

**(Translated Version)**

**Lantau Development Advisory Committee  
Fifth Meeting**

Date: 21 March 2015 (Saturday)  
Time: 9:30 a.m. to 1:10 p.m.  
Venue: Conference Room 6, G/F, Central Government Offices  
2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr CHAN Mo-po, Paul	Secretary for Development	Chairman
Hon CHAN Han-pan		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Mr CHU Kwok-leung, Ivan		
Dr FANG Zhou, Joe		
Mr HA Wing-on, Allen		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Ms LAM Lit-kwan		
Mr LAU Ping-cheung		
Dr WANG Jixian, James		

**(Translated Version)**

Hon WU Chi-wai

Hon YIU Si-wing

Mr YU Hon-kwan, Randy

Ms WONG Sean-ye, Anissa      Permanent Secretary for the Environment

Mr CHOW Tat-ming, Thomas      Permanent Secretary for Development  
(Planning and Lands)

Mr WAI Chi-sing      Permanent Secretary for Development (Works)

Mr HON Chi-keung      Director of Civil Engineering and Development

Mrs YEUNG HO Poi-yan,  
Ingrid      Commissioner for Transport

Miss CHU Man-ling, Cathy      Commissioner for Tourism

Mr LING Kar-kan      Director of Planning

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

Miss WONG Hoi-wan,  
Charmaine      Assistant Director of Home Affairs (2)

Miss WONG Chin-kiu, Janet      Principal Assistant Secretary for      Secretary  
Development (Works) Special Duty,  
Development Bureau (DEVB)

**Members Absent (absent with apologies)**

Prof HO Kin-chung

Mr LAM Siu-lo, Andrew

Mr LO Hong-sui, Vincent

Hon MAK Mei-kuen, Alice

**(Translated Version)**

**In Attendance**

Mr LAM Tin-fuk, Fred	Chief Executive Officer of the Airport Authority Hong Kong
Mr MA Siu-cheung, Eric	Under Secretary for Development
Mr CHAN Chi-ming	Deputy Secretary for Development (Works) 2
Miss LAU Sze-mun, Shirley	Administrative Assistant to Secretary for Development
Mr LAI Cheuk-ho	Principal Assistant Secretary for Development (Works) 5
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Miss KONG Shuk-fun, Fannie	Press Secretary to Secretary for Development
Ms LOH Hung, Flora	Secretariat Press Officer (Development), DEVB
Mr YIP Hung-ping, Joe	Assistant Secretary for Development (Land Supply) 1
Mr LAI Hok-shun, Kevin	Senior Manager (Infrastructure), DEVB
Mr WONG Chi-fai, Gary	Chief Executive Officer (Policy and Development), DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr LI Fat-yeung, Nick	Project Coordinator, DEVB
Miss CHOW Wing-kwan, Michelle	Community Relation Officer, DEVB
Mr TONG Ka-hung, Edwin	Project Manager (HK Island & Islands), Civil Engineering and Development Department (CEDD)
Mr LO Kwok-chung, David	Chief Engineer/Islands, CEDD
Mr MA Hon-wing, Wilson	Senior Engineer/Project Management (Islands Division), CEDD

**(Translated Version)**

Ms YAU Man-shan, Doris	Senior Engineer 8 (Islands Division), CEDD
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial
Ms CHEUNG Yi-mei, Amy	Assistant Director/Territory, Planning Department (PlanD)
Miss LAU Bo-ye, Winnie	Chief Town Planner/Strategic Planning, PlanD
Mr WONG Man-yiu, Stephen	Senior Planning Coordinator, PlanD
Miss MAN Ying-ye, Bonnie	Assistant District Officer (Islands) 2, Home Affairs Department

The Chairman welcomed the two official members joining the meeting of the Lantau Development Advisory Committee (LanDAC) for the first time, namely Miss CHU Man-ling, Cathy, Commissioner for Tourism, representing the Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism), and Miss WONG Hoi-wan, Charmaine, Assistant Director (2) of the Home Affairs Department, representing the Permanent Secretary for Home Affairs. The Chairman also welcomed Mr LAM Tin-fuk, Fred, Chief Executive Officer of the Airport Authority Hong Kong (AAHK), for his participation in this meeting to provide the LanDAC with the information of the three-runway system (3RS) of the Hong Kong International Airport.

**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.

**(Translated Version)**

**Agenda Item 2: Matters Arising**

3. The Chairman said that the Secretariat had arranged a second site visit to Lantau on 11 December 2014 for co-opted members of the subcommittees (SCs), as well as LanDAC Members who could not make the first site visit.

4. The Chairman pointed out that the East Lantau Metropolis (ELM) and the “Tung Chung New Town Extension Study” were mentioned in the 2015 Policy Address. By now, Stage Three Public Engagement Exercise of the “Tung Chung New Town Extension Study” had been completed, and the remaining work of the study was underway. Regarding the ELM, the application submitted by the Administration to the Public Works Subcommittee of the Legislative Council (LegCo) for funding to carry out related studies had not yet been put to vote due to the filibustering of some LegCo Members. To avoid delaying the deliberation of subsequent outstanding items, the Administration had decided to withdraw the funding application for the ELM for the time being, and thus could not ascertain when the related studies could commence.

**Agenda Item 3: Progress Reports of Subcommittees**

5. The Chairman invited the Chairpersons or Deputy Chairpersons of the SCs to brief the meeting on their respective progress reports.

**Progress Report of the Planning and Conservation Subcommittee  
(LanDAC Paper No. 01/2015)**

6. Mr LAU Ping-cheung, Deputy Chairperson of the Planning and Conservation Subcommittee (PC SC), briefed the meeting on LanDAC Paper No. 01/2015. On 17 December 2014, the PC SC visited some conservation sites in Lantau, including Luk Wu, Keung Shan, Shui Hau, Mui Wo, Pui O and Tung Chung, with a view to letting Members appreciate the unique characteristics and potential of Lantau in conservation, ecological environment,

**(Translated Version)**

historical heritage as well as recreation and tourism, which would form the basis for the formulation of the overall spatial development and conservation strategy for Lantau.

7. Mr LAU added that the PC SC conducted its third meeting on 18 March 2015. At the meeting, the consultant team of the PlanD presented the objectives and work of the “Consolidated Economic Development Strategy for Lantau and Preliminary Market Positioning Study for Commercial Land Uses in Major Developments of Lantau”, and an initial analysis of the economic situation of Lantau and the recent development of Lantau and the Pearl River Delta (PRD) region. The study commenced in February 2015 and would last for about six months.

8. The PC SC had the following concerns regarding the study: (1) the demand and supply of the future commercial uses should be taken into account, and the development strategy should be divided into short-, medium- and long-term ones; (2) due regard should be paid to the supporting transport facilities, co-ordination and synergy of the various commercial uses, carrying capacity of Lantau, changes in the operation mode of each industry (such as the impact of e-commerce on the logistics industry) and the latest national policy (including the National 13th Five-Year Plan); and (3) the development of other industries (such as medical, aviation and technology), matching between employment and professional training, religious tourism and the potential of the related industries triggered by them as well as how to attract high-end tourists should be explored.

9. In addition, the PlanD introduced the initial concept of conservation, recreation and green tourism in Lantau at the third PC SC meeting, with the idea mainly stemmed from the visit to the conservation sites. The PC SC agreed to explore the potential of conservation, recreation and green tourism through the two main directions of enhancing conservation and optimising the use of resources. The PlanD put forward four major initial concepts to the PC SC, namely (1) Northwest Lantau – a historic, cultural and nature tour; (2) Luk Wu and Keung Shan – a Zen conservation area; (3) South

**(Translated Version)**

Lantau Coast – an ecological conservation, recreation and green tourism belt; and (4) increasing the number of tree walks in country parks in Lantau.

10. Mr LAU said that the PC SC generally supported the initial concepts put forward by the PlanD, and suggested that further detailed technical and feasibility studies should be carried out. At the same time, the PC SC also raised other issues for consideration, including the feasibility of adding cycle track and appropriate transport mode at South Lantau Road, carrying capacity of the transport system, alternative transport mode, provision of ancillary facilities, and impact of the projects in mind on the environment and the community. The PC SC also emphasised the need to discuss with the stakeholders and the locals so as to understand their views.

11. The PC SC suggested that the “Study on Recreation and Tourism Development Strategy for Lantau” to be undertaken by the DEVB and the “Preliminary Feasibility Study on the Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands” to be undertaken by the CEDD should follow up on the feasibility and implementation arrangements of those initial concepts, and that those initial concepts be incorporated into the initial land use concept for Lantau for the formulation of the overall spatial development and conservation strategy.

12. Mr YU Hon-kwan, Randy, declared that he no longer worked at the Sino Land Company Limited.

13. A Member said that while he generally agreed to the direction for planning and conservation, he considered that accessible roads were the prerequisite. That Member also proposed the development of religious tourism, which would not only show our cultural characteristics and religious beliefs, but would also carry commercial value. He also suggested that the element of religious development should be incorporated into the consideration of planning and development of Lantau.

14. A Member noted that discussions in the past had been mainly on

**(Translated Version)**

the development of north Lantau, and he was pleased to see that LanDAC Paper No. 06/2015 had put forward comparatively focused recommendations on the recreation and tourism development in south Lantau. He hoped that the Government would have more specific ideas regarding the planning of the overall development of south Lantau and suggest feasible development proposals for detailed discussion of the SCs concerned. He also suggested that the SCs should invite the industry, professionals and stakeholders to provide views or information where necessary.

15. A Member pointed out that general public's views regarded supporting transport facilities being essential for various developments while there were in fact transport links connecting the major locations in Lantau at the moment and visitors alighting from vehicles could walk or cycle to various tourist attractions. As such, he considered it not absolutely necessary to make each tourist attraction directly accessible by road and was inclined to only have the existing road networks improved. That Member pointed out that the geographical conditions of Lantau made it extremely difficult to widen the roads to meet the growing traffic demand, and hence we could only widen the particularly narrow road sections of South Lantau Road or straighten some bends for traffic safety reasons. He advised against raising too much expectation for future traffic improvement, so as not to strike the nerve of the public on extensive development of Lantau. Further, regarding proposals on recreation and tourism development in south Lantau, that Member opined that the Lantau South Country Park was already a tourism attraction in itself. As with the case of the national parks overseas, it might not be necessary to pursue other development projects. He suggested the linking up of existing facilities and scenic spots within the country park such that the integration would turn them into a specific tourism item.

16. If tourism was to be developed in south Lantau, a Member deemed it advisable for the LanDAC to first decide on the focused development projects for the SCs concerned to discuss ways to support the development, liaise with the Tourism Commission, and consult with the industry. It would be difficult to achieve fruitful results if there were too many proposals.



**(Translated Version)**

17. Miss CHU Man-ling, Cathy, Commissioner for Tourism, said that tourists from Europe, the United States and Japan liked to visit Hong Kong for green tourism. The local tourism industry and the Working Group on Convention and Exhibition Industries and Tourism (the working group) under the Economic Development Commission generally considered that setting a vision and mission, namely offering an unique feeling and travel experience to visitors, was a prerequisite for developing tourism in Lantau. Miss CHU hoped the SCs concerned would consider the development focus and maintain timely communications with the local tourism industry, the Hong Kong Tourism Board and the Tourism Commission during the planning stage.

18. As regards transport, Miss CHU understood that while large-scale road connection might not be necessary for the development of country parks and green tourism, transport connection facilities were a must. She suggested that reference to the transport modes in other places should be made to develop transport connection facilities with local characteristics so as to achieve sustainable development.

19. A Member noticed that there would be large-scale development in Tung Chung and Siu Ho Wan, and hence hoped that the DEVB and the Lands Department (LandsD) would consider the noise problem of the airport when granting land for new town development. With the commissioning of the 3RS in 2023, time period for aircraft movement would increase by some 50%. Although the runway would be located in the north far away from residential areas, an increase in the number of air flights would still affect the residents of north Lantau. To avoid conflicts between the residents and the airport as in the cases of the Heathrow Airport in the United Kingdom and the Narita Airport in Japan, the Government had to look at the concerned problem seriously and consider incorporating into the land sale provisions for housing development such conditions as noise mitigation measures.

20. A Member suggested that when planning for the development of Tung Chung East and Tung Chung West, special conditions should be included in the leases for land facing the airport, such as requirement of installing sealed

**(Translated Version)**

curtain walls and double-glazed windows, which would not only increase the land value, but also mitigate the impact of the airport noise on the residents nearby.

21. Mr LING Kar-kan, Director of Planning, said that when considering the overall development of Lantau, the PC SC would certainly deal with the relationship between development and conservation with a view to striking a balance between them as far as possible. In response to the noise problem of the airport runways, Mr LING said that it would certainly be considered during the course of land use planning. He believed that should an appropriate planning proposal be formulated, the LandsD would suitably accommodate that. Mr LING added that in respect of the Tung Chung New Town Extension Study currently underway, the noise problem of the airport was one of the basic considerations when designating land for residential use. The Administration would ascertain areas for development, in particular residential development, through the stringent environmental impact assessment (EIA) mechanism.

22. Mr CHOW Tat-ming, Thomas, Permanent Secretary for Development (Planning and Lands), supplemented that the NEF<sup>1</sup> 25 contour was being used by the Government as the criterion for planning. Should noise mitigation measures be incorporated into the conditions of sale for noise-sensitive government land in future, the policy regarding the NEF 25 contour would have to be reviewed first.

23. A Member considered transport accessibility very important to tourism development, otherwise only a small number of people could enjoy those remote tourist facilities. He pointed out that accessibility could be achieved not necessarily through the construction of multi-lane carriageways. Instead, consideration should be given to widening South Lantau Road and building more cycle tracks to promote cycling tourism in south Lantau. Moreover, he suggested formulating timetables with the proposed items set out in the short-, medium- and long-term development plans for follow up. He said that in developing tourism, the Government should consider supporting the

---

<sup>1</sup> NEF stands for Noise Exposure Forecast.

**(Translated Version)**

introduction of different types of activities and travel experience, such as caravans in south Lantau.

24. A Member praised the proposed initial concept of conservation, recreation and green tourism in Lantau of the PC SC. He also agreed to the views of other Members that projects ready for development should be implemented first, and suggested that certain projects could be implemented by private companies, such as tourist agents organising tours of religious sites or kiteboarding activities in Shui Hau, so as to expedite the implementation process subject to prior policy support.

25. That Member also said that east Lantau was currently not well developed due to high ferry fares, as well as the absence of appealing tourist attractions. On the other hand, there were many visitors to Tai O on holidays and they could only leave the place often after waiting for more than two hours for public transport. He opined that, to boost the overall development of Lantau, visitors should be drawn to different parts of Lantau and they would stay a longer time. In this connection, comprehensive supporting transport facilities would help enhance the attractiveness of the scenic spots.

26. A Member said that over the past two or three decades, residents in south Lantau had been looking forward to the development of roadside economy. In spite of the geographical difficulty for widening the roads from 6.8 metres to 7.3 metres, land resumption should not be much of an issue as long as road widening was not conducted on a massive scale. As regards the development of the Zen meditation area, that Member said that to his knowledge, the owner of Lung Tsai Ng Yuen did intend to use it for meditation purposes.

27. In response to the proposed religious development, Mr LING Kar-kan, Director of Planning, pointed out that religious activities could be divided into two major types, i.e. one had a more popular appeal, such as visits to magnificent temples that were frequented by tourists, and the other was more spiritual. The two types of activities required entirely different supporting transport facilities and natural environments. He considered it important to be

**(Translated Version)**

particularly careful in addressing the impact of transport and tourism development on the latter type, so as to cater for the need of the participants in religious activities for a serene environment.

28. Mr CHOW Tat-ming, Thomas, Permanent Secretary for Development (Planning and Lands), supplemented that in his recent dealing with the representations on the outline zoning plan of Luk Wu and Keung Shan, the monks and followers from the areas who joined the meeting opposed whatever proposed commercialised and tourist activities in the areas and stated that the quiet, meditative environment had already been adversely affected by the many tours visiting the areas. Mr CHOW, therefore, deemed it important to consider the sentiments of the locals at the places when developing tourism.

29. A Member anticipated that, in the next five to ten years, there would not be enough land for residential development in Lantau to accommodate people to take up the newly created jobs, which meant that people would not be able to work in the same district where they would live. He suggested reclaiming land from the Shek Pik Reservoir to provide additional residential land, and connecting the place with Tung Chung through a tunnel. This would supply land for housing development on the one hand, and improve the traffic in south Lantau and facilitate the development of east Lantau on the other.

30. Mr WAI Chi-sing, Permanent Secretary for Development (Works), replied that the Shek Pik Reservoir was the major reservoir that supplied water to Lantau. As such, the proposal of reclaiming it had to be considered carefully and detailed studies be carried out in advance.

31. Ms WONG Sean-ye, Anissa, Permanent Secretary for the Environment, supported the PC SC in promoting the principle of maintaining balance between development and conservation. She believed that the planning of the studies and the projects stated in LanDAC Paper No. 06/2015 would definitely reflect the principle of maintaining balance between development and conservation. She was also concerned that the routes of the

**(Translated Version)**

mountain bike trails might involve area of country parks. She hoped that the departments concerned would liaise with the Country Parks Committee as early as possible during the investigation and planning stages.

[Post-meeting note: the CEDD had submitted a paper on the improvement works for the mountain bike trail networks in south Lantau to the Country Parks Committee for discussion at its meeting on 21 April 2015.]

32. In response to Members' remarks, Mr LAU Ping-cheung said that the PC SC had also discussed the issue of supporting transport facilities, including the impact of large-scale transport network development on Lantau and the need for popular and spiritual religious activities. He agreed with a Member that the Administration should focus on considering the development proposals and formulating short-, medium- and long-term development plans. As for the noise problem, he opined that it should be dealt with by the AAHK and the Government when planning the development of the airport and considering the land lease provisions. Lastly, he said that he would bring Members' views back to the PC SC for discussion.

33. The Chairman concluded that we should liaise with the local tourism sector as early as possible when deliberating the tourism-related items to understand their views, in order to determine the feasibility of the various proposals.

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

**Progress Report of the Economic and Social Development Subcommittee  
(LanDAC Paper No. 02/2015)**

34. Dr LAM Kin-ngok, Peter, Chairperson of the Economic and Social Development Subcommittee (ESD SC), briefed the meeting on LanDAC Paper No. 02/2015. Dr LAM said that the ESD SC had held its third meeting on 28 January 2015 to examine the data on Lantau's current social development, education and employment and discuss its future development. The ESD SC considered that the overall social development of Lantau was quite good at the

**(Translated Version)**

moment. For example, the local unemployment rate was only 3.1%, which was lower than the 3.4% over the territory; the median average age of the Lantau working population was 39 which was again lower than the average of 41 in Hong Kong. The development of other social aspects was also satisfactory in general.

35. Dr LAM further said that the ESD SC was concerned whether Lantau could provide enough working population in future to take up the large number of newly created jobs arising from the 3RS and the North Commercial District (NCD) on the airport island, etc.. While the newly constructed transport infrastructure, such as the Tuen Mun-Chek Lap Kok Link, could facilitate residents in other districts to go to work in Lantau, people still had to spend a lot of time and money commuting to and from Lantau. In particular, those who worked night shifts in the airport suffered the most from the insufficiency of public transport at night. Dr LAM considered that transport was the most crucial element in supporting economic and social development.

36. In view of the current inadequacy and mismatch of manpower in Lantau, the housing development being unable to meet the demand, the expensive fares for commuting to and from Lantau, as well as not enough quality schools in the area, the ESD SC initially recommended the following social development strategy for Lantau: (1) attracting people to live in Lantau and promoting local employment; and (2) improving the internal and external transport of the area.

37. To attract people to live in Lantau and promote local employment, the ESD SC suggested studying several directions of social development: for housing, appropriate ancillary housing facilities should be provided by, for example, encouraging enterprises to provide long-term or short-term dormitories for their employees, or raising the proportion of Home Ownership Scheme flats in public housing to meet the future housing needs of the people working in Tung Chung; for education and employment, the ESD SC suggested strengthening employment support and vocational education, enhancing the measures to support quality education in the area, and offering curricula that matched the job vacancies in the area, such as tourism, aircraft engineering and

**(Translated Version)**

retail services, etc.; for the environment, the ESD SC considered it possible to explore ways to make Lantau a high quality living environment so as to strengthen the appeal of the community, for instance, by requiring buildings in the area to comply with high environmental standards so as to build a low-carbon living environment; the ESD SC also suggested improving the community facilities and business opportunities, for example, building amenities, such as shopping malls and local markets, of different grades having regard to the different needs of the population with a view to building a sense of belonging to the community.

38. As regards improving the internal and external transport of the area, the ESD SC considered it appropriate to explore ways to improve the transport links within the area, including the links between the NCD and the Hong Kong boundary crossing facilities (HKBCF) island, the links within the residential areas in north Lantau as well as those between the residential areas and the commercial districts, the links between the residential areas and commercial districts in north Lantau and the Mass Transit Railway system, and the links among various tourist attractions in Lantau. The ESD SC also suggested exploring the feasibility of reducing the transport fares to and from Lantau and opening up the private road from Discovery Bay to North Lantau Highway.

39. Furthermore, Dr LAM remarked that the representative of the AAHK had presented the development plan of the NCD at the ESD SC meeting. The ESD SC agreed that large shopping centres and hotel facilities should be built in that area, which would be conducive to social and economic development. The ESD SC hoped that the AAHK would have close communication and co-ordination with the Administration to avoid overlapping of functions of the NCD and the topside development at the HKBCF island. Also, it was necessary to ensure that proper external transport links would be in place to draw more visitors to the commercial district.

40. A Member viewed that manpower resource was one of the crucial factors for Lantau development, and the positioning of economic development would affect the demographic composition in future. If Lantau was to develop towards middle- to high-end economy, it would need residential areas

**(Translated Version)**

like Discovery Bay which were fit for people in the middle to upper classes. He, therefore, suggested that consideration should be given to extending the development mode of Discovery Bay and opening up the road connection between Discovery Bay and North Lantau Highway.

41. Mr LAM Tin-fuk, Fred, Chief Executive Officer of the AAHK, agreed that the availability of suitable supporting transport facilities and manpower resources was essential after the further development of Lantau. He pointed out that upon the completion of the Tuen Mun-Chek Lap Kok Link currently under construction by the Government, it would take only ten minutes or so to travel from Tuen Mun to the airport. Therefore, conceptually, it would not be necessary to have all airport staff live in Lantau. In fact, it took long time to build a new community and Tuen Mun was already a considerably mature community. At present, about 30 to 40 percent of the airport staff came from Tuen Mun district. He believed that with the commissioning of the link road in 2018, Tuen Mun could become the main source of working population for the airport. Currently, there were over 60 000 employees in the airport. Upon completion of the 3RS in 2023, the number of jobs would be increased by over 100 000. As such, he considered that it was time to plan for the provision of enough working population for airport development.

42. A Member said that expensive transport fares were a huge obstacle to the housing development in Lantau. If Tuen Mun residents were to be encouraged to work in the airport, we should first consider how to reduce the tolls for the future Tuen Mun-Chek Lap Kok Link. He further pointed out that the current tolls for the Lantau Link indirectly lowered the incentive for people to live in Lantau, and made it difficult for the local enterprises to recruit employees. He opined that travelling expenses would influence economic and housing development, and hence the tolls for the Lantau Link and other future roads should be considered from the macroscopic perspective of economy and housing.

43. A Member pointed out that as a substantial area of land in Lantau was used for conservation purposes while tolling could control traffic flow, he opposed the abolition of the tolling arrangements. He commented that since



**(Translated Version)**

the general working population was concerned about public transport fares, discussions should be held with franchised bus companies and the MTR Corporation Limited for reduction of fares. All in all, he suggested reducing public transport fares on the basis of retaining the tolling system to control traffic flow, so that people could have a choice of means of public transport which were reasonably charged and convenient. As regards the proposal of opening up the private tunnel of Discovery Bay, that Member opined that the existing arrangement of issuing permits for vehicular access should be retained for the control of traffic flow, as it could avoid the entry of vehicles to that community unnecessarily. He reiterated that focus should be given to improving public transport arrangements in order to balance the need for accessibility and that for not affecting the ecological environment of Lantau.

44. A Member agreed to the provision of land for the construction of staff dormitories by the enterprises in Lantau to promote the local employment of residents. In addition, that Member supported the construction of tertiary institutes or universities in Lantau, and suggested that the major enterprises there, such as the AAHK, the Cathay Pacific Airways Limited and The Walt Disney Company, should sponsor the organisation of relevant courses to train and in turn employ the talent they needed, so as to enable the residents to learn, work and live in the area as far as possible. The construction of tertiary institutes could also match the needs of and provide talent for the logistics and tourism industries. Regarding transport problems, if roads could not be widened due to site constraints, that Member opined that the Administration could explore the water-borne transport connecting Tai O and Tung Chung so as to relieve the current pressure on the land-based transport.

45. A Member pointed out that market economy could not guarantee how many Lantau residents would work at the airport over the next ten years and beyond, and the quality of Tuen Mun residents might not be up to the needs of the trades for the airport. He suggested that we should strive for a diversification of trades while increasing the population in Lantau in order to make local employment possible. That Member also pointed out that Mui Wo and its adjacent land had the development potential to support the development

**(Translated Version)**

of ELM.

46. In response to Members' views on the transport issues, Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, said that given the long distances and travel times between various places in Hong Kong and Lantau, fuel expenses and drivers' wages accounted for the largest share of cost for the land-based public transport. Upon the completion of the Tuen Mun-Chek Lap Kok Link, the distances and travel times from Tuen Mun and Yuen Long in the North West New Territories to Lantau would be reduced significantly, and the relevant public transport fares would be lower then. As for the tolls, Ms HO stated that the transport policy in Hong Kong focused on public transport and did not encourage the use of too many private vehicles. As far as the tolls for the Lantau Link was concerned, only a small amount was borne by each bus passenger on average and, therefore, their impact on the fares was not material. However, the tolls could control the usage of private vehicles, keep the road traffic smooth and prevent too many vehicles from entering Lantau, so as to maintain the air quality and environment of Lantau. As for the toll level, it could be further deliberated.

47. Mr LING Kar-kan, Director of Planning, agreed that public transport should be the preferred mode for commuting to and from Lantau, and stated that all major planning proposals were formulated under that principle. He added that the air quality in the north coast of Lantau (i.e. the Tung Chung area) was a major consideration in the development studies. To control air quality, priority should be given to public transport, with particular emphasis on railway development. As to the development of Mui Wo, according to the initial concepts for the ELM, strategic development in Mui Wo could be considered. However, since funding application for the ELM strategic studies had yet to be approved by the LegCo, supplementary information was not available at the present stage.

48. In response to the proposal of establishing tertiary institutes, the Chairman said that land had been earmarked for the development of tertiary institutes in the planning of the Tung Chung New Town Extension. Concrete

**(Translated Version)**

plans had yet to be worked out pending further communication with the policy bureaux concerned (including the Education Bureau). As to the proposed allocation of land for building staff dormitories, the Chairman said that some 48 000 residential flats would be supplied in Tung Chung East and Tung Chung West under planning, and it was difficult to allocate further land in the area for building dormitories. In view of the current land shortage, the Government would be glad to support if organisations themselves could identify sites for building their own staff dormitories.

**Progress Report of the Traffic and Transport Subcommittee (LanDAC Paper No. 03/2015)**

49. Mr LAM Chung-lun, Billy, Chairperson of the Traffic and Transport Subcommittee (TT SC), briefed the meeting on LanDAC Paper No. 03/2015. Mr LAM reported that the TT SC had conducted two meetings subsequent to the previous LanDAC meeting. He thanked the Transport Department (TD) and the CEDD for providing substantial information for discussion at the two meetings. Mr LAM added that the items discussed at the third TT SC meeting included the provision of green transport in Lantau, opening up the SkyPier, abolishing the tolls for the Lantau Link, and enhancing the Lantau taxi service, most of which were related to the TD. Items discussed at the fourth TT SC meeting included the closed road permit arrangements, the progress of narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau, Study for Topside Development at the Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (HZMB), and the development of the NCD. The TT SC had also discussed the development vision, as well as the short-, medium- and long-term work items.

50. Mr LAM said that the TT SC mainly considered the overall traffic and transport situation, and opined that the development of Lantau hinged on supporting transport facilities and connections (in particular the transport connections for the four major development projects, namely Tung Chung East, Siu Ho Wan, the HKBCF island and the airport island), as well as the

**(Translated Version)**

co-ordination of commercial activities and timing. In addition, a SC Member suggested constructing a road connecting the HKBCF island and the SkyPier on the airport island in future, or relocating the SkyPier to the HKBCF island with the Passenger Clearance Building for shared use.

51. Mr HON Chi-keung, Director of Civil Engineering and Development, added that the “Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge” commenced at the end of January this year and would last for about two years. The study would focus on the market positioning, supporting infrastructure as well as environmental impact and traffic and transport impact assessments for the topside development at the HKBCF island. During the first six months of the study, the consultant engineers would first establish market positioning, and would liaise closely and collaborate with the consultants for the “Consolidated Economic Development Strategy for Lantau and Preliminary Market Positioning Study for Commercial Land Uses in Major Developments of Lantau” undertaken by the PlanD.

52. As for the closed road permit arrangements in Lantau, Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, said that there had been preliminary discussions about relaxing the arrangements at an earlier TT SC meeting. The TD was currently formulating more detailed arrangements, and the initial thinking tended to relax the usage of the closed roads concerned for coaches with high passenger capacity on holidays and private vehicles on non-holidays.

53. As to the taxi issue in Lantau, Ms HO said that the Transport and Housing Bureau (THB) and the TD were currently studying the overall planning of public transport, including a topical study on taxi services. The Administration would submit a report to the LegCo in the next quarter.

54. A Member was concerned about the future arrangements for connecting the HZMB, the HKBCF island and the airport after the commissioning of the HZMB. He hoped that the tourism industry would be

**(Translated Version)**

informed of the arrangements as early as possible to facilitate their promotion to tourists to enter Hong Kong via the HZMB or leave Hong Kong via the Hong Kong airport.

55. Mr LAM Tin-fuk, Fred, Chief Executive Officer of the AAHK, said that they were studying the arrangements for connecting the HZMB, the HKBCF island and the airport, and were consulting the departments concerned on technical issues. He hoped that proposals would be formulated as soon as possible. Furthermore, he expressed reservations about the proposal of relocating the SkyPier to the HKBCF island as stated in paragraph 6 of LanDAC Paper No. 03/2015. He pointed out that the target clients of the SkyPier were visitors from the PRD, who came to Hong Kong through the SkyPier for onward journey to the Hong Kong airport for departure. According to the EIA report for the 3RS, vessels were required to use a longer navigation path, which would increase the sailing time by about ten minutes. The ferry companies had indicated that this arrangement would discourage tourists from the western PRD to use the Hong Kong airport. As such, the proposed relocation of the pier to the HKBCF island would cause even more inconvenience to visitors. Mr LAM further said that if it was technically viable, the AAHK would not oppose opening up the SkyPier or the ferries for the use of cross-boundary passengers. However, he commented that as air passengers were subject to more time constraints than cross-boundary passengers, the former should be accommodated as far as practicable instead of relocating the pier.

56. A Member said that with reference to the planning of the Shanghai Hongqiao Airport, the traffic networks radiated from the airport to East China, enabling interaction and connection among the airport, rail, buses and other supporting facilities within Shanghai and in the areas around East China to create synergy. He was concerned about the synergistic relationship between the NCD and the HKBCF island, and considered that during planning, analysis should be conducted regarding the traffic flow, passenger flow and their directions, as well as the different activities of passengers of the HZMB, 3RS, SkyPier, and buses and rail. He advised against restricting the service of the

**(Translated Version)**

SkyPier to airport passengers, and hoped that the Government and the AAHK would take the Hongqiao Airport as an example to plan the transport links among the airport island, the HKBCF island and Lantau in totality, otherwise a series of traffic problems would arise.

57. A Member pointed out that the SkyPier still mainly served the air transit passengers at present and performed only part of its functions. He opined that the accessibility of the future HKBCF island would diminish in the absence of water-borne transport connections. He supplemented that water-borne transport had the advantages of being congestion-free and punctual. The HKBCF island, therefore, needed pier facilities to enhance its close connections with the surrounding areas. He hoped that all parties involved would be open-minded towards the development of the SkyPier when considering the findings of the study, and should not rule out the possibility of any development.

58. A Member welcomed the AAHK's positive attitude towards the opening up of the SkyPier. He said that the SkyPier was designed to serve dual purposes, but had been used for the single purpose of serving the air transit passengers only since its commissioning. He knew that there was still space for the SkyPier to handle more passengers at the moment, and there were no clearance issues that kept it from fully opening up. He hoped that all parties concerned would proactively explore the proposal of opening up the SkyPier. He considered that the study for topside development at the HKBCF island should deal with the water-, land- and air-borne connections, with an angle of a transport hub.

59. A Member noted that the limited development of the SkyPier at present might be related to the lack of planning progress of the aerotropolis near the airport. If the future HKBCF island and the airport had the aerotropolis as the development goal, the SkyPier should be able to perform greater functions. If the airport was to play a supporting role in the development of aviation logistics industry, consideration should be given to enhancing the SkyPier's function to handle cargo flow. In light of the development of the aerotropolis and HKBCF island, that Member opined that a

**(Translated Version)**

two-way development of the SkyPier, including serving the tourists leaving and entering Hong Kong via the airport should be considered.

60. A Member was of the view that the development of the SkyPier, airport island and HKBCF island should be considered holistically. He suggested the provision of comprehensive and efficient transport and customs arrangements to allow tourists to proceed quickly to the passenger terminal and immigration control point from the HKBCF island or the relocated SkyPier.

61. A Member pointed out that the TT SC had discussed the proposal of constructing a road in the northwest of Lantau to connect Tung Chung and Tai O. He considered that the road could attract more people to live in Lantau and former Tai O residents to return. Besides, regarding the proposed improvement of the narrow road bends at Keung Shan Road and South Lantau Road, that Member said that it was one of the short-term projects proposed in the Policy Address. His concern was how to improve the two roads as soon as possible and align with the relaxation of the restrictions on the closed roads in south Lantau. He said that according to the timetable, the improvement works for bends K4 and K10 at Keung Shan Road would only be completed in 2019, while the works for bend S1 at South Lantau Road would not be commenced until 2016. He hoped that the Administration would expedite the works. For Keung Shan Road, he suggested that site visits be conducted with the relevant government departments to determine whether the bend improvement sections fell within the country park area.

62. That Member further said he noted that the respective district council had yet to agree on the road arrangements for the Tuen Mun-Chek Lap Kok Link in Tuen Mun. Also, given that the residential population of the New Territories West would increase to 2 million, it could provide enough working population for Lantau if comprehensive supporting transport facilities were provided. Regarding the internal traffic in Lantau, he opined that if construction of the proposed Tung Chung West Station in Yat Tung Estate could only commence in 2018, the needs arising from the increased population in Lantau could not be met. He hoped that the departments concerned would

**(Translated Version)**

expedite the construction, and suggested that the TD should explore bringing in other franchised bus companies and adding new bus routes to meet the traffic needs of the locals. Furthermore, in view of the fact that over 20 percent of the current working population in Lantau worked across districts, he hoped that the Government would strengthen job placement services in the local and neighbouring areas.

63. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, responded that the Tuen Mun District Council (TMDC) had provided their views on the alignment of the road in Tuen Mun connecting the Tuen Mun-Chek Lap Kok Link with the Tuen Mun Western Bypass. The Government would maintain communication with the TMDC on issues such as the traffic flow of the Tuen Mun Western Bypass, its impact on residents and the proposed alignment.

64. As for the supporting transport facilities within Tung Chung (especially Yat Tung Estate), Ms HO replied that the TD had been striving to improve the transport services, including altering bus services to shorten the bus travel time from Yat Tung Estate to the AsiaWorld-Expo during the morning rush hours. Ms HO remarked that before the completion of the Tung Chung West Station, the TD would continue to improve the local bus services to meet the needs of an increasing population. She added that the current bus franchise arrangements could facilitate bus companies to plan their services and long-term investments. The TD would follow up with the franchised bus companies to further improve their services.

65. A Member stated that as a principle, public transport should be given priority in the transport planning for Lantau. He suggested that the franchised bus companies should draw up clockwise or anti-clockwise routes to all the bus stops on the airport island when planning for the E-routes, and set up sectional fare arrangements for both the A-routes and E-routes to cater for the transport needs of Tung Chung residents commuting to work.

66. A Member said that overall planning for the supporting transport



**(Translated Version)**

facilities of the HKBCF island and the airport was extremely important. As far as he knew, there were eight connecting points to Hong Kong in Pearl River at present, with some 95 ferry trips, 1 000 bus trips and 1 000 private vehicle trips to and from Hong Kong every day. The commercial district on the HKBCF island and the NCD would be developed into a shopping centre with an area of about 2.5 times of that of Harbour City. Tourists would travel to that commercial district for various purposes, including taking it as their final stop, for shopping, transit or transport interchange, etc. The Government should therefore pursue diversification when planning for the development of that commercial district, and consider enhancing connections with the PRD. He suggested that the Government and the AAHK should collaborate on the overall planning. In addition, he hoped that the problem regarding the “co-location” of immigration and customs facilities of the Mainland and Hong Kong could be resolved at the earliest possible.

67. Miss CHU Man-ling, Cathy, Commissioner for Tourism, remarked that the working group had discussed the future direction of economic and tourism development in Lantau. The working group considered that the overall development of Lantau had to be co-ordinated, so as not to overlap with the positioning of other development projects in that area, the shopping facilities in the urban districts, as well as major shopping malls in the PRD.

68. Mr HON Chi-keung, Director of Civil Engineering and Development, said that collaboration with the HZMB and the proposed 3RS would be considered when studying the topside development at the HKBCF island. The study would adopt a scientific approach to analyse and survey data on the flow, types and spending power of tourists as well as the gross domestic product, and would consider the overall development direction. The Administration would also study the respective roles of the north coast of Lantau, the NCD on airport island and the topside development at the HKBCF island to avoid the situation of overlapping.

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

**(Translated Version)**

69. Mr LAM Tin-fuk, Fred, Chief Executive Officer of the AAHK, agreed to the need to consider in a systematic way the overall transport facilities in Lantau, especially those between the airport island and the HKBCF island. The AAHK was also willing to consider exploring the possibility of opening up the SkyPier to cross-boundary passengers. However, as air passengers were subject to more time constraints, he reiterated that their needs should be given priority.

70. Mr LAM Chung-lun, Billy summarised the views in various aspects, saying that the overall planning of Lantau would need to deliver synergy effects, and that the Government and the AAHK should jointly explore ways to connect the HKBCF island with the airport island and to align their development. In addition, he hoped that the AAHK would explore the development of the SkyPier to meet the demand for airport services, and come up with a proposal which could satisfy the needs of both airport and water transport services. Mr LAM noted that the TD was currently planning the traffic arrangements relating to the commissioning of the HZMB, and the TT SC would discuss the subject in future and report to the LanDAC in due course. Finally, he hoped that the various departments would strengthen co-ordination and commence the bend improvement works at Keung Shan Road and South Lantau Road as soon as possible.

[Dr FANG Zhou, Joe, left the meeting at this juncture.]

**Progress Report of the Public Relation and Engagement Subcommittee  
(LanDAC Paper No. 04/2015)**

71. Mr HA Wing-on, Allen, Chairperson of the Public Relation and Engagement Subcommittee (PRE SC), briefed the meeting on LanDAC Paper No. 04/2015. Mr HA said that the PRE SC held its third meeting on 12 January this year. The progress of various tasks was reported at the meeting, including that as of 31 December 2014, the PRE SC, together with government representatives, had attended four events for promoting the development of Lantau, and completed the production of leaflets and posters for promoting the

**(Translated Version)**

development of Lantau. In addition, tendering exercise for the engagement of the public relations consultant was being prepared by the CEDD. The consultant was expected to commence work in June. Mr HA further said that the PRE SC had referred the comments received at the promotion events to other SCs or the relevant government departments to follow up. At the third meeting, the PRE SC also co-ordinated the proposed public promotion events and short-term work for the first half of 2015. After the meeting, the promotional leaflets and posters were uploaded onto the LanDAC's webpage and distributed to tertiary institutes and other organisations.

72. Mr HA added that the PRE SC held a special meeting on 11 February this year with Members and the Chairpersons and Deputy Chairpersons of other SCs under the LanDAC invited to comment on the initial draft of the promotional videos. The Administration was currently refining the videos and carrying out the post-production work. The videos were expected to be completed in the second quarter of 2015.

73. Mr HA indicated that the PRE SC Secretariat had arranged to visit 18 district councils to introduce and promote the development of Lantau. So far, four district councils had been visited and briefings to the remaining 14 district councils were expected to be completed by the end of July this year. In addition, the PRE SC was also planning to attend public forums and school promotion events, and arrange seminars for professional bodies, etc. in the second and third quarters of 2015.

74. A Member commented that the progress report of the PC SC proposed many new concepts concerning Lantau development, in particular the tourism development in south Lantau. He suggested incorporating those elements into the publicity work to provide in-depth introduction on the tourism resources in Lantau and the messages like that a proper balance would be struck between conservation and development in the overall planning.

75. A Member said that as the strategic positioning of Lantau was closely related to the airport, he hoped that the AAHK or the THB would brief

**(Translated Version)**

Members on the latest development of the 3RS in a timely manner, so that Members could bring out to the public its advantages or challenges to Lantau development. He also hoped that the Administration would introduce to the public specific proposed arrangements regarding the SkyPier as well as the housing arrangements and environmental protection measures to be implemented to deal with the noise problem. He suggested that the Secretariat should prepare a set of standardised publicity materials on Lantau development for the reference of all Members and co-opted members of the SCs. He also encouraged Members to attend SC meetings on related issues to understand the latest progress of the proposed projects.

76. A Member agreed to the arrangement of standardisation of information, and opined that the LanDAC could, through publicity work, introduce to the public the vision and advanced technologies of Hong Kong on the environmental protection front, in order to show that Hong Kong was taking proactive steps to address the problems brought about by development, and creating economic value under the principles of environmental protection and conservation. As such, he remarked that various government departments and the stakeholders should cooperate with each other to provide information for the public to have an in-depth understanding of the situation.

77. Mr LAM Tin-fuk, Fred, Chief Executive Officer of the AAHK, said that the AAHK would proactively brief the community on the 3RS proposal, so that the public would understand its advantages in terms of job creation and economic benefits, and how the future design of the airport could better meet the requirements of environmental protection. He welcomed Members' views or enquiries regarding the 3RS project and the AAHK would be willing to provide explanations.

78. A Member considered that the messages delivered during the publicity work were very important. As the public was concerned about topics on environmental protection and conservation at present, the publicity work should also focus on the balance between economic development and conservation, instead of only the importance of Lantau development to the

**(Translated Version)**

Hong Kong and local economy. For example, it should give the public a clear idea about the proportion of the areas to be developed versus the country parks preserved so as to clear doubts. In addition, he opined that the publicity message should emphasise on the relationship between Lantau development and our next generation, and highlight the importance of continuing and sustaining economic development.

79. The Chairman agreed to Members' views and said that the next stage of the community publicity work was expected to commence in the third quarter this year. Members would then have to share the external publicity work. As such, it was necessary to prepare a set of standardised publicity materials on Lantau development to ensure consistency of information. Regarding the impact of the 3RS and the noise from the airport on the future housing development, the Chairman commented that the materials on Lantau development should not be too technical. In particular, given the complexity of the land lease conditions for granting land for housing development, it was difficult for the Government to come up with a proposal in the short term. In addition, the Chairman suggested that the representative of the AAHK should explain the details of the 3RS-related items to the LanDAC shortly.

[Post-meeting note: the PRE SC had prepared the Promotion Kit for Lantau Development. Relevant information was delivered to the LanDAC and other SC Members for reference on 27 May 2015. Moreover, the LanDAC Secretariat had arranged for the representative of the AAHK to brief the LanDAC on the 3RS on 9 June 2015.]

**Agenda Item 4: Progress Report of Strategic Studies and District Improvement Items**

80. The meeting noted LanDAC Paper No. 05/2015 regarding the progress of strategic studies and district improvement items.

**Agenda Item 5: Recreation and Tourism Development in South Lantau**

**(Translated Version)**

81. Mr LAI Cheuk-ho, Principal Assistant Secretary for Development (Works) 5, briefed the meeting on LanDAC Paper No. 06/2015. Mr LAI reported that with regard to recreation and tourism development in south Lantau, the Administration was taking forward two studies and one construction project at present, namely the “Recreation and Tourism Development Strategy for Lantau”; the “Preliminary Feasibility Study on the Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands”; as well as the “construction works for the mountain bike trail networks in south Lantau”.

82. Miss CHU Man-ling, Cathy, Commissioner for Tourism, thanked the DEVB for providing information on the proposals for recreation and tourism development in south Lantau for the reference of the Tourism Commission, and briefed the working group on the details of the proposals earlier on. She hoped that the consultants would have in-depth exchanges with the Tourism Commission and the working group in a timely manner when conducting the study. Miss CHU added that the initial view of working group members was that there were locations in south Lantau with potential for tourism development, but the new tourism facilities currently proposed were too scattered and too small in scale. From the tourism perspective, the working group members hoped that the newly-developed tourist attractions would have their own uniqueness and appeal, and hence suggested that the consultants should conduct benchmarking studies to compare the tourist attractions in Hong Kong with those in the neighbouring destinations so as to avoid overlapping. In addition, Miss CHU remarked that when formulating development strategy and developing new tourist attractions, the capacity of the tourist attractions had to be taken into account. Lantau was blessed with beautiful natural resources and part of it had conservation value. Therefore, such advantages should be maintained during development, otherwise the intended effect of tourism development might not be achieved. She expected that the consultants would carry out the consultation as soon as possible, and give due regard to the above viewpoints, the need for a balanced development, as well as the receiving capacity and management issues when consulting the

**(Translated Version)**

stakeholders.

83. A Member supplemented that the working group remarked that the scale and grading of the spa resort had to be dealt with carefully when studying the resort development, as the image of Lantau development would be affected if the scale was too small or the grading was too high, which gave people the impression that the resort was exclusive to high-end consumers. That Member also said that if the resort had only 100 rooms as proposed, the sector considered it difficult to implement the project. He hoped that the consultants would take into account the views above.

84. Miss CHU Man-ling, Cathy, supplemented that the working group, when discussing the spa resort development, also shared the view that the scale of 100 rooms was too small. This together with the remote location might make the project not financially viable, and difficult in appealing to investors. She hoped that the consultants would discuss the development scale with the trade when conducting the study.

85. A Member said that with the commissioning of the HZMB, it would just be a 23-minute drive between Hong Kong and Macao. There would be several world-class hotels coming up in Macao in the next six years. He viewed that if spa facilities were to be built at Soko Islands, they would not be as deluxe as those in Macao, and there was a lack of supporting facilities. He considered that the leisure and recreation facilities in Lantau certainly could not compare with those in the neighbouring areas in terms of quantity and scale. Therefore, the consultants should study the projects with distinctive commercial characteristics and value-adding potential.

86. A Member pointed out that while one of the proposals was to develop Minsu guesthouses, the Government was currently tightening the licensing requirements for guesthouses. That Member said that the consultants had to study the arrangements for monitoring Minsu guesthouses. He believed that the Tourism Commission could also advise on the issue.

87. A Member held that the consultants had to study the practical

**(Translated Version)**

arrangements for implementing the development proposals. In addition, he was concerned how the studies undertaken by the DEVB and the Plan D could be co-ordinated. For the proposal of developing a spa resort at Soko Islands, that Member pointed out that the marine park to be established in the vicinity would be gazetted soon, and the consultants should study the impact of the spa resort on the marine park and how they could complement each other.

88. A Member pointed out that some proposed projects, such as paragliding in Shui Hau, were being undertaken by private companies. He suggested that the Government should communicate with the stakeholders if the projects were to be developed, and consider implementing the projects on a trial basis. He reiterated that it was very important to carry out the proposals for Lantau development in a focused and phased manner.

89. A Member was of the view that a mountain bike trail took up more road surface than a normal cycle track did and had more implications in various aspects. As such, he suggested focusing on the construction of a mountain bike trail in Chi Ma Wan for those interested so as to reduce the impact on other tourists. Mr HON Chi-keung, Director of Civil Engineering and Development, replied that the works were mainly for improving the facilities of the existing bike trails and would not take up more road surface. The CEDD would launch Phase 1 works soon, and would secure resources to launch Phase 2 works as soon as possible.

90. A Member pointed out that there was a country park in south Lantau at present. He opined that the consultants had to understand the development positioning of south Lantau first before recommending the supporting facilities based on the positioning. He remarked that the facilities currently proposed were too dis-organised, with proposals ranging from a spa resort to rural land rehabilitation. He agreed with Miss CHU Man-ling, Cathy, Commissioner for Tourism, that due regard should be given to public sentiment for the development of south Lantau and its uniqueness. He considered that the consultants had to come up with a well-defined positioning, make reference to the successful experiences of other countries or places, incorporate their experiences into the development proposals, and then consult the LanDAC.



**(Translated Version)**

He added that the consultants should study the complementary relationship between the development of south Lantau and the country parks, instead of only focusing on the investment on hardware.

91. The Chairman thanked Members for their valuable comments on the recreation and tourism development in south Lantau.

**Agenda Item 6: Any Other Business**

92. A Member believed that after having been briefed on the progress reports of the SCs, LanDAC Members would recognise the importance of traffic and transport. However, a study on the overall traffic and transport in Lantau was absent among the various strategic studies currently undertaken by the Administration. He commented that the Government within itself should consider conducting the said study in due course, so as to consider linking up the various places and functions in Lantau and provide traffic and transport facilities in a timely manner, especially railway facilities, otherwise the excellent opportunity for development would be lost.

93. A Member enquired about the contents of the Deed of Restrictive Covenant of the Hong Kong Disneyland (HKDL), such as building height, scope of area and whether the deed would restrict Lantau development. He suggested that, in discussing the expansion of the HKDL with The Walt Disney Company, the Government should strive to minimise restrictions that would affect Lantau development.

94. Miss CHU Man-ling, Cathy, Commissioner for Tourism, responded that the Government was currently discussing with The Walt Disney Company the Phase 2 development of the HKDL. As the details concerned were subject to confidentiality between the Government and The Walt Disney Company, it was not appropriate to disclose them for the time being.

95. The Chairman said that Members had been provided with information about the HKDL at the first meeting. The DEVB was also aware

**(Translated Version)**

of the Phase 2 development of the HKDL and would keep in view the progress. As regards the proposed study on the overall traffic and transport in Lantau, the Chairman said that the DEVB would communicate with the policy bureau concerned.

[Post-meeting note: regarding a Member's proposed study on the overall traffic and transport in Lantau, the Secretariat (i.e. DEVB) has referred it to the THB for consideration.]

96. The Chairman said that Mr WAI Chi-sing, Permanent Secretary for Development (Works), would soon commence retirement leave after serving the Government for over 34 years. This was the last LanDAC meeting in which he participated. The Chairman praised Mr WAI for his years of work and service, making outstanding contributions to the Government and the Hong Kong community, and wished him happy retirement.

97. Mr WAI Chi-sing expressed heartfelt thanks to Members, especially the non-official members, for spending considerable time in supporting and participating in LanDAC's work, which enabled the LanDAC to finish a lot of work within the short time after its establishment.

98. There being no other business, the meeting was adjourned at 1:10 p.m.