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**Lantau Development Advisory Committee
Tenth Meeting**

Date: 3 June 2017 (Saturday)
Time: 9:30 a.m. to 12:15 p.m.
Venue: Conference Hall, 2/F, West Wing, Central Government Offices
2 Tim Mei Avenue, Tamar, Hong Kong

Minutes of Meeting

Members Present

Mr MA Siu-cheung, Eric	Secretary for Development	Chairman
Hon CHAN Han-pan		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Dr CHU Ting-kin, Kenneth		
Mr HA Wing-on, Allen		
Prof HO Kin-chung		
Mr KWOK Ching-kwong, Francis		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Mr LAM Siu-lo, Andrew		
Dr LAU Wai-neng, Michael		
Hon WU Chi-wai		
Mr YAU Ying-wah, Algernon		

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Hon YIU Si-wing

Mr YU Hon-kwan, Randy

Mr HON Chi-keung Permanent Secretary for Development
(Works)

Mr WONG Wai-lun,
Michael Permanent Secretary for Development
(Planning and Lands)

Mrs YEUNG HO Poi-yan,
Ingrid Commissioner for Transport

Mr LAM Sai-hung Director of Civil Engineering and
Development

Mr LEE Kai-wing,
Raymond Director of Planning

Ms FUNG Yin-suen, Ada Deputy Director of Housing
(Development and Construction)

Mr TSE Chin-wan Deputy Director of Environmental
Protection (1)

Mr LI Ping-wai, Anthony District Officer (Islands), Home Affairs
Department (HAD)

Mr LAI Cheuk-ho Principal Assistant Secretary (Works) 5, Secretary
Development Bureau (DEVB)

Members Absent (absent with apologies)

Dr FANG Zhou, Joe

Mr LAU Ping-cheung

Hon MAK Mei-kuen, Alice

Mr SO Chak-kwong, Jack

Dr WANG Jixian, James

Miss CHU Man-ling,
Cathy Commissioner for Tourism,
Commerce and Economic
Development Bureau

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In Attendance

Mr MAK Shing-cheung, Vincent	Deputy Secretary for Development (Works) 2
Miss LAU Sze-mun, Shirley	Administrative Assistant to Secretary for Development
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Miss KONG Shuk-fun, Fannie	Press Secretary to Secretary for Development
Ms MAN Wai-ling, Connie	Secretariat Press Officer (Development)
Ms YAU Man-shan, Doris	Assistant Secretary (Land Supply) 1, DEVB
Mr WONG Yin-kai, Vincent	Assistant Secretary (Land Supply) 3, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial
Ms CHEUNG Yi-mei, Amy	Assistant Director of Planning/Territorial
Mr CHAN Sze-wai, Kevin	Senior Town Planner/Strategic Planning 6, Planning Department (PlanD)
Ms LIU Mei-fong, Kennie	Town Planner/Strategic Planning 12, PlanD
Mr LEE Kui-biu, Robin	Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department (CEDD)
Ms KIANG Kam-yin, Ginger	Deputy Project Manager (Special Duties) (Hong Kong Island and Islands), CEDD
Ms LAU Yiu-yan, Joyce	Chief Engineer/Special Duties, Hong Kong Island and Islands Development Office (HKI&I DevO), CEDD
Mr WONG Chi-leung	Senior Engineer 13 (Special Duties Division), HKI&I DevO, CEDD

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Miss YIU Yuk, Isabel	Senior Town Planner 1 (Special Duties Division), HKI&I DevO, CEDD
Ms SO Shuk-ye, Joan	Senior Town Planner 2 (Special Duties Division), HKI&I DevO, CEDD
Mr YIP Yuk-tsang, Steven	Engineer 17 (Special Duties Division), HKI&I DevO, CEDD
Mr CHAN Wing-tak	Town Planner 1 (Special Duties Division), HKI&I DevO, CEDD
Mr CHOW Chit, Joe	Assistant District Officer (Islands) (2), HAD

The Chairman welcomed Members for participating in the tenth meeting of the Lantau Development Advisory Committee (LanDAC).

2. The Chairman said that Dr FANG Zhou, Joe; Mr LAU Ping-cheung; Hon MAK Mei-kuen, Alice; Mr SO Chak-kwong; Dr WANG Jixian and Miss CHU Man-ling, Cathy, Commissioner for Tourism, were unable to attend the meeting due to other commitments. In addition, the Chairman welcomed Mr LEE Kai-wing, Raymond, Director of Planning, as a new ex-officio member.

Agenda Item 1: Confirmation of the Minutes of the Last Meeting

3. The minutes of the last meeting had been distributed to Members for their perusal prior to the meeting. The Secretariat had not received any proposed amendments. There being no further comments from Members at the meeting, the Chairman announced the confirmation of the minutes of the last meeting.

Agenda Item 2: Blueprint on Development and Conservation of Lantau

4. The Chairman said that the Government together with the LanDAC carried out a three-month public engagement exercise for Lantau development

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in early 2016. Having considered and consolidated the views collected, the Government formulated the Sustainable Lantau Blueprint (the Blueprint) that planned for the development and conservation of Lantau, with “Development in the North; Conservation for the South” as its future direction. The northern shore of Lantau would be mainly for economic and housing development; Northeast Lantau would be developed into a leisure, entertainment and tourism hub; and South Lantau would be mainly for conservation, leisure, cultural and eco-tourism uses. The Government would take forward short-, medium- and long-term work according to the implementation programme of the Blueprint.

5. Mr LEE Kui-biu, Robin, Project Manager (Hong Kong Island and Islands) and Ms LAU Yiu-yan, Joyce, Chief Engineer of the CEDD briefed Members on the contents of the Blueprint.

[Post-meeting note: The Blueprint was uploaded onto the website www.lantau.gov.hk in the afternoon of 3 June 2017 for public viewing.]

6. Declarations of interests were made by the following Member at the meeting:

- Mr YU Hon-kwan, Randy, declared that he inherited the estates owned by his father. He and his brother jointly owned one property and one piece of land in Tai O. His mother owned one piece of land in Tai O.

[Post-meeting note: The updated Registration of Interests Form of Mr YU Hon-kwan, Randy was uploaded onto the LanDAC’s webpage on 29 June 2017.]

7. A Member pointed out that although the Government put forward the direction of “Conservation for the South” in the Blueprint, from his understanding, the country park area was about 50 metres above the contour line of South Lantau Road while most of the remaining land in South Lantau was owned by villagers and private developers. He pointed out that with the improvement of the internal transport networks in South Lantau, progressive development would possibly follow. He asked the Government how the continued protection of South Lantau would be ensured after its accessibility

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was improved. In addition, he considered that the Blueprint was ambiguous about its target group for the improved accessibility of Lantau, and pointed out that South Lantau Road still had spare capacity. If the Government was to carry out a study on the improvement of local transport connectivity within three to five years and put forward various recommendations, the objective of “Conservation for the South” might be affected. That Member further pointed out that, as the Blueprint proposed reclamation at Hei Ling Chau and a transport corridor to connect Mui Wo, North Lantau and New Territories West, that alignment raised doubts as to whether the Government could really protect South Lantau.

8. A Member was pleased with the formulation of the Blueprint. As the Blueprint put forward “Development in the North; Conservation for the South” and the country park was located in the central part of Lantau, he opined that the public would pay attention to the potential impact of the Blueprint on the country parks. He added that the central part was the key to north-south connection. As Tung Chung Road was the only access connecting the north and the south at present, enhancement of north-south connection should be explored in future. From the perspective of environmental conservation and in terms of development concepts, “water” (including waterfronts, coastlines and rivers) was the key, and new town development and rural conservation were both related to rivers. He considered that river basin management or coastal management should use “water” as the overall concept. That Member supported the creation of low-carbon communities, and would like to learn more about the relevant government policy and how it would promote the use of electric vehicles. Also, he opined that the Blueprint should enhance water resources management work. As Lantau would accommodate more population, the Shek Pik Reservoir would not be able to meet the demand for fresh water. The use of water pipes to deliver fresh water over a long distance would increase carbon emissions during their construction and operation. Therefore, he proposed the introduction of total water resources management and the construction of water supply systems (such as seawater desalination) with new technologies. A self-sustainable water supply system could reduce the waste of resources, and at the same time align with modernised and quality new town development with the use of innovation and technology.

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9. A Member noted that the Blueprint could facilitate the public's and stakeholders' understanding by clearly introducing the concept of "Development in the North; Conservation for the South" and setting out the short-, medium- and long-term development projects. He mentioned that the Blueprint regarded the Hong Kong Disneyland Resort (HKDL) further development as a long-term development project that could be extended to 2030 onwards, and pointed out that the Hongkong International Theme Parks Limited currently had an option to take the land grant of the 60-hectare site for Phase 2 development of the HKDL. If no decision could be reached soon on whether Phase 2 development would go ahead, it would affect the development of the reclaimed area of Sunny Bay. Therefore, he considered that the Blueprint should maintain flexibility regarding the timetable of the HKDL further development. As for the North Commercial District (NCD) on the airport island and the topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB), that Member pointed out that while the former had completed planning and commenced the tendering process, the Blueprint did not clearly set out the planning position of the latter. He was worried that there would be competition between the two. He hoped that the Government would finalise the planning for the topside development at the HKBCF Island at an early date, so that it and the NCD on the airport island would have different functions and complement each other.

10. A Member mentioned that there was only one road connecting North and South Lantau at present, and the external land transport connection of Tai O had once been severed due to landslides. As such, he deemed it necessary to construct another road to connect North and South Lantau. Regarding the proposed traffic and transport network linking up Hei Ling Chau and North Lantau via Mui Wo, he considered that no possible options should be ruled out before a concrete plan was made. He suggested different approaches to road design and construction and limitation to the number of vehicles should be considered, for example, building tunnels and setting up control areas, and he stressed the importance of road networks to residents and visitors. That Member pointed out that given the current shortage of parking spaces provided

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by the Government, he saw the need to provide enough parking spaces for tourism development so as not to cause objections from local residents due to vying with visitors for parking spaces or the rising parking fees. He would like the Government to provide enough parking spaces for private cars and coaches when planning South Lantau to avoid affecting residents' lives. In addition, that Member said that he had gone camping at the campsites (including Lo Kei Wan) in South Lantau. The sanitary conditions of the campsite were poor without any water supply and sewage disposal facilities except a dry latrine. He considered that South Lantau had the right conditions to provide additional campsites and suggested that all the necessary basic facilities should be provided, such as toilets and fresh water supply, so that the environment could be protected while the public could have more space for activities.

11. A Member was pleased that the Blueprint was finally completed. He asked whether there would be enough parking spaces at the HKBCF Island for visitors driving to Hong Kong via the HZMB, and enquired about the transport arrangements for arriving visitors to travel to the Hong Kong International Airport (HKIA). He knew that there would be large-scale carparks at the Macao boundary control point, but the arrangements for Zhuhai and the HKBCF had yet to be confirmed. He opined that if there were not enough parking spaces, mainland and Macao visitors could not drive to Hong Kong, which might affect the utilisation rate of the HZMB. Also, that Member asked why the Blueprint did not mention the proposal of building a marina in Lantau. He pointed out that Hong Kong needed a new marina to cope with the demand, and it was crucial to the long-term development of Hong Kong.

12. Regarding the vision set out in the Blueprint, a Member considered that Lantau could be developed into the greenest and smartest island. On green building, he suggested that the Government, when granting land for development uses, should require developers to secure Gold rating or above for their new buildings under BEAM Plus. Also, he opined that as Kowloon East was already a smart city, and that the HKIA was progressively implementing smart facilities, Lantau development should achieve the objective of being the

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greenest and smartest. He believed that Hong Kong people were willing to pay a higher cost for the sake of environmental protection. That Member also pointed out that Tung Chung and the HKIA, both in the vicinity of San Shek Wan, could offer ample job opportunities. As long as the area was supported by road development, it had the right conditions to develop into a new town with a population of 100 000 to 200 000 and the residents could work locally. As for the development of the NCD on the airport island, that Member said that the tendering process for Phase 1 of the project would be carried out in the coming quarter. It was estimated that the floor area of the retail complexes and entertainment facilities to be developed in two phases could reach 360 000 square metres (m²), and the floor area of Phase 1 could reach 200 000 m². The project was due to complete in 2024.

13. A Member recognised the need to provide enough parking spaces in South Lantau and at the HKBCF Island, which was very crucial to the capacity to receive visitors and the future development. He agreed with the conservation for South Lantau but considered that it should include the native population and community. He pointed out that the existing roads in South Lantau were closed roads with spare capacity due to low utilisation. However, given the low accessibility of South Lantau, it was time-consuming to commute between Tai O and Central or Wan Chai, and therefore most residents had to move out to live and work in the urban areas. The outsiders living in South Lantau, however, were against development and considered that the area should be kept intact. That Member suggested constructing a coastal road or a light rail network connecting Tung Chung and Tai O to facilitate the travel of visitors and residents and help preserve the native population. He added that several decades ago, Tai O's resident population was about 26 000 and its total population exceeded 30 000 including the transient population, whereas the current population was only about 2 600 and over 45% were aged 65 or above. He was concerned that with further promotion of Tai O, more and more outsiders would live in Tai O while the native population would keep shrinking, leading to the loss of the local culture of Tai O. He emphasised the importance of transport to the sustainability of the native population, and thus the Government should study how to improve the transport arrangements, such as a coastal road connecting Tung Chung and Tai O with low-carbon living

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areas along the road. As regards the East Lantau Metropolis (ELM) project, that Member asked the Government whether a demand analysis had been conducted to identify the land area required and its uses, such as the distribution of commercial as well as public and private housing developments.

14. A Member was pleased that the Blueprint set out the framework of “Development in the North; Conservation for the South” for Lantau development. He pointed out that when constructing the HKIA at Chek Lap Kok, the Government back then had already considered opening up the road networks in Lantau. They included three road projects, namely the widening of Tung Chung Road, as well as the construction of a coastal road connecting Tung Chung and Tai O, and a road connecting Pak Mong and Mui Wo. Owing to inconvenient transport at present, residents could not live in their original villages. He suggested that, rather than carrying out partial improvement works on South Lantau Road, the Government should construct a coastal road connecting Tung Chung and Tai O, which would shorten the commuting time between the two places from 50 to 13 minutes, and reduce environmental impact with the use of technology. He added that with the commissioning of the HKIA’s third runway, the aircraft noise contours would shift away from the northern shore of Lantau. Therefore, the areas along the coastal road connecting Tung Chung and Tai O would be suitable for housing development. It would benefit the residents as they could work locally in Lantau, and the goal of low-carbon emission could be reached. He also hoped that the Government would adhere to the objective of “low-carbon and smart” when planning for the land development in Lantau, so that it would serve as a model for other areas. As regards some Members’ concerns that it would be difficult for the Government to achieve “Conservation for the South” as most of the land in South Lantau was not government land, he opined that as long as the Government made overall planning for South Lantau, private landowners could carry out developments that aligned with the conservation, ecological, tourism and recreation initiatives in accordance with the planning so as to create synergy. Also, he suggested making reference to the T·PARK in Tuen Mun and developing the integrated waste management facilities on Shek Kwu Chau to the south of Lantau into an educational base or even an international tourism base. He also suggested providing pleasure boat services at Tong Fuk

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to the waste management centre, but the transport networks in South Lantau should be opened up first to develop the local economy.

15. As to “Development in the North”, that Member pointed out that the Outline Zoning Plans for the Tung Chung New Town Extension (TCNTE) had been gazetted, and yet many proposals were not taken forward over the years, such as the River Park of the Tung Chung Valley, the revitalisation of Ma Wan Chung, and the town park. In addition, in view of the severe shortage of parking spaces in Tung Chung, he urged for an early implementation of the TCNTE project and suggested addressing the prevailing problems during the planning of the extension area, so as to let residents feel the benefits of development. That Member added that Tung Chung residents did not have an affordable mode of consumption as all their basic necessities were now monopolised by consortia. Therefore, they hoped for an early development of the TCNTE Area such that a reasonable spatial arrangement could be planned for Tung Chung.

16. A Member pointed out that given the large area for conservation proposed in the Blueprint with more coverage on conservation than development, the Government certainly attached great importance to conservation. He said that Sentosa, Singapore, one of the world’s most popular tourist attractions, was only 5 square kilometres (km²) in area, whereas Lantau occupied an area of 147 km². Its development opportunities should be 30 times more than those of Sentosa. The Blueprint also mentioned that Lantau could provide about 470 000 employment opportunities and the TCNTE could accommodate a population of about 140 000. All these were future development opportunities for young people. Despite the fact that the Blueprint was highly relevant to the future development of young people, current publicity was only limited to webpages. Without using the social media, the public, especially young people, could not be engaged and interacted in the process. He said that the Public Relations and Promotion Subcommittee (PRP SC) would follow up on the formulation of social media publicity strategy.

17. That Member also agreed that the demand for marinas, carparks

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and road networks was very keen and ever increasing. Pleasure boats could promote water sports, sightseeing and tourism, but there were no large-scale marinas or tourist spots like fisherman's wharf in Hong Kong. The Government should, therefore, review the issue. Also, Lantau, with its natural resources and the Tian Tan Buddha Statue, had the potential to develop three kinds of tourism, namely wellness tourism (annual global output of up to US\$439 billion), green tourism (annual global consumption of up to US\$70 billion) and religious tourism (annual global output of up to US\$18 billion).

18. A Member remarked that Lantau was not an ordinary district, but with a scale roughly comparable to the distance between Tseung Kwan O and Tuen Mun. It could provide considerable room for accommodating various development and conservation projects. Conservation, including nature, rural history and human culture, could in fact be integrated with development and the two were not mutually exclusive. He considered that when taking forward the Blueprint, more emphasis should be placed on the concept of integration of development with conservation. Technology and management concepts should be applied to promote integration, and make the local residents feel the benefits of it. He supported the setting up of a dedicated office to carry out the related work. In addition, that Member pointed out that the area around Keung Shan and Luk Wu had important historical and cultural backgrounds, and thus hoped that the Blueprint would enhance the conservation of history and human culture.

19. A Member pointed out that Lantau was characterised by its four "urban-rural-countryside-nature" elements. He wanted to have this uniqueness preserved during development for the enjoyment of local residents and the general public. The Blueprint mentioned numerous conservation initiatives, including the provision of additional marine parks. That Member pointed out that the western waters off Lantau were one of the major habitats for Chinese White Dolphins (CWDs) at present and should be designated as a marine park to compensate for the CWDs' habitat affected by reclamation in northern Lantau. As regards cultural conservation in South Lantau, he opined that human culture should be preserved along with historic buildings. He suggested that, as there were many villages in South Lantau at present,

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villagers and conservationists should be encouraged to conserve culture and ecology so as to revitalise the villages and let villagers and visitors feel the idyllic ambience. As the proposals involved people with different vested interests, land issues and policy compatibility, the Government should take the lead in taking them forward. As regards the traffic, that Member pointed out that the construction of roads would attract more vehicles to enter South Lantau, resulting in the shortage of parking spaces. He deemed it undesirable to provide a large number of parking spaces as they would occupy precious land, and large or multi-storey carparks also did not blend well with the natural environment. He suggested exploring other ways to draw visitors to South Lantau without increasing the numbers of private cars and parking spaces, such as the use of innovation and technology, public transport and water transport. In addition, he considered that the construction of new roads would inevitably drive development. As such, careful consideration should be made before any development, so as to avoid urbanisation that might be caused by development and change the original rural environment.

20. As for the ELM, that Member pointed out that the project involved substantial resources, as well as reclamation and development over a long period of time. He agreed that the need for the ELM should be carefully considered. According to the projection of population growth, Hong Kong's population would reach its peak in 2043 before declining, while the medium- and long-term housing supply was enough to cope with the housing demand. The Government, therefore, should explain clearly to the public the necessity of ELM development.

21. A Member was pleased that the Blueprint incorporated the items discussed by the LanDAC and its views over the past few years. He would like to know the number of studies or works pending funding approval by the Legislative Council (LegCo) at present, and hoped that the LegCo would approve the funding at an early date for conducting the ELM studies and setting up a dedicated office to take forward various development and conservation projects in Lantau. Besides, that Member suggested exploring ways to align Lantau development with the Bay Area development.

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22. The Chairman stressed that “Conservation for the South” was the focus of the Blueprint and a pledge made by the Government, while development would mainly be carried out in the northern shore of Lantau and Northeast Lantau. Also, according to the implementation programme, the ELM was a long-term project for 2030 onwards. At the present stage, we should examine its development positioning, infrastructure scale, economic benefits, etc. so as to establish the project. However, funding applications for the relevant studies and the Sustainable Lantau Office (SLO) had yet to be approved by the LegCo. The Chairman hoped that the SLO would be set up at an early date to co-ordinate and take forward the development and conservation of Lantau. If the current arrangements under which different departments carried out the related work separately were to persist, progress would still be rather slow.

23. The Chairman responded to Members’ comments. As regards the smart city proposals, the Chairman said that the Government had imposed a requirement in the land sale conditions for new development areas (such as the Kowloon East Development Area) stipulating that new buildings must achieve Gold rating or above under BEAM Plus. The Buildings Department was also examining the level of certification required for future green buildings to be eligible for concession. In addition, the River Park of the Tung Chung Valley had been incorporated into the planning of Tung Chung West and would be taken forward according to the implementation programme of the Blueprint. The Chairman recognised the need to use social media to publicise the Blueprint and encourage young people to participate. The Administration was following up actively.

24. Mr HON Chi-keung, Permanent Secretary for Development (Works), said that unlike the Revised Concept Plan for Lantau published in 2007, the Blueprint did not carry the word “development” in its name in Chinese. Also, the dedicated office was named the “Sustainable Lantau Office” to define the positioning of the planning, development and conservation of Lantau in the next few decades as sustainable, i.e. development should go hand in hand with conservation and they were mutually inclusive. Based on the geographical advantages, large-scale development was focused in

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the northern shore of Lantau and Northeast Lantau, and some of the infrastructure works were already in progress. However, the Government incorporated conservation elements into development, for instance, the construction of the River Park, the conservation of Tai Ho Valley, and the display and preservation of Tung Chung's culture and history were all included in the TCNTE project. Meanwhile, the southern part of Lantau would be largely for conservation purposes. In conserving South Lantau, the Government should consider two aspects. Firstly, we should not close all places as the natural environment was in fact a public asset; we needed to conduct small-scale development in South Lantau to facilitate public enjoyment. On the other hand, the Government understood that the accessibility of some rural areas in South Lantau was yet satisfactory. Mr HON reiterated that the Government would not carry out development and conservation in a rigid manner, but would adopt the mutually inclusive principle under which development should go hand in hand with conservation.

25. Mr HON Chi-keung considered that Lantau played a vital role in the Bay Area development, but the transport infrastructure in Lantau was still inadequate at present. Also, Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+) pointed out that Hong Kong required land to cope with growing and ageing population and social and economic development, and to improve the quality of life. Therefore, the Government proposed developing the ELM as one of the strategic growth areas of Hong Kong. In addition, the Study on Enhancing Land Supply Strategy in 2011 had selected suitable locations for reclamation, including the central waters, according to the land demand of Hong Kong. Situated between Hong Kong Island and Lantau, the ELM would be highly accessible with connection to the road infrastructure in future. Apart from connecting with the Northwest New Territories and the Metro Area, the ELM would also be highly accessible in the Bay Area through the HZMB, Route 3 and the HKIA. Mr HON added that the areas for reclamation and the infrastructure facilities in the central waters shown in the Blueprint were indicative only, and could only be finalised after detailed studies. However, the studies could not be launched pending funding approval by the LegCo. As for the transport connection and inadequate parking spaces in certain places, Mr HON remarked that the SLO

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would carry out a study on the traffic, transport and capacity to receive visitors for Lantau, and examine the feasibility of water transport, especially for connecting the tourist spots in South Lantau. Mr HON reiterated that the Government would balance rural conservation, development needs and accessibility that the public needed. The proposals of the Blueprint were extensive and at the strategic level. Once established, the SLO would take follow-up action according to the road map and timetable of the Blueprint, and carry out in-depth studies on the planning and implementation details.

26. Mr LEE Kai-wing, Raymond, Director of Planning, said that Hong Kong 2030+ provided a strategic planning framework at the territory level, the Blueprint provided one at the regional level and the TCNTE's was at the district level. The three tiers of planning were complementary to each other. The six-month public engagement exercise for Hong Kong 2030+ had just completed at the end of April 2017. The PlanD was consolidating and analysing the views collected. The ELM was one of the projects that received comparatively more opinions, including those for and against the ELM. The need, priority and scale regarding the ELM development would be subject to the finalisation of Hong Kong 2030+. It estimated that Hong Kong was still short of 1 200 hectares of land to meet the long-term needs, and therefore the ELM and New Territories North should be developed into two strategic growth areas. While these two were long-term planning projects, the Government should commence studies at the present stage so as to make decisions and carry out development in a timely manner. He added that, to increase land supply for long-term development, reclamation was one of the options. The central waters, being relatively less ecologically sensitive and commanding an advantageous strategic location, could be considered as a possible reclamation site. The Government should commence an in-depth study at an appropriate time to obtain more information to determine the feasibility of reclamation in the central waters.

27. Mr LEE Kai-wing, Raymond, added that some of the projects of the Blueprint were being taken forward. Among them, statutory plans for the TCNTE Area had been prepared. In response to a Member's enquiry about marinas, he said that the Administration had proposed allocating sites in the

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Tung Chung East Area for the berthing of recreational vessels. Regarding the HKBCF Island, the construction works underway at present were mainly for the boundary crossing facilities, including immigration, customs and related vehicular access facilities. The Government was conducting a feasibility study on its topside development, and the study was due to complete in 2018. The study examined, among other things, the provision of parking spaces for vehicles arriving in Hong Kong, but had to deal with technical issues to align with the boundary crossing facilities under construction. As regards the Siu Ho Wan Development in the northern shore of Lantau stated in the Blueprint, Mr LEE remarked that according to the 2017 Policy Address, the statutory planning procedures for the Siu Ho Wan Depot of the Mass Transit Railway Corporation Limited (MTRCL) would commence in 2017. At present, the MTRCL was carrying out technical assessment for the topside development project of the depot. As for the conservation proposals for South Lantau, Mr LEE believed that Members agreed with the general direction of conservation, and noted Members' proposal of integrating human culture and nature conservation. As South Lantau was not a new development area, he found it necessary to address the challenges related to the conservation proposals for South Lantau with a new mindset.

[Hon CHAN Han-pan left the meeting at this juncture.]

28. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, responded to Members' comments on the traffic and transport issues. She said that the Transport Department (TD) would consider studying the provision of more parking spaces to cope with the needs in some recreation and tourism spots in Lantau. She agreed with Members' views that more parking spaces would bring more vehicles to South Lantau, resulting in road congestion or affecting the air quality. As such, the TD would consider using the mass transit system as far as possible to facilitate visitors to travel to South Lantau and examine the feasibility of water transport. As to electric vehicles, Ms HO agreed to the provision of more charging facilities in Lantau to encourage people to drive electric vehicles. Currently, the TD permitted 25 private cars to access the closed roads in South Lantau for recreational purposes from Monday to Friday, with five of the quotas assigned to electric vehicles. As

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regards a Member's suggestion for constructing a coastal road connecting Tung Chung and Tai O, Ms HO noted that the CEDD would conduct a traffic and transport study for Lantau to examine the effectiveness and environmental impact of the proposed road. The study was due to complete at the end of 2018.

[Mr LAM Chung-lun, Billy, left the meeting at this juncture.]

29. A Member was impressed with the systematic and clear Blueprint formulated by the Government. He advised the Government to take bold steps to use technology or innovative ideas in addressing the shortage of parking spaces as well as the traffic and conservation issues, so that the public would be aware that development and conservation could both be achieved. He cited an example that vehicle sharing had become a trend in the Mainland as it was environmental-friendly with higher passenger capacity. He also suggested that the Government could go further to formulate quantitative indicators for nature and cultural conservation, for instance, the formulation of indicators for water and air quality with the stipulation that development in the next 30 years must not lower the water and air quality, otherwise improvement measures would have to be carried out accordingly. That Member added that, as the Blueprint planned for the future with young people in mind, the Government could consider promoting extreme sports, which was popular in other parts of the world, to attract young people.

30. A Member remarked that the Blueprint put forward a number of good proposals, which he hoped the Government would take forward at an early date. As regards the traffic issues, he considered that as long as the conservation initiatives were not hindered, we should make Lantau more accessible to the Hong Kong people. He said that we could make reference to the high-speed rail in the Mainland, of which some sections were constructed using viaducts or tunnels so as to minimise the land occupied by the infrastructure and preserve the ecology. He also suggested increasing the number of vehicles entering South Lantau in stages on a trial basis depending on the circumstances. Considerations should also be given to the increase of the numbers of electric vehicles and shared bicycles. For the proposal of

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vehicle sharing, it could not be implemented before the related legal issues were resolved. Besides, that Member opined that the Blueprint could provide vision for the middle class, grassroots and young people, especially in terms of housing and employment. He considered it necessary to satisfy young people's needs for housing and transportation, or it might give rise to social problems. He also suggested that the Government report regularly on the implementation progress of the Blueprint so that the middle class, grassroots and young people would feel hopeful for the future.

31. A Member considered it necessary for the Government, when promulgating the Blueprint, to explain to the public in detail several major issues so as to alleviate their concerns, or else might give rise to opposition voices. For instance, he opined that the Kau Yi Chau reclamation project in the central waters should first be dealt with before considering reclamation at Hei Ling Chau. However, the scope of development of the ELM project proposed by the Government in Hong Kong 2030+ at present included Kau Yi Chau, Hei Ling Chau and Mui Wo and therefore had attracted objections from various parties. In addition, that Member pointed out that road construction would create development opportunities along the roads and increase the land value. The Government should explain to the public for the ways to cater for the interests of villagers and to implement the proposals of "Conservation for the South". Otherwise, the "destroy first, develop later" situation might arise. He agreed with a Member's suggestion of formulating indicators for water and air quality, which could facilitate the implementation of "Conservation for the South". That Member remarked that there were plenty of tourism resources in South Lantau. To increase accessibility, the Government only needed to provide proper transport services instead of arranging transport facilities to connect every single location. This mode of transport was also suitable for the development of adventure tourism, eco-tourism, etc.

32. A Member pointed out that the Administration had earlier conducted a study on recreation and tourism development. He asked whether the recommendations of the consultant had been incorporated into the Blueprint, or whether they would be announced in the next stage. He said that Lantau could provide land for short-, medium- and long-term planning. He agreed

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with the smart city and conservation proposals made by other Members, and opined that the Blueprint should enhance its proposals in these two aspects to align with the vision of Hong Kong's next generation.

33. A Member pointed out that Lantau development could provide about 470 000 employment opportunities, which was an enormous number equivalent to 12% of the total employment in Hong Kong. He was also concerned with the problem of parking spaces at the HKBCF Island. He pointed out that Kowloon Peninsula had a population of about 3 million, and Harbour City was its largest commercial facility with a floor area of about 2 million square feet, providing over 2 000 parking spaces with two to three hours for each parking session in general. Given that the Pearl River Delta region had a population of about 70 million, if visitors drove via the HZMB to Hong Kong and parked here for two to three days, it was projected that the HKBCF Island would need at least 6 000 parking spaces. If there were not enough parking spaces, it might affect the number of visitor arrivals at the HKBCF Island. That Member suggested that the Government should, during the public engagement exercise, invite the public to suggest ways to address the shortage of housing and commercial hardware in Hong Kong for reference.

34. A Member considered that the Government should not only provide more charging facilities to support people in driving electric vehicles, but also implement appropriate policies such as the introduction of concessionary measures. Moreover, he regarded the ELM as a unique project that should be treated separately from other Lantau projects. He suggested that the dedicated office deploy staff to specially undertake the ELM project.

[Ms CHAU Chuen-heung left the meeting at this juncture.]

35. A Member agreed that the Government, when introducing the Blueprint to the public, should prepare information to respond to enquiries from different stakeholders. Regarding the traffic and transport study for Lantau, he understood that it could not be launched pending funding approval by the LegCo for the establishment of the SLO. On insufficient parking spaces, he pointed out that there was a shortage of 300 parking spaces in Mui Wo,

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which led to serious illegal parking. Also, taking into consideration the demand for parking spaces when people started moving into the newly constructed Home Ownership Scheme flats, he considered it necessary to resolve the problem as soon as possible. That Member said that Lantau was different from the New Territories, as there were not many indigenous villages or large Tso Tong sites in Lantau, and private land ownership was rather fragmented. Take Tai O for instance, the majority of its land was government land. The private land was under multiple ownership, and the largest land owners owned no more than 10 000 square feet of land. Therefore, he considered that we need not worry too much that road construction would bring about excessive development. Meanwhile, road construction would facilitate human culture conservation and environmental protection. Besides, that Member noted that “民間起動” was organising the setting up of a culture and history exhibition centre in Tai O, and wanted to create “smart tourist areas” in Tai O in which visitors would be provided with information so that they would be diverted to areas outside the busy streets (such as Wing On Street and Market Street) to reduce the burden of Tai O in receiving a large number of visitors.

36. A Member remarked that the above message regarding the difference between Lantau and the New Territories was very important. It could help the public grasp the situation in Lantau, so that they would not associate the problems arising in the New Territories development with Lantau development. He hoped that the DEVB would consolidate the relevant information to respond to public views.

37. In response to the enquiry about the consultancy study, Mr LEE Kui-biu, Robin, Project Manager (Hong Kong Island and Islands), CEDD, said that the CEDD would carry out a study on the traffic, transport and capacity to receive visitors for Lantau. Compared with the previous studies on receiving capacity using demand estimates for the infrastructure, this study would adopt a different approach by examining the capacity to receive visitors in South Lantau or at certain sites without affecting the environment, as well as the carrying capacity of the existing roads. Mr LEE expected that the study would commence as early as August 2017. On publicity work, Mr LEE

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remarked that the public relations consultant would help formulate publicity strategy for the Blueprint. A webpage would be launched first at the present stage, and different channels and ways would be explored later to reach the public, especially young people.

38. Mr LAM Sai-hung, Director of Civil Engineering and Development, added that the recommendations of the earlier consultancy studies covered the cable car system from Ngong Ping to Tai O, the spa and resort development at Cheung Sha and Soko Islands, the stargazing facilities at Sunset Peak, etc. The CEDD had made reference to the views collected from the public engagement exercise and conducted initial analysis of the proposals. It found that the feasibility of the proposals was relatively low, and they therefore were not incorporated into the Blueprint.

[Hon WU Chi-wai left the meeting at this juncture.]

Agenda Item 3: Progress Reports of Subcommittees

39. The Chairman invited the Chairpersons or Deputy Chairpersons of the Subcommittees (SCs) to brief the meeting on their respective progress reports.

**Progress Report of the Sustainable Development Subcommittee
(LanDAC Paper No. 01/2017)**

40. Dr LAM Kin-ngok, Peter, Chairperson of the Sustainable Development Subcommittee (SD SC), said that the SD SC set up a Task Force on Lantau Conservation (Task Force) in December 2016, and its convener was Mr LAM Siu-lo, Andrew, Deputy Chairperson of the SD SC. Dr LAM added that the purpose of setting up the Task Force was to provide a platform for the green groups/environmentalists and the relevant stakeholders to provide comments and examine the conservation initiatives in Lantau, and to report to the SD SC the nature, historical and cultural heritage conservation initiatives and proposals so as to promote the sustainable development of Lantau. The 13 members of the Task Force came from the SD SC, green groups and

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local organisations. Members of the Task Force had prepared a Long-list of Major Conservation-related Items with a total of 87 items broadly in six strategic areas, including: (1) Setting out Conservation Principles; (2) Enhancing Management Measures; (3) Strengthening Nature Conservation; (4) Strengthening Cultural Conservation; (5) Improving Traffic Management and Developing Green Transport Strategy; and (6) Promoting Sustainable Tourism. The Task Force subsequently selected a total of 11 First Batch Discussion Items and expressed its views on the benefits/opportunities, imminence, policy implications and implementation considerations of the items.

41. In addition, the SD SC held the second joint meeting with the Traffic, Transport and District Improvement Items Subcommittee (TTDII SC) on 2 May 2017. Dr LAM said that the SD SC was briefed by green groups on their suggestions for green traffic and transport strategy at the meeting. Views of SD SC Members included: (1) There were concerns about the air pollution and the carrying capacity of Lantau, especially the impacts of the flow of visitors, goods and traffic on the environment; (2) Green transport should be encouraged in Lantau; (3) Technology to track the dump trucks should be adopted to strengthen control over illegal dumping; and (4) It was suggested setting targets for reducing carbon emissions to improve the environment in light of Hong Kong's overall direction for development. The CEDD would follow up on the views of SD SC Members.

42. Dr LAM said that the CEDD planned to brief Members of the Task Force on the conservation proposals stated in the Blueprint later. Besides, since a wide range of issues were involved in the First Batch Discussion Items on the Long-list of Major Conservation-related Items, the Task Force would continue to discuss the items in detail.

**Progress Report of the Public Relations and Promotion Subcommittee
(LanDAC Paper No. 03/2017)**

43. Mr HA Wing-on, Allen, Chairperson of the PRP SC, said that the PRP SC held its second meeting on 7 April 2017. Mr HA added that the Logo Design Competition for Development and Conservation of Lantau organised by

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the CEDD had been completed. The competition, consisting of the Open Group and the Student Group, was well received with more than 300 entries in total. The participants expressed their aspirations for the future Lantau in different styles. The ideas of the winning entries were creative and fully reflected the planning vision of “balancing the development and conservation” in Lantau. The winning entries in the Open Group would be used in the publicity and promotion activities as well as the promotional materials for the development and conservation of Lantau. PRP SC Members suggested that the organiser issue thank-you letters to all participants, and the winning entries be exhibited at the schools of the winning students and at the AsiaWorld-Expo (AWE), so as to commend the winners and publicise the development and conservation of Lantau. Besides, PRP SC Members also suggested producing promotion video to introduce the design concepts of the winning entries.

44. Mr HA said that PRP SC Members put forward suggestions regarding the publicity strategy for the development and conservation of Lantau. They included participating in the exhibition in celebration of the 20th anniversary of the establishment of the Hong Kong Special Administrative Region to be held at Central promenade in late June, and engaging a public relations consultant to formulate social media publicity strategy for the development and conservation of Lantau.

**Progress Report of the Traffic, Transport and District Improvement
Items Subcommittee
(LanDAC Paper No. 02/2017)**

45. The Chairman said that as Mr LAU Ping-cheung, Chairperson of the TTDII SC, was unable to attend the meeting due to other commitments, and Ms CHAU Chuen-heung, Deputy Chairperson of the TTDII SC, also left the meeting earlier due to other commitments, he requested Mr WONG Chi-leung, Secretary of the TTDII SC, to brief the LanDAC on the progress report of the TTDII SC.

46. Secretary of the TTDII SC reported that the TTDII SC held a site

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visit cum meeting on the traffic and transport issues in Lantau on 14 December 2016, and held the second joint meeting with the SD SC on 2 May 2017. During the site visit cum meeting on the traffic and transport issues in Lantau, representatives of the Airport Authority Hong Kong, the MTRCL and the relevant government departments briefed TTDII SC Members on the current traffic and transport arrangements, and the traffic and transport demand arising from population increase in Lantau and the completion of large-scale infrastructure projects. TTDII SC Members put forward a number of improvement proposals regarding the traffic and transport issues in Tung Chung, including the construction of a coastal road connecting Tung Chung and Tai O, extension of the permitted operating area for New Territories taxis to the AWE, improvement of the loading and unloading points at Tat Tung Road and Tung Chung MTR Station, and conversion of cycle parking spaces to coach parking spaces at Tat Tung Road near One Citygate.

47. Secretary of the TTDII SC added that the TD had responded to and provided supplementary information for the proposals to improve the traffic and transport in Tung Chung put forward by TTDII SC Members during the site visit cum meeting, and pledged to further examine ways to improve the traffic arrangements at the junction of Tat Tung Road/Shun Tung Road and at the interchange at Exit A of Tung Chung MTR Station. Besides, TTDII SC Members expressed concerns about the traffic and transport issues in Lantau, including the width and safety of South Lantau Road, as well as the traffic arrangements after the commissioning of the HKBCF Island of the HZMB (e.g. parking arrangements for vehicles from Hong Kong, Macao and the Mainland). The TD responded that it would take further follow-up action and report to Members at the next TTDII SC meeting.

48. The Chairman thanked the Chairpersons of the three SCs for their assistance in following up on the SCs' work, and invited Members to give their views regarding the progress reports of the SCs.

49. A Member pointed out that as traffic in Tai O was busy on holidays, visitors had to spend very long time waiting for buses. He learned that there were ferry services between Tai O and Tung Chung, and suggested that the

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Hong Kong Tourism Board promote the ferry route to visitors. He also suggested the Government allocate resources to address the problem of exceedingly long waiting time for buses within a short time, so that the public could not accuse the Government of proposing tourism development and conservation projects in a hasty manner before the current transport connection problems were resolved. In addition, the Government could also consider providing ferry services between Tsing Lung Tau in Tuen Mun and Tai O, which could diversify the tourism routes.

[Dr LAM Kin-ngok, Peter, left the meeting at this juncture.]

50. A Member said that, of the 300-plus entries of the Logo Design Competition for Development and Conservation of Lantau, about 200 came from young people at junior and senior secondary schools. That Member was pleased to learn that young people showed great interest in Lantau development. He went on to explain the design of the winning entry. The green part was the character “山”, which represented conservation; the grey part was the character “與”, which was shaped like building blocks and represented development. The combination of the two formed the character “嶼” as in the Chinese name of Lantau (大嶼山). The preparatory committee on the logo design competition had issued thank-you letters to all participants for their participation. In addition, he pointed out that the Blueprint did not mention the AWE, but in fact the events held there, such as concerts and exhibitions, were attended by many young people. The AWE had also created ample employment opportunities and was thus worth mentioning in Lantau development.

51. In response to the comments on the water transport connecting Tai O and Tung Chung, Mr LAM Sai-hung, Director of Civil Engineering and Development, said that the CEDD would commence a study on the traffic, transport and capacity to receive visitors for Lantau in August 2017 that would cover water transport. The initial direction was to examine ways to enhance the existing ferry services between Tai O and Tung Chung, especially during the peak season. Furthermore, Mr LAM said that the CEDD had communicated with locals to find out whether there were piers or landing steps on the shore along South Lantau Road that could be used for the berthing of

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pleasure boats. Mr LAM believed that the land and water transport arrangements could maintain the accessibility of South Lantau.

52. A Member pointed out that there were not many people using the ferry services between Tai O and Tung Chung at present, mainly because of the long distance between Tung Chung Pier and Tung Chung MTR Station as well as insufficient signage. He suggested improving the supporting facilities to attract more people to use them. He also suggested promoting water transport as part of a tour, for instance, to design ferries as sightseeing vessels and add sea-facing seats to let passengers enjoy the view. He remarked that while ferry trips might take a longer time, the fares were cheaper. If it became part of a tour, visitors would be attracted to using water transport.

53. A Member added that ferry services between Tai O and Tung Chung were kaito ferry services provided by Fortune Ferry. There were not many passengers on weekdays, but on holidays the ferries were often full. Besides, ferry trips between Tai O and Tung Chung took less than 30 minutes, which was less than the 50 minutes that land transport currently took. As a result of the efforts of the Tai O Rural Committee, four extra ferry trips had been added during the rush hours of 4:00 p.m. to 7:00 p.m. on Saturdays, Sundays and public holidays by the ferry company starting from several months ago. The New Lantao Bus Company Limited also provided connecting bus services between Tung Chung Pier and Tung Chung MTR Station according to the ferry schedule. He agreed with a Member's suggestion of integrating ferry services with tourism so as to develop water-based tourism.

54. A Member pointed out that although the TD had issued more Lantau taxi licences earlier, given that there were still inadequate Lantau taxis, the Government should further consider issuing more licences.

55. The Chairman thanked Members for their views. He said that the SLO, once established, would follow up on the traffic conditions in Lantau in a comprehensive manner. Besides, he also hoped that the short-term improvement measures would be explored as soon as possible.

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Agenda Item 4: Any Other Business

56. The Chairman said that this was the last meeting of the LanDAC under the current term of the Government, and on behalf of the Government, he would like to thank all Members for their valuable time to participate in the work of the LanDAC and provide valuable advice.

57. There being no other business, the meeting was adjourned at 12:15 p.m.