population and ease the traffic flow of the NLH. In terms of internal connectivity, there are district and local distributors planned in TCTC under the Tung Chung Study.
- (q) The Traffic and Transport Impact Assessment carried out under the Tung Chung Study concludes that no insurmountable impacts would be generated and mitigation measures would be implemented for the improvement of traffic infrastructure for the whole Tung Chung.

Provision of sports/recreational and GIC facilities (R1, R5, R21 and R27)

- (r) The provision of sports/recreational and GIC facilities are planned in a holistic manner to serve population of the whole new town and its extension in accordance with HKPSG and based on the advice of the relevant departments. The GIC uses are also carefully planned and located such that they are easily accessible by local residents and to serve the wider community. Additional sites are reserved for unforeseen GIC uses such as municipal market when need arises.
- (s) There is no strong justification for the proposed rezoning of part of “O” in Area 32 to “OU(Water Sports Centre)”. There is no technical assessment to demonstrate that the proposed water sports centre would not create adverse impacts on the ecology, environment and water quality of the Tung Chung Bay.
- (t) 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 for completion by 2016 and 2018 tentatively. 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.

Boundary Adjustments on the Planning Scheme Area (R6 to R10 and R28)

- (u) **Amendment Item B2** is boundary adjustment to tally with the boundary of the Lantau North (Extension) Country Park gazetted under the Country Parks Ordinance. The amendment is considered appropriate.

Rezoning of Area 48 (R1)

- (v) The site context and the planning circumstances of the area covering Area 48 and Area 23 have been changed after the review of the development in TCW under the Tung Chung Study. The area is no longer intended for high-density residential development. The proposed rezoning of Area 48 to retain “R(A)” zone is not compatible with the adjacent Ma Wan Chung Village and the planned town park. There is also no technical and environmental assessment to support the proposal.

Rezoning Area 6 from “G/IC” to “C(3)” (R6, R7 and R17)

- (w) The rezoning of Area 6 from “G/IC” to “C(3)” for commercial development with a PR of 5 and BH of 100mPD is considered appropriate taking into account all relevant planning consideration. A VA and an AVA EE have been carried out to evaluate the potential visual impact and air ventilation impact arising from the proposed commercial development. The future developer would be requested to implement mitigation measures as recommended in the VA and AVA EE to minimise the impacts to the surroundings. TIA will be conducted under the Detailed Design & Construction Study of the Tung Chung Study to assess the traffic impact and recommend mitigation measures prior to the disposal of the site. A PTI would be reprovided on the ground floor of the proposed commercial development.

Deprivation of development right (R4)

- (x) The concerned lots are densely vegetated and located along the banks of Wong Lung Hang Stream, an EIS. “CA” and “GB” zones are considered appropriate to reflect the existing habitat condition and provide buffer areas to the EIS. As the lots owned by the representer within the site are primarily demised for agricultural purpose under the block government lease and ‘Agricultural Use’ is always permitted within “GB” and “CA” zones, there is no deprivation of the rights of the landowners. The Government currently has no prevailing policies for resuming private land for conservation use in Tung Chung.

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
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
Annex IV	Extract of Minutes of the Islands District Council Meeting on 1.2.2016
Annex V	Summary of Representations and Planning Department's Responses
Annex VI	Summary of Comments on Representations and Planning Department's Responses
Plan H-1	Location Plan of the Representations and Comments
Plan H-2	Aerial Photo
Plans H-3 to H-3d	Site Photos
Plan H-4	Proposals of Representers (R1 to R3 and R5)
Plans H-4a1 and H-4a2	Proposals of Representer (R1)
Plans H-4b1 to H-4b3	Proposals of Representer (R2)
Plans H-4c1 to H-4c3	Proposals of Representer (R3)
Plan H-4d	Proposals of Representer (R5)
Plan H-5	Proposals of Representers (R20 and R22)
Plan H-6	Proposals of Representer (R24)
Plan H-7	Proposals of Representer (R25)
Plan H-8	Proposals of Representer (R26)
Plans H-9 and H-9a	Village Environs, Land Ownership and Site Photos
Plan H-10	Existing Cycle Parking Area

**PLANNING DEPARTMENT
SEPTEMBER 2016**