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**Lantau Development Advisory Committee  
Twelfth Meeting**

Date: 9 June 2018 (Saturday)  
Time: 9:30 a.m. to 12:15 p.m.  
Venue: Conference Room 6, G/F, Central Government Offices  
2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr WONG Wai-lun, Michael	Secretary for Development	Chairman
Hon CHAN Han-pan		
Mr CHAN Ho-ting, Mac		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Dr CHU Ting-kin, Kenneth		
Mr HA Wing-on, Allen		
Mr KWOK Ching-kwong, Francis		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Prof LAM Kwan-sing, Paul		
Mr LAU Ping-cheung		

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Dr LAU Wai-neng,  
Michael

Prof Hon LEE Kok-long,  
Joseph

Dr MAK Hoi-cheung,  
Eunice

Hon MAK Mei-kuen, Alice

Prof TAM Fung-yee, Nora

Hon WAN Siu-kin,  
Andrew

Ms WONG Sin-tung, Elise

Hon YIU Si-wing

Mr YU Hon-kwan, Randy

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

Ms LINN Hon-ho,                      Permanent Secretary for Development  
Bernadette                              (Planning & Lands)

Mr LAM Sai-hung                      Director of Civil Engineering and  
Development

Mr WONG Chi-cho, Joe              Commissioner for Tourism

Ms Mable CHAN                      Commissioner for Transport

Mr AU Wai-kwong, Elvis            Deputy Director of Environmental  
Protection (1)

Ms CHEUNG Yi-mei,                 Atg. Deputy Director of Planning  
Amy

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

Mr LUK Kwong-wai,                 Assistant Director of Housing (Project) 1  
Patrick

Mr WU Kwok-yuen, Jacky           Principal Assistant Secretary (Works) 5,    Secretary  
Development Bureau (DEVB)

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**Members Absent (absent with apologies)**

Prof HO Kin-chung

Mr LAM Siu-lo, Andrew

Prof LOO Pui-ying, Becky

Mr SO Chak-kwong, Jack

**In Attendance**

Mr LIU Chun-san	Under Secretary for Development
Mr MAK Shing-cheung, Vincent	Deputy Secretary for Development (Works) 2
Miss SAIR Ying-ying, Teresa	Press Secretary to Secretary for Development
Mr HUI Hoi-hon, Thomas	Chief Assistant Secretary (Works) 5, DEVB
Ms TSE Shuk-yan	Assistant Secretary (Land Supply) 2, DEVB
Mr WONG Yin-kai, Vincent	Assistant Secretary (Land Supply) 3, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr LEE Kui-biu, Robin	Head of the Sustainable Lantau Office (SLO), Civil Engineering and Development Department (CEDD)
Ms KIANG Kam-yin, Ginger	Deputy Head of SLO (Planning & Conservation), CEDD
Mr LAM Wai-chuen, Eddie	Acting Chief Engineer/Lantau 1, SLO, CEDD
Mr LOK Chi-chung, Andy	Chief Engineer/Lantau 2, SLO, CEDD
Ms LAU Yiu-yan, Joyce	Chief Engineer/Lantau 3, SLO, CEDD
Mr HO Hei-ming, Bryan	Senior Engineer/1(Lantau), SLO, CEDD
Mr LEE Kwan, Allan	Senior Engineer/4(Lantau), SLO, CEDD
Mr SZETO Hon-yin	Senior Engineer/9(Lantau), SLO, CEDD

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Mr CHEUNG Kai-cheung, Henry	Senior Engineer/13(Lantau), SLO, CEDD
Ms SO Shuk-ye, Joan	Senior Town Planner/2(Lantau), SLO, CEDD
Mr WONG Wai-yin, Patrick	Senior Town Planner/Strategic Planning 1, Planning Department (PlanD)
Ms LIU Mei-fong, Kennie	Town Planner/Strategic Planning 12, PlanD
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, HAD

The Chairman welcomed Members for participating in the first meeting of the third term of the Lantau Development Advisory Committee (LanDAC), which was also the twelfth LanDAC meeting. The Chairman welcomed eight new non-official Members and expressed thanks to them for their participation in the LanDAC's work. The new non-official Members include Prof Hon LEE Kok-long, Joseph; Hon WAN Siu-kin, Andrew; Prof LAM Kwan-sing, Paul; Prof TAM Fung-ye, Nora; Dr MAK Hoi-cheung, Eunice; Prof LOO Pui-ying, Becky; and two youth members, namely Mr CHAN Ho-ting, Mac and Ms WONG Sin-tung, Elise.

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

2. 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: Matters Arising**

3. The Secretary reported that the Secretariat was liaising with the Highways Department (HyD) and Transport Department (TD) with a view to arranging a visit for Members to the Hong Kong-Zhuhai-Macao Bridge (HZMB) as soon as possible. Members might also discuss the traffic issues in Lantau on site. The Secretariat would invite Members to join the visit once the date was confirmed.

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**Agenda Item 3: Progress on Lantau Development**

**(LanDAC Paper No. 05/2018)**

4. Mr LOK Chi-chung, Andy, Chief Engineer of SLO, CEDD briefed Members on LanDAC Paper No. 05/2018.

5. Declarations of interests were made by the following Members at the meeting:

- Mr LAU Ping-cheung declared that he was currently the Independent Non-Executive Director of the Mass Transit Railway Corporation Limited (MTRCL).
- Hon YIU Sze-wing declared that he was working in China Travel Service (Hong Kong) Limited which provided cross-boundary coach services between the Hong Kong International Airport (HKIA) and the Mainland. The company might also provide coach services via the HZMB in future.
- Mr YU Hon-kwan, Randy declared that the family of his wife owned land in Tung Chung West.

6. A Member noted that eight parking spaces would be reserved for inbound and outbound coaches respectively. He opined that the parking spaces for the inbound coaches were not sufficient. Though the Administration had said that the coaches could use the parking spaces at the airport which was two kilometers away, he had doubt if such arrangement could meet the demand at peak time. He therefore requested the Transport and Housing Bureau (THB) to assess the flow of coaches and the demand for parking spaces. Besides, he said that the proposed 650 parking spaces at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the HZMB were not sufficient and provision of more parking spaces should be explored. He also said that the tourism sector had suggested setting up an observation deck near the HZMB to offer a holistic view of the bridge to visitors.

[Post-meeting Note: For the suggestion regarding the observation deck, THB advised that HyD had been in touch with the Tourism Commission (TC)/Hong Kong Tourism Board (HKTB). They would explore the possibility of the suggestion after considering the needs of the tourism industry.]

7. A Member pointed out that the reclaimed land reserved for the Phase 2 development of the Hong Kong Disneyland Resort (HKDL) was being left idle

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because the land use was not confirmed yet. He opined that the Government should discuss with the Walt Disney Company to reach an early decision if the Phase 2 land would be used for the Phase 2 development of the HKDL. Otherwise, the land should be released for other uses.

8. Another Member expressed concern that if the parking spaces atop the HKBCF Island were inadequate, the vehicles would enter Tung Chung, intensifying the problems of inadequate parking spaces and traffic congestion in Tung Chung. He hoped that the Administration would adopt measures to improve the traffic condition in Tung Chung, e.g. to increase parking spaces by constructing automatic and mechanical car parks.

[Mr CHAN Yung joined the meeting at this juncture.]

9. A Member said that site formation of the Phase 2 land of the HKDL was completed and the land should be used as soon as possible to increase land supply. He added that ample jobs could be provided in Lantau to attract people from other districts to work in Lantau. If housing could be provided on the existing land in Lantau to increase the population and achieve local employment, carbon emission from traffic could be reduced, thereby protecting the environment. Besides, that Member said that the contract for the commercial development project in SKYCITY at the HKIA had been awarded. The project, with the maximum gross floor area of 350 000 square metres, was targeted to complete in phases from 2023. The project was the largest integrated shopping, dining and entertainment development in Hong Kong. It would become a world-class landmark and tourist attraction. With the other tourist and commercial facilities in addition to SKYCITY, bridgehead economy could be developed in Lantau. However, the parking spaces on the HKBCF Island were inadequate to cater for the demand of the inbound visitors. He opined that the Administration had to take prompt action to deal with the traffic issues.

[Hon WAN Siu-kin, Andrew joined the meeting at this juncture.]

10. A Member opined that the project of the artificial islands in the Central Waters had been mentioned in the “Sustainable Lantau Blueprint” and “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+). The Administration should formulate timetable for taking forward the studies on the artificial islands in the Central Waters. He also pointed out that the works related to rural development were not listed out on LanDAC Paper No. 05/2018, e.g. “Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” and “Preliminary Feasibility Study of

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Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands”, hence failing to provide comprehensive information to the public. In addition, the rural residents in Lantau had expressed their views that for their convenience, traffic facilities should be enhanced at the same time when the initiatives of conservation and tourism development were implemented.

[Post-meeting Note: The Secretariat added an Annex to LandAC Paper No. 05/2018 to report the progress of four topical strategic studies concerning Lantau development. The updated paper had been uploaded onto the LandAC webpage.]

11. A Member pointed out that some organisations expected a decrease of Hong Kong population after 2043. He enquired if strategic assessment on demand would be included in the studies on the artificial islands in the Central Waters to confirm the need for taking forward the development plan.

12. A Member relayed the local views that the 650 parking spaces on the HKBCF Island were not adequate and as a result, the interest of visitors in visiting Hong Kong would be affected. He suggested building multi-storey smart car parks to increase the number of parking spaces. That Member suggested setting up a tourism area on the HKBCF Island to introduce the travel information including traffic information of Hong Kong and Lantau. Besides, he hoped that the coastal road in West Lantau could be studied in the “Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau”. The HZMB would be commissioned soon. That Member said that the Administration had to brief the operators of coach services about the boarding/alighting points and routing early. A contingency team had to be set up before the commissioning of the bridge. The team should direct traffic on site when there were incidents. That Member also suggested strengthening water transport to address the visitor demand between Tai O and Tung Chung.

[Post-meeting Note: HKTB would set up a visitor information centre on the HKBCF Island to provide travel information.]

13. A Member foresaw that many people might use the HZMB during the initial period upon its commissioning, leading to congestion. He suggested TD that trial run for temporary road arrangements and car parks as fallbacks before commissioning of the bridge was necessary. Water transport to divert crowd should also be arranged. To meet long-term need, he suggested that the road facilities should have the capacity to cater for the increase in usage.

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14. A Member said that traffic congestion had frequently occurred in Lantau recently. He suggested collecting and analysing the relevant data. If congestion was caused by road maintenance and traffic accidents resulting from speeding, the Administration should carry out measures to minimise the impacts of road maintenance on traffic and prevent speeding. He opined that if the traffic issues could not be dealt with properly, people living and working in Lantau would have doubt about Lantau development.

15. A Member said that a premium logistics centre with a gross floor area of 380 000 square metres in the South Cargo Precinct of the HKIA would be developed, leading to an increase of warehouse capacity in Hong Kong by one-tenth. Due to the high mobility of the cargo handled, the flow of trucks on North Lantau Highway would increase substantially, adding pressure on traffic. Besides, that Member suggested that the HZMB should be open to the public for visit before commissioning so as to avoid congestion resulting from too many vehicles on the first day of operation. He reiterated that the Government had to enhance the traffic capacity in North Lantau to cater for the increase in passengers and cargos in Hong Kong.

16. As regards the parking spaces on the HKBCF Island, a Member said that with automatic driving technology and shared economy becoming popular, the number of vehicles and the demand for parking spaces would decrease. He also pointed out that the implementation of smart city initiatives should complement with the opening up of data to facilitate the public to use the data for making assessment to solve problems and make living more convenient. Opening up of data could also facilitate formation of prediction model for traffic condition. The public could decide commuting pattern based on the prediction. He opined that trial run of new traffic modes could be carried out in Lantau.

17. A Member enquired about the types of housing to be developed atop Siu Hon Wan Depot of the MTRCL. He said that the ancillary facilities (e.g. commercial facilities and car parks) required for the public and private housing were different and hence the traffic arrangements would be affected.

18. A Member pointed out that though the usage of North Lantau Highway had not exceeded its capacity, serious congestion occurred several times in recent years and the situation was worrying. At present, North Lantau Highway was the only road connecting Lantau to the other areas. Traffic congestion had not only affected visitors' journeys and the image of Hong Kong, but also commuting of residents in Lantau. Besides, the Tsing Ma Bridge was

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sometimes closed in high wind condition, affecting the traffic to Lantau. He opined that the Government had to improve the traffic conditions on Lantau roads before the commissioning of the Tuen Mun-Chek Lap Kok Link (TM-CLK Link).

19. A Member agreed that drills should be conducted before commissioning of the HZMB to try out the arrangements to deal with the possible traffic incidents. He also suggested opening the Hong Kong Section of the HZMB for group visits to enhance the public understanding about the bridge and reduce the traffic pressure during the initial period upon the commissioning of the bridge.

20. In response to the views concerning the parking spaces on the topside of the HKBCF Island, the Chairman said that according to the present plan, parking spaces were not provided for the southbound vehicles from the HZMB. The Government understood the concerns of Members and the public and would consider more comprehensive proposals.

21. Ms Mable CHAN responded to the views on traffic aspects. She said that the completion and commissioning of the HZMB were the priority tasks of THB, TD, HyD and the relevant departments. 650 parking spaces for private cars were planned on the HKBCF Island. As a means to manage demand, TD and HyD had discussed with the car park operator that half of the parking spaces should be reserved by pre-booking to facilitate drivers to plan for their journeys. Besides, TD would combine the existing three applications and launch a mobile phone application for dissemination of information, including real time information on parking spaces in the territory. Upon the commissioning of the HZMB, TD would disseminate real time information on the parking spaces on the HKBCF Island via mobile phone application. As regards coaches, TD would discuss with the industry about the pre-booking arrangement for parking spaces and fee matters.

22. Ms CHAN said that while North Lantau Highway had not reached its overall capacity, the traffic flows in peak hours in the morning and evening were particularly high. Survey results showed that there was an increase in construction vehicles using North Lantau Highway during peak hours. She said that TD would implement temporary special traffic arrangements during the initial period upon the commissioning of the HZMB. Firstly, some of the construction vehicles going to the Hong Kong Port and HKIA were restricted to use the connecting roads in the vicinity of the airport and Lantau during non-peak hours only. Secondly, the Closed Road Permit would be issued in phases

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to quota applicants of Hong Kong dual-plate cross-boundary private cars using the HZMB. TD would issue no more than 5 000 permits before the commissioning of the HZMB. The remaining permits would be issued orderly to control the number of private cars using the HZMB after its commissioning. Thirdly, TD, the franchised bus companies and the MTRCL would adopt temporary measures in case of traffic obstructions. For example, the franchised buses would be re-routed to avoid using the roundabouts with traffic congestion, if necessary. As regards monitoring of traffic conditions, TD had secured funding from the Legislative Council (LegCo) for the installation of traffic detectors on strategic routes in the territory. Traffic detectors would be installed on North Lantau Highway by end 2018 to monitor the real-time traffic incidents for contingency arrangements. For the arrangements of handling traffic incidents and drills, Ms CHAN said that TD had liaised with HyD and Zhuhai authorities to prepare for more than 10 contingency plans to handle different incidents. Besides, various departments (including the Hong Kong Police Force (HKPF) and Fire Services Department) had conducted drill on the HKBCF Island to try out the arrangements for emergency rescue. The relevant departments would conduct another drill on North Lantau Highway. Apart from vehicle rescue, the drill would also include opening of emergency U-turn exit and diverting traffic by HKPF.

23. Regarding water transport, Ms CHAN said that TD had reached agreement with the Fortune Ferry Company Limited for arranging four additional short-working sailings for the Tuen Mun – Tung Chung – Sha Lo Wan – Tai O route with effect from August so as to ease the flow of passengers between Tai O and Tung Chung. TD would also collaborate with SLO to improve the walkway from the Tung Chung Pier to MTR station and increase the number of directional signages. Public transport service would also be provided. In addition, THB and TD had formulated contingency plans to handle incidents on the Lantau Link. Apart from temporarily strengthening MTR train services, the ferry services at Tung Chung, Central and Tsuen Wan piers would be enhanced, subject to actual circumstances, to divert road transport. Ms CHAN said that TD would actively adopt various traffic arrangements to handle the traffic conditions in Lantau before the commissioning of the TM-CLK Link. They would also enhance promotion of the measures concerned to the District Councils and the public.

24. In response to a Member's enquiry about the type of housing to be provided atop Siu Ho Wan Depot, the Chairman said that the development plan of the topside of Siu Ho Wan Depot was being examined by the Town Planning Board. The project could accommodate 14 000 housing units and the ratio

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between public and private housing was not specified yet. The Chairman added that in the past, private housing was provided in the development projects atop railways. Higher cost and longer time would be required for construction of buildings atop the railway in operation. The Government would consider such factors as demand for public housing and fiscal viability before deciding the details of housing development.

25. As regards the proposed East Lantau Metropolis (ELM) project, The Chairman said that the study of Hong Kong 2030+ estimated that Hong Kong was still of a land shortfall of at least 1 200 hectares to meet the long-term needs, taking into account the land supply from the completed and planned developments. The study had not given due regard to the public aspiration for improvement in average living space and the growth in the demand for facilities arising from an ageing population. The actual land demand should therefore be higher. The two strategic growth areas, i.e. the New Territories North and the ELM, could provide the land required. In fact, upon completion of the study titled “Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development” in 2014, the Government selected “5 plus 1” reclamation sites, including five near-shore sites and Central Waters, for further studies. The Chairman added that apart from increase in land supply, the scale of the ELM could also enable development of large-scale infrastructure to support the overall development of transport network of Hong Kong. Specifically, the TM-CLK Link and the planned Route 11 could connect North Lantau with the New Territories West and with Kowloon and West Hong Kong Island via the ELM. The traffic connections between Tung Chung, the HKIA and the other areas of Hong Kong could be improved then. The Government understood that the issues of reclamation were controversial. The Government would timely submit the proposal for the ELM and application for funding for further studies to the LegCo.

26. In response to the views related to tourism development, Mr WONG Chi-cho, Joe said that TC formulated the “Development Blueprint for Hong Kong’s Tourism Industry” last year and funding had been allocated in the Budget for implementation of the strategic initiatives in the blueprint. TC might consider Members’ suggestions as appropriate. As regards the HKDL, Mr WONG said that according to the agreement entered by the Government and the Walt Disney Company, the Phase 2 land was reserved for the Phase 2 development of the HKDL. TC would continue to explore the future development of the HKDL, including the Phase 2 development, with the Walt Disney Company. Mr WONG said that the expansion and development plan of the Phase 1 of the HKDL was now in progress and several new facilities would

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be open starting from this year to 2023. Meanwhile, the Government was considering the proposal for short-term uses of the Phase 2 land. The land use would be announced to the public once confirmed.

**Agenda Item 4: Progress on Lantau Conservation**  
**(LanDAC Paper No. 06/2018)**

27. Ms LAU Yiu-yan, Joyce, Chief Engineer of SLO, CEDD briefed Members on LanDAC Paper No. 06/2018.

28. Declarations of interests were made by the following Members at the meeting:

- Ms CHAU Chuen-heung declared that she was currently the Chairperson of the Outlying Islands Women's Association which was one of the organisations receiving funding under the scheme of "Nature Conservation in South Lantau".
- Mr LAM Chung-lun, Billy declared that he was currently a Member of the Country and Marine Parks Board.

29. A Member noted that enlarging marine parks was one of the "First Batch Discussion Items" related to conservation. He remarked that the issue of reclamation was sensitive and some people thought reclamation was something bad. However, he opined that the needs for development had to be considered instead of blindly enlarging marine and country parks.

30. A Member pointed out that there were rich natural resources in Lantau and they were worth conserving. He suggested designating a few eco-tourism routes and Wi-Fi service should be provided for introducing the ecological information along the routes through QR Code. In addition, guided tours or workshops could be arranged to introduce green resources to the public and promote conservation. That Member also suggested HKTb promote the eco-tourism routes for the good use of the tourism resources in Lantau.

31. A Member agreed that it was worthy to promote eco-tourism to the overseas tourists. Hong Kong was a safe city with convenient transport. Tourists could travel from urban areas to the countryside within short time. He agreed that the HKTb's homepage could be used for introducing the eco-tourism in Lantau. Besides, he pointed out that it was now popular to post photos via Instagram and therefore Instagram should be used more for promoting tourism in Lantau.

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32. A Member supported the use of the Environment and Conservation Fund (ECF) to fund the community engagement and education activities related to nature conservation in South Lantau. He opined that the ECF should also be used to support organisations to conduct scientific ecology studies for providing basic information of the ecology, e.g. the studies regarding the resources and capacity of the ecological environment. Such measure was very important for the effective promotion of environmental education. The Administration could also set out directions for the studies according to the need such that the conservation work could be taken forward more intensively. While supporting the direction of “Development in the North; Conservation for the South”, that Member raised that there was also ecological environment worth conserving in North Lantau, e.g. San Tau near Tung Chung. Conservation should also be taken into account when developing North Lantau. In addition, he pointed out that the busy traffic on North Lantau Highway might cause deterioration of air quality and affect the ecology. He suggested implementing measures to reduce air pollution and conserve the ecology in the course of development.

33. A Member pointed out that the marine parks suggested by the Task Force on Lantau Conservation were in the areas with high ecological value but not the proposed reclamation areas. He added that at present, only 2% of the Hong Kong waters was designated as marine parks and marine reserve. The area should be enlarged.

34. A Member supported implementation of the “Students Education Programme”. He also suggested educating students to know their communities and the precious resources in Lantau by long-term and persistent means. For example, visits to the community could be arranged for students to interact with residents and the students should then prepare for reports on the visits. He also suggested expanding the programme to the schools over the territory with an aim to enhance young people’s understanding towards environmental protection and development of North Lantau as the major direction of the future development in Hong Kong. On tourism, that Member suggested exploring the natural beauty and places of wellness in Lantau to attract young people to visit. Besides, he suggested packaging tourism by a theme and building up a brand. Instead of one single tourist attraction, the dynamics of both development and conservation in Lantau could be promoted.

35. A Member pointed out that some residents in Tai O did not welcome visitors because there were too many visitors and transportation had become inconvenient. He opined that apart from strengthening visitor management to

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avoid affecting the daily life of residents, it was also necessary to strengthen preservation of human history to show that importance was attached to the local history and culture. Hence, he suggested setting up an expert group to study the preservation of the human history.

36. A Member supported promotion of community engagement in schools and through different platforms to enhance the young people's understanding on sustainable development. The promotion would be more effective if the recreation and leisure facilities and activities were introduced through non-official media, e.g. KOL (Key Opinion Leaders), Youtubers. He also suggested that in order to attract young people, more relaxing style should be used on the official Facebook of Sustainable Lantau. As regard school education, that Member suggested providing funding to schools for students to formulate proposals to promote Lantau conservation. Such programme, on one hand, could strengthen the communication in the community; on the other hand, enhance the public and young people's awareness of the work on Lantau development and conservation.

37. A Member suggested publicising the effects and advantages brought about by development. For instance, works projects could improve both local living and environment. He also suggested providing funding to the public or organisations to follow up on the issues which they had concerns.

38. A Member agreed that the messages of Lantau development and conservation should be publicised to young people in a relaxing way so that they could know more about the issues and express their views. Noting that camping was popular in recent years, he suggested providing funding to encourage young people to make suggestions on improving the campsites in Lantau. It could not only help conserve the environment, but also promote the message that development did not necessarily cause destruction.

39. A Member suggested publicising Lantau conservation through activities. For example, CEDD organised the "Logo Design Competition for Development and Conservation of Lantau" and students were invited to participate. The ideas of the winning entries reflected the vision of "development going hand in hand with conservation". He agreed that platforms like Facebook, Instagram, Snapchat should be used to enhance the public awareness (particularly young people) and participation in Lantau development and conservation. That Member pointed out that the Tian Tan Buddha statue was one of the major tourist attractions in Lantau and suggested that religious tourism could be promoted.

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40. A Member opined that apart from sakura species, the departments concerned could consider planting of bio-diversified species. Regarding the demand for land, that Member opined that not only population growth should be taken into account. Land supply should be increased to enhance the living area per capita so that the living standard could be improved and the demand from the aging population for additional living space (e.g. for the use of wheelchairs) could be addressed.

41. A Member said that some people thought Lantau was large and could provide plenty of land after large-scale development. It showed that the public might not fully understand the direction of “Development in the North; Conservation for the South”. He suggested that the Government should enhance the promotion of balancing development and conservation in Lantau.

42. Responding to Members’ views, Mr LEE Kui-biu, Robin said that SLO would set up several expert groups, including the expert group on culture and history. One of the proposed study topics was a visiting route on the culture and history in Tai O. He added that Lantau had rich natural resources and cultural heritage. Sustainable leisure and recreational activities could be promoted for Hong Kong people and visitors to enjoy the natural environment. However, too many visitors might affect the appeal of the attractions. The “Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” was therefore being conducted to collect data for assessing the capacity of the attractions to receive visitors with a view to maintaining the sustainability of the environment. Finally, Mr LEE said that SLO would actively promote the message of “Development in the North; Conservation for the South” through schools and different social platforms.

43. Regarding the suggestions related to ecological study, Ms LAU Yiu-yan, Joyce said that SLO was now conducting the “Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas” (the Ecological Study). Experts would be invited to study the impacts of visitors’ activities (e.g. clam digging) on the ecology. Further work would then be planned based on the study results. As regards the suggestions on improvement of campsite facilities, Mr LAU said that improvement works like provision of new latrines were being carried out at several campsites. The works, if satisfactory, would be carried out on the other hiking routes. Lastly, Ms LAU thanked Members’ views on the promotion work for young people. She said that SLO would strengthen the efforts on the relevant work.

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44. The Chairman said that the current-term Government gave consideration to both development and conservation. While some issues concerned were controversial, debates in the society could help the public understood more about the issues and facilitate taking forward of the relevant work. Regarding supply of public housing, the Chairman pointed out that according to the “Long Term Housing Strategy”, the annual housing supply target was 48 000 units, 60% of which was public housing while 40% was private housing. The supply targets for both public and private housing, however, were not achieved. It was therefore necessary to increase land supply for provision of housing, roads and social facilities. The Chairman reiterated that the principle of conservation would be upheld when development in Lantau was under consideration.

[Hon CHAN Han-pan and Mr LAM Fan-keung, Franklin left the meeting at this juncture.]

45. A Member suggested that local representatives should be invited to attend the meetings of the expert groups for the Ecological Study. Another Member suggested that SLO should enhance collaboration with the Agriculture, Fisheries and Conservation Department with a view to taking forward the planned leisure and recreation projects in country parks. The Chairman asked SLO to consider and follow up on these suggestions.

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

**Agenda Item 5: Smart and Low Carbon Designs under Tung Chung New Town Extension**  
**(LanDAC Paper No. 07/2018)**

46. Mr LAM Wai-chuen, Eddie, acting Chief Engineer of SLO, CEDD briefed Members on LanDAC Paper No. 07/2018.

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

47. A Member supported introduction of smart and low carbon designs to facilitate walking and cycling in the community. However, according to the information provided in the paper, the cycle track network would be provided within Tung Chung New Town only. He suggested extending the cycle track to the rural areas in the vicinity and country parks to attract people to visit the countryside to enjoy the natural environment and cultural resources.

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48. A Member suggested extending the cycle track to connect Tung Chung East and the airport island. Residents could then commute to the airport island for work by cycling and local employment could be facilitated.

49. In response to a Member's enquiry, Mr LAM Wai-chuen, Eddie said that the cycle track between Tung Chung East and West would be constructed through the town centre of Tung Chung, but not along the waterfront.

50. That Member opined that the designs of the cycle track network should facilitate cycling for commuting and leisure purposes. He also suggested provision of cycle parking spaces at pier to facilitate connection with the cycle tracks in the other areas in Hong Kong. Besides, that Members enquired about the number of parking spaces and e-vehicle charging facilities in Ma Wan Chung. He suggested that the smart lampposts could be used for provision of public Wi-Fi services to improve the communication in some villages in Lantau where fibre for internet network could not be installed.

[Post-meeting Note: CEDD responded that 40 parking spaces could be provided in the car park in Ma Wan Chung. The department would liaise with the relevant policy bureaux/departments for installation of e-vehicle charging facilities with a view to providing the facilities for some of the parking spaces as appropriate.]

51. On smart environment, a Member suggested that apart from Tung Chung Valley, sustainable urban drainage system could also be constructed in the other parts so that Tung Chung New Town could become a "Sponge City" and water resources could be utilised more effectively. He also suggested renewable energy should be better utilised in Tung Chung New Town and solid wastes should be used for energy generation. On smart mobility, he suggested provision of smart car parks for more efficient use of parking spaces and hence reducing the demand for parking spaces.

52. A Member opined that the purposes of cycling should be considered when planning for the cycle track network. The cycle track should be provided in the scenic areas for cycling for leisure purpose while connectivity and safety of the cycle track should be taken into account for green commuting purpose. He further suggested provision of public self-help cycle rental system to facilitate residents to use bicycles. It could help improve the situation of traffic congestion and reduce carbon emission.

**(Translated Version)**

53. A Member considered that apart from hardware of smart city, the needs of people of different age groups and cultural background should be considered when implementing the initiatives.

54. Another Member supported the suggestion that the cycle track should connect Tung Chung East and West. Besides, he opined that not only the local needs should be taken into account when developing smart city, the initiatives should also be convenient for the people going to Tung Chung from the other areas. He suggested that the smart designs of Tung Chung New Town Extension should also be applied to the other areas in Lantau with more visitors. For example, information like traffic flow, number of parking spaces, traffic incidents could be disseminated. Having regard to the actual situation, the Administration could adopt appropriate measures to control the passenger flow to Lantau. The public could also plan for their journeys based on the latest traffic information. In addition, that Member suggested introducing various attractions by diversified means in the proposed visitor centre. Visitors could download the relevant information for reference or forward the information to others to promote the attractions. He considered that the smart lampposts could be used for both collecting data and disseminating information.

55. A Member opined that it was necessary to consider how the cycle track could support the daily life of residents. For example, students could go to school safely by cycling. Besides, the Administration could consider the use of cycle track or other new ideas to solve the traffic problems when there were many visitors in Lantau during holidays.

56. Mr LEE Kui-biu, Robin thank Members for their views. SLO would further study the suggestions and consider trying out them in Tung Chung or in its vicinity. He expected that adoption of smart and low carbon designs could improve the daily life of the residents.

57. The Chairman said that SLO would coordinate with various departments to make concerted efforts to implement various initiatives in Lantau.

[Hon MAK Mei-kuen, Alice and Hon WAN Siu-kin, Andrew left the meeting at this juncture.]

**Agenda Item 6: Formation of Subcommittees under the Lantau Development Advisory Committee**

58. The Chairman suggested that as in the second term of the LanDAC,

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three Subcommittees would be set up. They were the Sustainable Development Subcommittee, Traffic, Transport and District Improvement Subcommittee, and Public Relations and Promotion Subcommittee. Members could join the Subcommittees and nominate co-opted members. Members did not express any views on the arrangements.

**Agenda Item 7: Any Other Business**

59. The Chairman said that the LanDAC would join the “Member Self-recommendation Scheme for Youth”. Young members with age between 18 and 35 would be recruited to join the LanDAC.

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